Planning Justification & Urban Design Report



6 Regina Street North & 24, 28 and 34 Erb Street East
City of Waterloo

VanLegend Regina LP
Official Plan & Zoning By-law Amendment
March 2022

PLANNING & DEVELOPMENT CONSULTING

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1.0 Introduction

This Planning Justification & Urban Design Report has been prepared by *JV Planning & Development Consulting* on behalf of VanLegend Regina LP, in support an Official Plan and Zoning By-law Amendment application pertaining to 6 Regina Street North, 24, 28 and 34 Erb Street East in Waterloo (herein referred to as "Subject Lands" or "Subject Site"). The proposed Official Plan and Zoning By-law Amendment is necessary to intensify and redevelop the Subject Lands for a new 18-storey mixed use building in the area known as Uptown Waterloo.

The Subject Site is approximately 0.2385 hectares in size located at the northeast corner of Regina Street North and Erb Street East as shown on **Figure 1**. The Site is irregular in shape and measures approximately 34 metres of frontage along Regina Street North and 70 metres along Erb Street East.

The Subject Lands are a consolidation of four properties, including 6 Regina Street North, 24, 28 and 34 Erb Street East. The subject lands have been utilized most recently for commercial and office purposes with Gina's Health and Beauty Spa ('Gina's') operating at 6 Regina Street North, the vacant former 'Blaze' office building located at 24 Erb Street East at the corner of Regina Street North and Erb Street East, a two-storey converted single detached dwelling utilized as an office building occupied by Trillium Counselling Services at 28 Erb Street East. The eastern portion of the Site municipally addressed as 34 Erb Street East consists of a partially paved asphalt parking area and a gravel parking area where a former single detached dwelling was located.

The proposed applications would facilitate the construction of an 18-storey, mixed use building containing commercial, office and residential uses. A portion of the building will be dedicated parking garage all at grade or higher with no levels of underground parking.

Implementation of the proposed redevelopment requires approval of an Official Plan and Zoning By-law Amendment application.

About VanLegend Regina LP

VanLegend Regina LP is a partnership between Van Mar Developments Ltd. and Urban Legend Developments Inc. ("ULD"). Capitalizing on each other strengths, the partnership prides itself in the development of first class residential and mixed-use projects within the Waterloo Region. Since its inception, this partnership has designed and developed three unique projects including:

- Blackstone Modern Condominiums in Waterloo, a mixed -use residential and retail master planned development consisting of three six-storey residential buildings, one six storey mixed use building and two commercial buildings.
- The HUSH Collection in Kitchener comprising of 42 townhouse units surrounding a 4-storey apartment building.
- Station Park in Kitchener, a multi-phased mixed-use development currently under construction, consisting of five residential towers ranging in height from 18 storeys to 44 storeys, 175 sf of office, 40,000 sf of retail including the adoptive reuse of the Kaufman house, an important heritage building in Kitchener.

ULD represents VanLegend Regina GP Corp. which is the registered owner of 6 Regina Street North, 24, 28 and 34 Erb Street East.



Site Location Figure 1

Source: Region of Waterloo GIS Locator, 2020 Aerial Imagery

A formal Pre-Submission Consultation meeting was held with the City of Waterloo, Region of Waterloo and Grand River Conservation Authority (GRCA) on August 26, 2021. The Pre-Consultation meeting record is attached as **Appendix A**.

The purpose of this Planning Justification and Urban Design Report is to provide:

- A description of the Subject Site, its existing physical condition, and its context within the surrounding community.
- An outline of the proposed redevelopment plan for the Subject Lands and corresponding development applications.
- A summary of the supporting technical studies and related findings.
- An overview of the relevant planning policy regulations including Provincial, Regional and City policies and guidelines along with planning rational in support of the proposed redevelopment.
- Specific to the proposed height and density, a planning rational as to the appropriateness, suitability and compatibility of the proposed increased height and density and how the increase meets the policy directives of the Official Plan.
- An analysis of how the proposed redevelopment achieves the City's applicable urban design policies and guidelines.
- An analysis of the required site specific zoning regulations required to facilitate the proposed site and building design.

Summary Opinion

The proposed redevelopment will implement the growth-related policies of the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, and the Region and City of Waterloo Official Plans by permitting the intensification of a significantly underutilized site within the Uptown Waterloo Urban Growth Centre. Proximate to, and well serviced by public transit including higher order transit infrastructure within walking distance and active transportation infrastructure with planned on-road bicycle lanes on Erb and neighbouring King Street, the Subject Site is well positioned to accommodate growth and intensify an existing underutilized site in Uptown Waterloo.

JV Planning & Development Consulting is of the opinion that the proposal represents sound land use planning and reflects exceptional urban design. The proposed redevelopment will provide additional residents and jobs at increased densities which will contribute to and enhance the vibrancy and vitality of Uptown Waterloo.

1.1 Proposed Applications

To advance the vision for the redevelopment of the Subject Lands, the following applications are being pursued:

Official Plan Amendment: The majority of the Subject Lands, consisting of 24, 28 and 34 Erb Street East are designated High Density with a maximum permitted height and density of 81 metres and 750 bedrooms per hectare respectively. The Regina Street North property is designated Medium Density with a maximum permitted height and density of 20 metres and 450 bedrooms per hectare.

To redevelop the Subject Lands comprehensively achieving an appropriate built form, the following Official Plan amendments are required:

6 Regina Street North: Redesignate the lands at 6 Regina Street North from Medium Density – 20 metres to High Density, 81 metres with a specific provision area policy to limit the maximum building height on 6 Regina Street North to 4 storeys and 15 metres on the portion of the lands identified as Area A, 18 storeys and 60 metres on the lands identified as Area B and a maximum of 57 bedrooms on lands identified as Areas A and B.

24, 28 and 34 Erb Street East: Amend the Official Plan to include a specific provision area policy to limit the maximum building height on 24, 28-34 Erb Street East to 18 storeys and 60 metres and a maximum of 188 bedrooms on lands identified as Area C.

Zoning By-law Amendment: A Zoning By-law Amendment application is being proposed to rezone the Subject Site from "Uptown Commercial Core -20 (U1-20)" and "Uptown Commercial Core 60 (U1-60)" to "Uptown Commercial Core – 81 (U1-81)". Site specific zoning provisions are also being proposed to implement the above noted height and density permissions as well as site specific zoning regulations to permit reduced parking rates, reduced setbacks, site specific tower step-backs, reduced tower separation, increased horizontal tower dimension and an exemption to provide a common at-grade outdoor area.



Areas shown as approximates with exact areas to be verified and delineated by project architect based on proposed building design

The proposed Official Plan and Zoning By-law amendment application facilitates the redevelopment of the Subject Lands as a single parcel that responds to Provincial, Regional and City policy and urban design guideline directives by prioritizing intensification and higher densities to make efficient use of land and infrastructure to support transit viability.

The following report provides a comprehensive description of the amendments and the planning principles which uphold the proposed site design and intensification having regard for the planned physical character of the area.

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2.0 Site Description and Surrounding Land Uses

2.1 Site Description

The Subject Site is located in the heart of the Uptown Waterloo Urban Growth Centre (UGC), the City's Primary Node which is planned to accommodate a wide range of commercial, employment, social, cultural, entertainment, accommodation, open space, recreational, institutional, as well as residential uses, facilities, and spaces.

The location of the subject lands within Uptown Waterloo is shown on **Figure 2**.

Located on the northeast corner of Regina Street North and Erb Street East, the Site is an assembly of four properties municipally known as 6 Regina Street North, 24, 28 and 34 Erb Street East. It is intended that these properties will be merged to form a viable development parcel.

The gross site area is 2,385 square metres with approximately 70 metres of frontage along Erb Street East and 34.55 metres of frontage along Regina Street North.

There are three existing buildings located on the subject lands including Gina's Spa, a hair salon and beauty spa operating at 6 Regina Street North, the vacant former 'Blaze' office building located at 24 Erb Street East at the corner of Regina Street North and Erb Street East, a two-storey converted single detached dwelling utilized as an office building occupied by Trillium Counselling at 28 Erb Street East. A partially paved asphalt parking area is located on 34 Erb Street East. Photographs of the Subject Lands are shown on **Figure 3.**

2.2 Surrounding Land Uses

The Subject Site is surrounded by a variety of land uses including residential, offices, commercial and retail establishments. Surrounding land uses are described as follows and are illustrated on **Figure 4**. Surrounding site photos are included in **Figures 5a, 5b and 5c**.

North: Lands north of the Subject Site are generally characterized by a variety of restaurants, and other commercial uses. A three-storey multi-tenant commercial building including a hair salon and café is located directly to the north of 6 Regina Street North. A surface parking lot is also adjacent to the 6 Regina Street property which serves the commercial uses fronting Regina Street North and a multi-storey building fronting Dupont Street East. This building has a three-storey addition on the rear of the single detached dwelling and appears to contain a mix of residential and office uses. A three-storey office building fronting onto Dupont Street East is located directly to the north of the 34 Erb Street property.

East: A vacant, two and a half storey single detached dwelling and the former LCBO property is located directly to the east of the Subject Lands. A 22-storey mixed use redevelopment was recently approved on this adjacent property. Laurel Trail is located to the east of this property at the intersection of Peppler Street and Erb Street East. Visible from the Subject Site and further to the east are two high-rise apartment buildings constructed in the 1990's consisting of 16 and 23 stories.

South: Several commercial, office buildings and surface public parking lots are located to the south. A single detached dwelling is located directly opposite 24 Erb Street East on the southeast corner of Regina Street North and Erb Street East. A trailhead of the Laurel Trail, the City Centre Link and Cenotaph Park and the Waterloo City Centre Building (City Hall) is located approximately 260 metres or a 3-minute walk.



Location Map

Figure 2

Source: Region of Waterloo GIS Locator, 2020 Aerial Imagery



Site Photos Figure 3

Source: CNES/Airbus, First Base Solutions, Maxar Technologies, Map data 2021 Google



Surrounding Land Uses

Figure 4

Source: Region of Waterloo GIS Locator, 2020 Aerial Imagery



Surrounding Site Photos Figure 5a

Source: CNES/Airbus, First Base Solutions, Maxar Technologies, Map data 2021 Google



Surrounding Site Photos Figure 5b

Source: CNES/Airbus, First Base Solutions, Maxar Technologies, Map data 2021 Google



Surrounding Site Photos Figure 5c

Source: CNES/Airbus, First Base Solutions, Maxar Technologies, Map data 2021 Google

West: The rear parking area of the former Waterloo Hotel fronting King Street West, a restaurant and 1890's three and two storey mixed use residential/office building is located to the west. The mixed-use building is listed on the Municipal Heritage Register as a non-designated property of cultural heritage value/interest.

King Street, which serves as the central and retail corridor of Uptown Waterloo providing a wide range of service commercial, retail, restaurants, and entertainment is located approximately 130 metres away or a 2-minute walk. The Shops at Waterloo Town Square, Waterloo Public Square and the Waterloo Public Square LRT Station are located within an easy 3-minute walk approximately 275 metres from the Subject Lands.

2 .3 Neighbourhood Context

Uptown Waterloo is generally defined by Elgin Street to the north, Willow Street to the east, Union Street to the south and Waterloo Park to the west. Strategically located with an abundance of amenities within metres, the Subject Site is a prime transit-supportive redevelopment opportunity in a planned focal area for intensification within the city, where significant redevelopment in this area of Uptown has yet to occur.

The Subject Site is located within a short walking distance to several existing community, social and public services including the main branch of the Waterloo Public Library, Canadian Clay and Glass Gallery, City Hall and the Region of Waterloo Public Health & Emergency Services. The Site is also within proximity to several places of worship as well as public schools including MacGregor Senior Public School.

Additionally, there are several parks in Uptown Waterloo including Waterloo Park which is just over one kilometre from the site and about a 15-minute walk.

In addition to the wide range of commercial uses located within proximity of the Subject Site in Uptown Waterloo, the Bridgeport Plaza which includes a number of retail and commercial uses including a Sobeys and Walmart is located approximately 850 metres to the east.

2.4 Transportation Context

The Subject Lands are 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 three-lane, one-way, eastbound Regional arterial road. Regina Street North is a two-lane, north-south City minor collector road.

Arterial roads are intended to function as major corridors in the Region's urban communities, accommodating multi-modal transit modes including vehicle, 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.

A collector road or distributor road is a low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads.

The Subject 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 Subject Lands including the following:

- 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
- Routes #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 Subject Lands are also located near ION Rapid Transit services with the Waterloo Public Square LRT station, travelling northbound and Willis Way LRT Station, traveling southbound. As previously noted, both stations are within comfortable walking distances being approximately 275 metres and 550 metres respectively from the Site.

The Subject Lands are served by the greater cycling network, and by city-wide multi-use pathways including separated cycling facilities 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 m to the south. A temporary dedicated bicycle lane separated by knock down bollards is located in front of the Subject Site on Erb Street East. It is understood that the Region plans to reconstruct this section of Erb Street East in 2022, widening the road and installing permanent dedicated bicycle lanes.

The existing cycling network allows bicycle connections to other routes throughout the city and rapid transit, promoting multi-modal transportation.

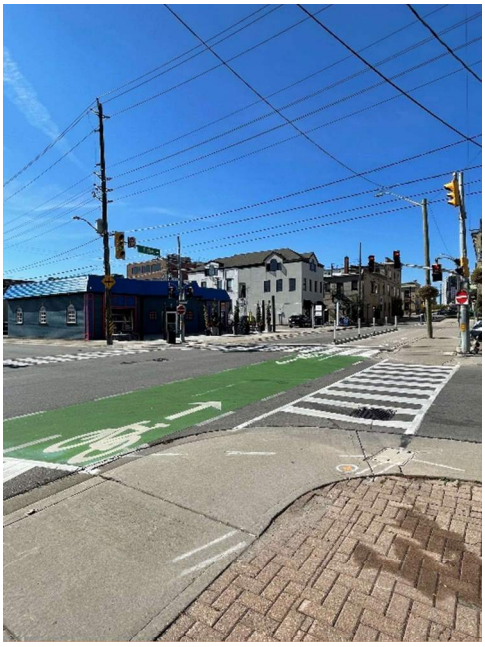


Photo 1 - Temporary bicycle lane on the north side of Erb Street East



Photo 2 - Laurel Trail - 8 kms of multi-use trail along the Laurel Creek running from Uptown Waterloo through to University of Waterloo to Columbia Lake

3.0 Proposed Development & Building Design Overview

3.1 Project Overview

The proposed redevelopment is an 18-storey, mixed-use (residential, office and commercial) building with a total gross floor area (GFA) of 17,645 square metres. A total of 218 residential units are proposed including a mix of one and two bedroom units for a total of 245 bedrooms.

The recessed ground floor features retail uses with direct access to both Regina Street North and Erb Street East with the objective of creating an activated street front with retail activity on the major street frontages. The stepping back of the ground floor coupled with a generous right-of-way acquired from previous road widenings taken from 6 Regina Street North, the corner property, 24 Erb Street East and a partial road widening taken from 28 Erb Street East creates opportunities for enhanced streetscape improvements on the public boulevards.

The balance of the road widening, which has been taken into account as part of the site design, will be taken as part of a future Site Plan application along the balance of the frontage of 28 Erb Street East and along the entire frontage of 34 Erb Street East.

Multiple entrances from the retail units reinforce the street front concept and independent office and residential lobbies are connected to Erb Street East at grade. The residential and office uses have prominent separate entrances and lobbies on the ground floor fronting Erb Street East, animating the street and allowing for views into and out of the building.

The ground floor provides 439.3 square metres of commercial space and features a high floor to ceiling height. Ample fenestration as well as landscaping is intended to improve the at-grade experience along both street frontages. Multiple entrances contribute to the activation of the streetscape and create opportunities for passive observation of the street.

The commercial uses will provide animated frontages along both streets and will be fully accessible as well as being of a pedestrian scale with a greater prominence given the ground floor being 5.5 metres in height. The ground floor façades of the building will be full height glass affording prominent views into and from the retail space.

The fourth floor of the proposed building is proposed to accommodate 1,713 square metres of office space. A 160.9 square metre outdoor rooftop terrace is proposed on the forth storey for use by the office employees.

The building features 3,583 square metres of amenity space for the residential use including 303.9 square metres of common interior amenity area and 618.2 square metres of common outdoor amenity on the fifth floor. The balance of the

Design Statement

"The building is distinctly defined with a podium and tower typology, enhances the pedestrian experience by simple recesses and movement in the façade. The podium intends to instill a sense of dynamism and very playfully disguising the parking into a modern iconic landmark with the use of coloured architectural fins. The structure sitting proud above the podium is defined into a point tower and a smaller tower by the use of material and juxtaposition of architectural articulation. The wave that was first initiated in the podium, now grows into the soul of the tower creating a stepped form organically separated from its fraternal gemini. This duality as a whole set against a back drop of modernist brutalist tall buildings, will then stand out and define the Waterloo downtown for years to come."

Varun-Preet Singh, Architect
Kirkor Architects & Planners

residential amenity area is on private balconies or terraces.

With the exception of the fifth floor of the tower which, in addition to the common amenity area includes ten residential units, the remaining fourteen floors of the tower portion of the building will accommodate the majority of the proposed residential units with 16 units per floor including twelve one-bedroom, two one-bedroom plus den and two, two-bedroom units for a total of 164 one-bedroom units, 27 one-bedroom plus den units and 27 two-bedroom units.

The floor plates for these units vary from 42 square metres to 55.2 square metres in GFA for the one-bedroom units, 58.5 square metres to 64.5 square for the one-bedroom plus den units and 67.7 square metres to 70.3 square metres for the two-bedroom units providing a mix of unit types and sizes to suit a wide range of residential housing needs and further diversifying the housing options in Uptown Waterloo.

Vehicle and bicycle parking will be provided in a multi-level podium parking garage which is disguised with the use of coloured architectural fins[1]. As described by the lead design architect, the coloured architectural fins were used to create a wave pattern as part of the design of the building. Employed to effectively screen the parking, the panels were also strategically positioned to create movement within the façade.

The ground floor and two podium parking levels provide a total of 122 vehicle parking spaces proposed to be shared between all uses. A detailed description of the shared parking model is included in Section 3.6 of this report.

All service elements including delivery and waste collection vehicles will enter from Erb Street East and are completely hidden behind the façade. Parking spaces that are not located entirely behind building floor area will be effectively screened from the public sidewalks.

Secure long and short-term bicycle parking is provided on the ground level of the parking garage for residents and office employees. Visitor bicycle racks will be accommodated as part of the enhanced streetscaped plan to support the commercial uses.

Overall, the proposed development of the Subject Lands will accommodate the following:

Key Development Statistics		
Component	m^2	ft^2
Gross Lot Area (Pre-Road-Widening)	2,385	25,672
Net Lot Area (Post Road-Widening)	2,232	24,025
Gross Building Floor Area (GFA)	17,645.5	189,935
Office	1,713	18,439
Retail	439.3	4,729
Common Residential Amenity - Indoor	303.9	3,271
Common Residential Amenity - Outdoor	618.2	6,655
Private Balconies and Terraces	2,965	31,915
Total Residential Amenity	3,887.1	41,840
Common Office Amenity - Outdoor	160.9	1,732
Residential		
Units	218	
Bedrooms		
1-bed	164	

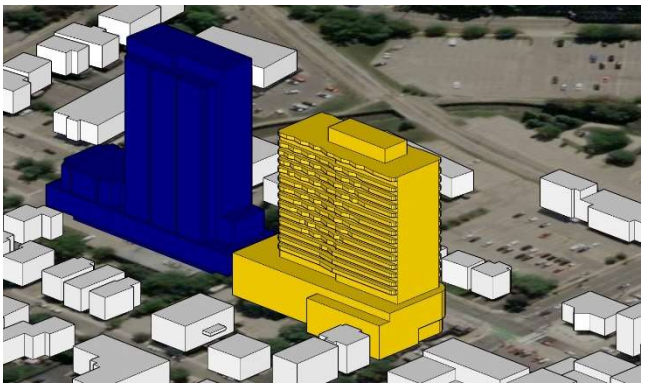
[11] Architectural fins are thin architectural materials attached to the main structure of the building in a perpendicular and semi-perpendicular direction to the building façade in order to create architectural depth and interest to the building façade.

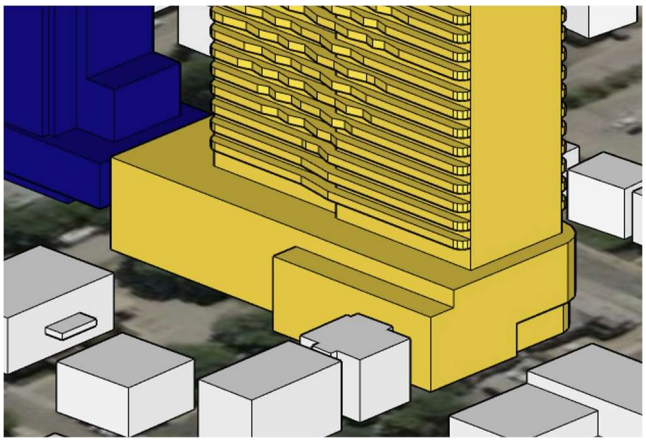
1-bed + Den	27
2-bed	27
Total Bedrooms	245
Vehicle Parking	
Shared	100
Residential Visitor	
Floor 1	7
Floor 2	15
Total	22
Accessible	
Floor 1	1 Type A
Floor 2	1 Type A & 2 Type B
Floor 3	1 Type A and 2 Type B
Total	7
Bicycle Parking	
Floor 1	146

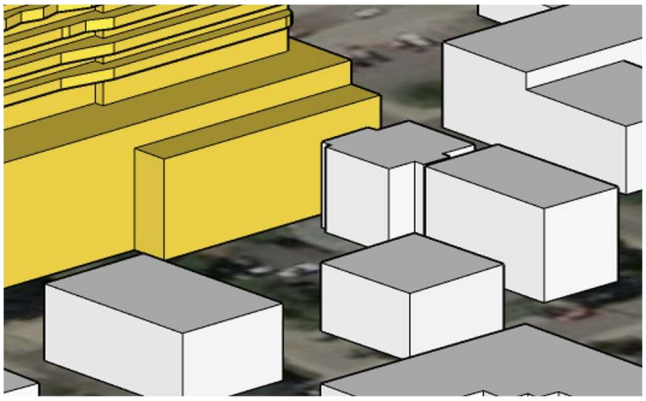
3.2 Massing and Scale

The proposed building design uses a four-storey base which provides a pedestrian scale along the Erb Street East and Regina Street North frontages. The orientation of the building towards the northeast corner of the Subject Site with the majority of the building mass fronting onto Erb Street East, creates an articulated and pedestrian scale base, establishing a consistent street edge. At 5.5 metres in height, the commercial ground floor offers a comfortable sense of enclosure and positively frames the public right-of-way.

The development has been designed to break up the massing through incorporating terraced massing on the north side of the building that abuts existing medium density designated properties fronting Regina Street North. While the total podium height is 14.25 metres, the north façade adjacent to 8 Regina Street North, a three-storey commercial building, is 11.3 metres (three-storeys) in height. The multiple stepbacks serve to transition the building to create an appropriate scale for the building. This transition in massing is particularly evident in the following 3D massing models that were construction by SLR Consulting as part of their Pedestrian Wind Assessment Study.

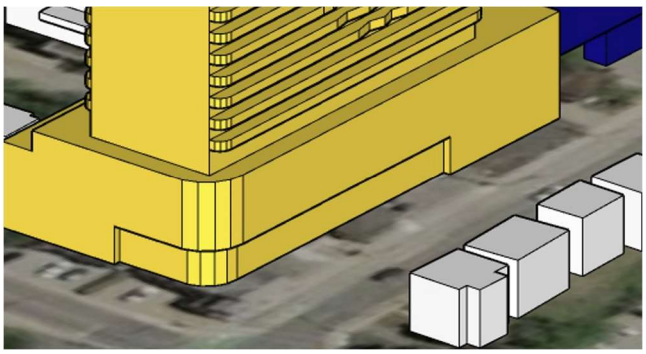






Base Design

The building base is situated to provide a strong urban edge to both Regina Street North and Erb Street East. The building base is situated at the property lines (post road widening) to maximize building functionality and efficiency. Notably, a portion of the ground floor is stepped back along a portion of Regina Street North and Erb Street East for a prominent entrance to the retail uses, residential and office lobby entrances.



The ground floor commercial uses along Regina and Erb Streets, provide opportunity to create semi-public spaces for social gathering. Commercial spaces designed for ease of lease-up with high visibility storefronts all contribute to fostering a distinctive character and district identity as envisioned by the Official Plan.

Tower Design

The design of the tower contemplates a contemporary and refined appearance. The redevelopment is composed with a slender floorplate, atop the mid-rise building base to reach 18 storeys in height. The building tower aligns with the recessed massing of the ground floor level, offering a tower step-back of 3.44 metres on Regina Street North and 3 metres on Erb Street East. The wave that begins in the podium continues up the tower mass to visually break up the built form. The use of coloured glass balcony railings on the north and south elevations provide a unique architectural articulation that forms the wave that results in an iconic and expressive building design.

The fully enclosed rooftop mechanical penthouse is stepped back from the street-facing elevations, with a further step-back from the building top roofline.

3.3 Streetscape and Landscape Design

The proposed redevelopment does not include the provision of an at-grade common outdoor amenity area as part of the redevelopment as required by the Zoning By-law as the limited size and contextual conditions of the Subject Site are not adequate to accommodate this type of space. Although detailed plans have not been explored at this time, the intent is to propose an enhanced public realm along both street frontages with improvements including new landscaping, paving, bicycle racks, street furniture, etc., ensuring a high-quality public realm at an important intersection.

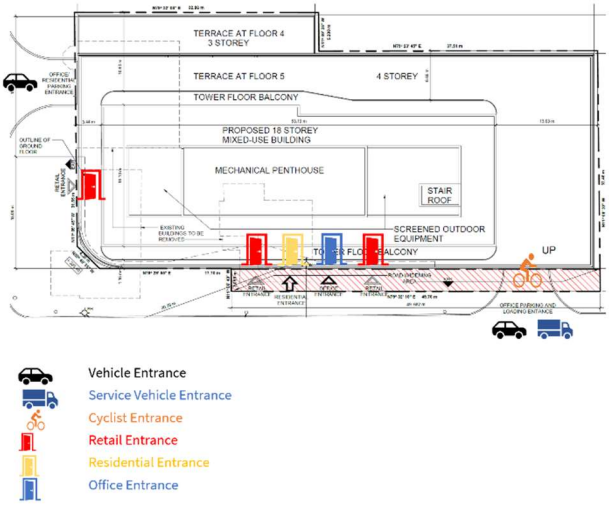
The building positioning and glass transparency support an animated streetscape along Regina Street North and Erb Street East. The proposed redevelopment includes architectural features, including high glazing, transparent doors, and a greater floor to ceiling height at grade to create an engaging street wall and increase architectural interest. An expanded and enhanced public realm along both frontages animates the streets and frontages of the commercial uses and provides at grade opportunities to introduce seating and flexible space during summer months.

The 5th storey residential rooftop common amenity terrace will provide opportunity for seating, furnishings, BBQ area and dog facilities area complimented by planter arrangements throughout. The office rooftop terrace will provide opportunity to provide additional landscaping that will soften and enhance the appearance of the building, adding an additional greening element.

The design principles that will formulate a Public Realm Streetscape Plan are outlined by the Planning Partnership and are included in **Appendix B.**

3.4 Access and Circulation

As shown in the figure below, there are several pedestrian entrances to the building easily accessed by the public sidewalk. The primary residential entrance is from the public sidewalk on Erb Street East. An internal passenger drop-off area is provided through the ground level parking podium, with vestibule entrance to the residential lobby. Commercial units will have direct pedestrian access from the public sidewalk on both Regina Street North and Erb Street East. Vehicular entrance to both the office and residential parking is provided off Regina Street North to the ground floor parking level. A second vehicular entrance to the office parking is provided off Erb Street East. Cyclists are to enter the site from the Erb Street East entrance where secure bicycle parking is provided on the ground floor parking level. Loading and service vehicles are proposed to access the building from Erb Street East.



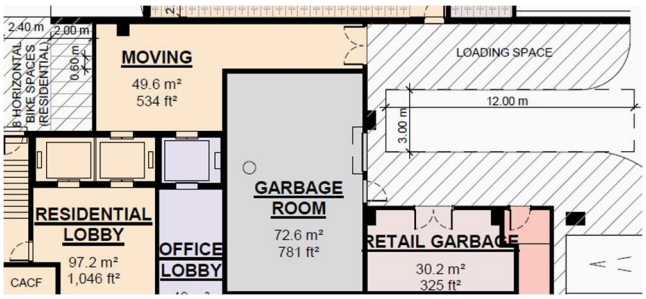
3.5 Loading and Service

Loading and services for the Subject Site are located central to the building. One loading space is provided with direct access to the interior residential and retail garbage storage rooms and moving room.

The proposed site plan was reviewed for the movement of both a heavy and medium single unit truck as part of an Access and Circulation Review included as part of the Transportation Impact Study. The analysis indicated that a Heavy Single Unit (HSU) truck cannot be accommodated within the garage and therefore only Medium Single Unit (MSU) trucks will be able to access the loading area.

As it is not expected that HSU trucks will be required to access the parking garage, this is not anticipated to be an issue. Standard moving and garbage collection vehicles are classified as MSU trucks and can be accommodated within the garage.

Emergency service vehicles will access the building via the residential and office lobbies fronting onto Erb Street East. The Siamese connection to the building is located west of the office lobby entrance door with a connection to an existing fire hydrant at the corner of Regina Street North and Erb Street East.



3.6 Vehicle Parking and Shared Parking Model

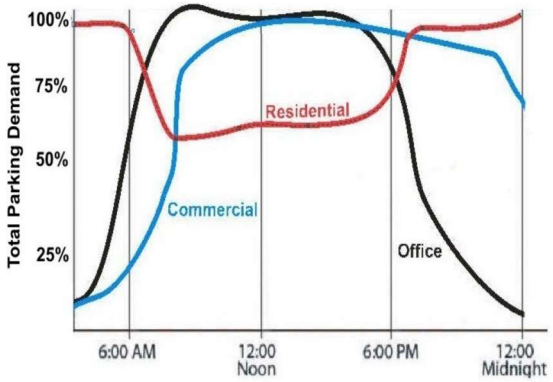
One ground level of parking and two levels of podium parking is proposed to accommodate the redevelopment. A total of 122 parking spaces are proposed, including 7 barrier-free spaces and 22 visitor parking spaces.

The building is proposed to employ a 'shared parking model', which utilizes advanced technologies and understandings of parking usage to maximize parking efficiencies. The basis, and tremendous benefits, of a shared parking model is based on acknowledging, and leveraging, fundamental patterns of parking behaviour by building occupants.

The parking requirements of occupancy by use are well establish patterns that can be relied upon to make this model successful. For example, it is known that residential usage peaks and is highest during the nighttime hours when most residents are home and sleeping and declines to about 50% of their maximum usage by mid-day when people leave the building to go to work or other activities.

It is also known that office usage is almost a mirror inverse to residential usage. Parking for office occupants' peaks mid to late morning when most people arrive to work, decline slightly around lunch time when some office occupants leave for lunch meetings and appointments, slightly rises again in mid-afternoon, then rapidly declines between the hours of 4 and 7pm when most office occupants leave for the day.

Furthermore, this office use pattern only occurs during weekdays and has a different pattern on weekends. Retail and residential visitor parking patterns have yet different, but definable patterns of parking usage.



This graph illustrates different peak times between commercial, residential and office uses.

Understanding these patterns, monitoring their usage, and establishing a legal structure up front is crucial to allowing such patterns to be leveraged, but the benefits are a substantial increase in parking efficiency. In some cases, parking efficiency has improved by over 30%. The results are dependent on several variables, including:

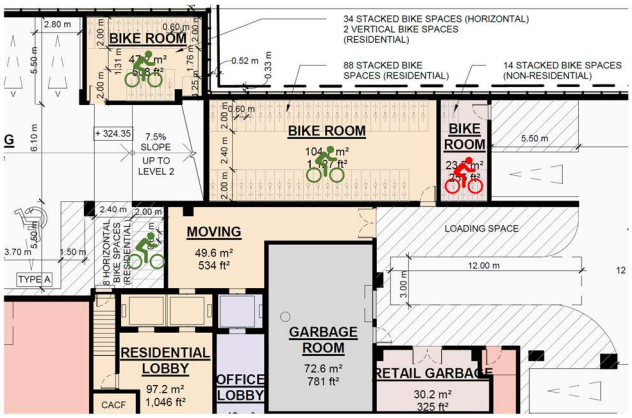
- The overall scale of the garage and number of parking spaces
- The mix of uses within the building and their proportionate share of the building to each other
- The extent of technologies employed to monitor and track usage in real time via electronic signage.

In summary, the proposed building is an ideal candidate to achieve maximum benefit from a shared parking model.

3.7 Bicycle Parking

Two secure indoor storage rooms for resident use, one secure indoor storage room for office/retail employee use and one open area for short term resident use are included on the ground floor parking level accommodating a total of 146 bicycle parking spaces. Outdoor racks are proposed as part of a future streetscape plan for short term use for retail users and visitors.

All bicycle parking areas are conveniently located to residential and office lobbies. The office floor will provide shower facilities to encourage active transportation.



3.8 Building Materials

The proposed design employs a contemporary aesthetic and includes materials which have been carefully selected to result in an interesting and expressive building design. Core cladding materials include a pre-finished metal fin façade system, curtain and panel wall systems and clear and tinted glass railings for the balconies.

Clear glass is predominant along the ground floor façade integrated with a black and white prefinished metal fin system which not only provides an attractive ground level façade but also has been purposely used to screen the limited parking not located behind the active uses along a small portion of the Erb Street frontage.

The second and third parking podium levels are clad with alternating white and black metal fins that are strategically placed to create the start of the wave pattern extending to the tower.

The clear glass window wall vision panels continue on the 4th floor office level accented with a dark grey precast concrete band serving to impact a well-defined base, middle and top section.

Traditional clear glass window wall vision panels were selected on the west and east façades of the tower to provide homage to the modernist brutalist apartment buildings located to the east which are visible from the Subject Site.

The wave theme is accentuated using a tinted and clear glazed railing system.

The proposed materials, conceptual Site Plan, floor plans and renderings are included on the following pages. A complete architectural package is also provided under separate cover.





1. PRECAST CONCRETE (DARK GREY)
2. VISION GLASS (TOWER)
3. VISION GLASS (OFFICE)
4. VISION GLASS (RETAIL)
5. PREFINISHED METAL FIN (BLACK)
6. PREFINISHED METAL FIN (WHITE)
7. GLAZED RAILING (TINTED)
8. GLAZED RAILING (CLEAR)





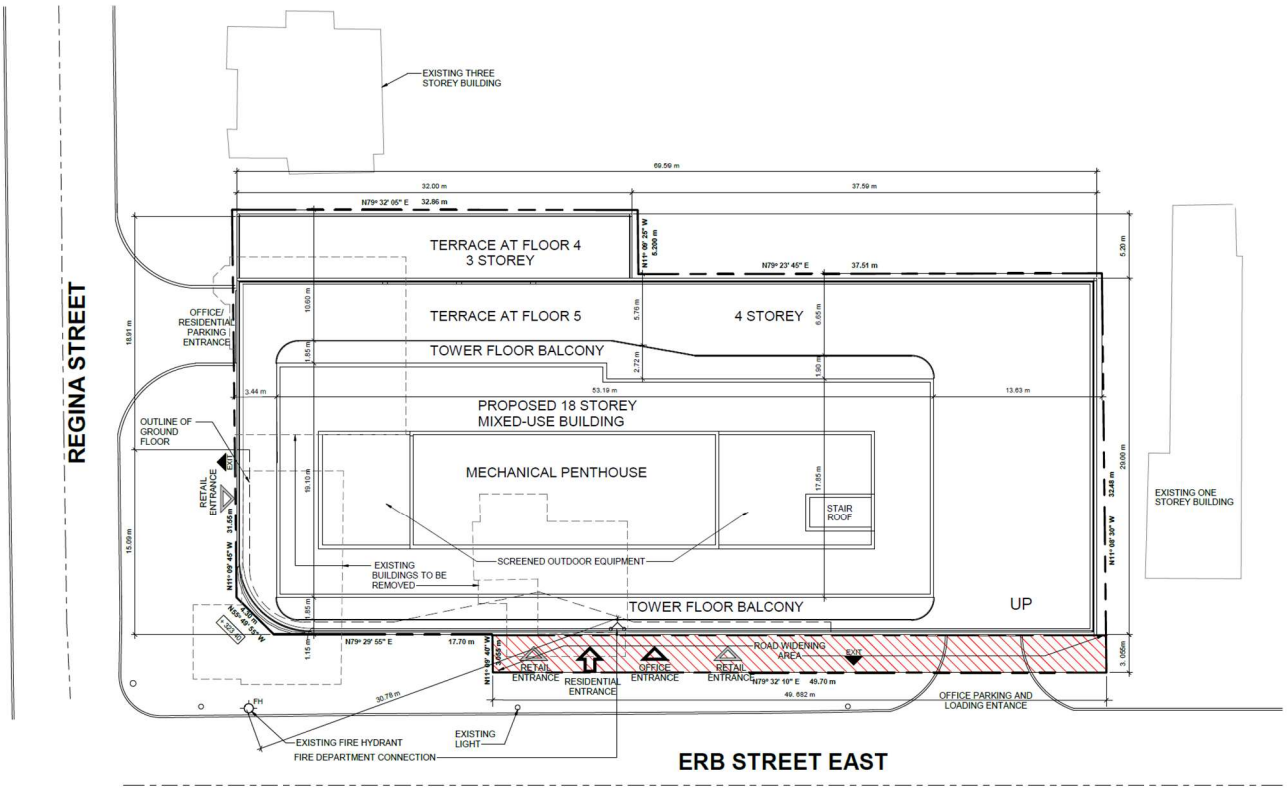








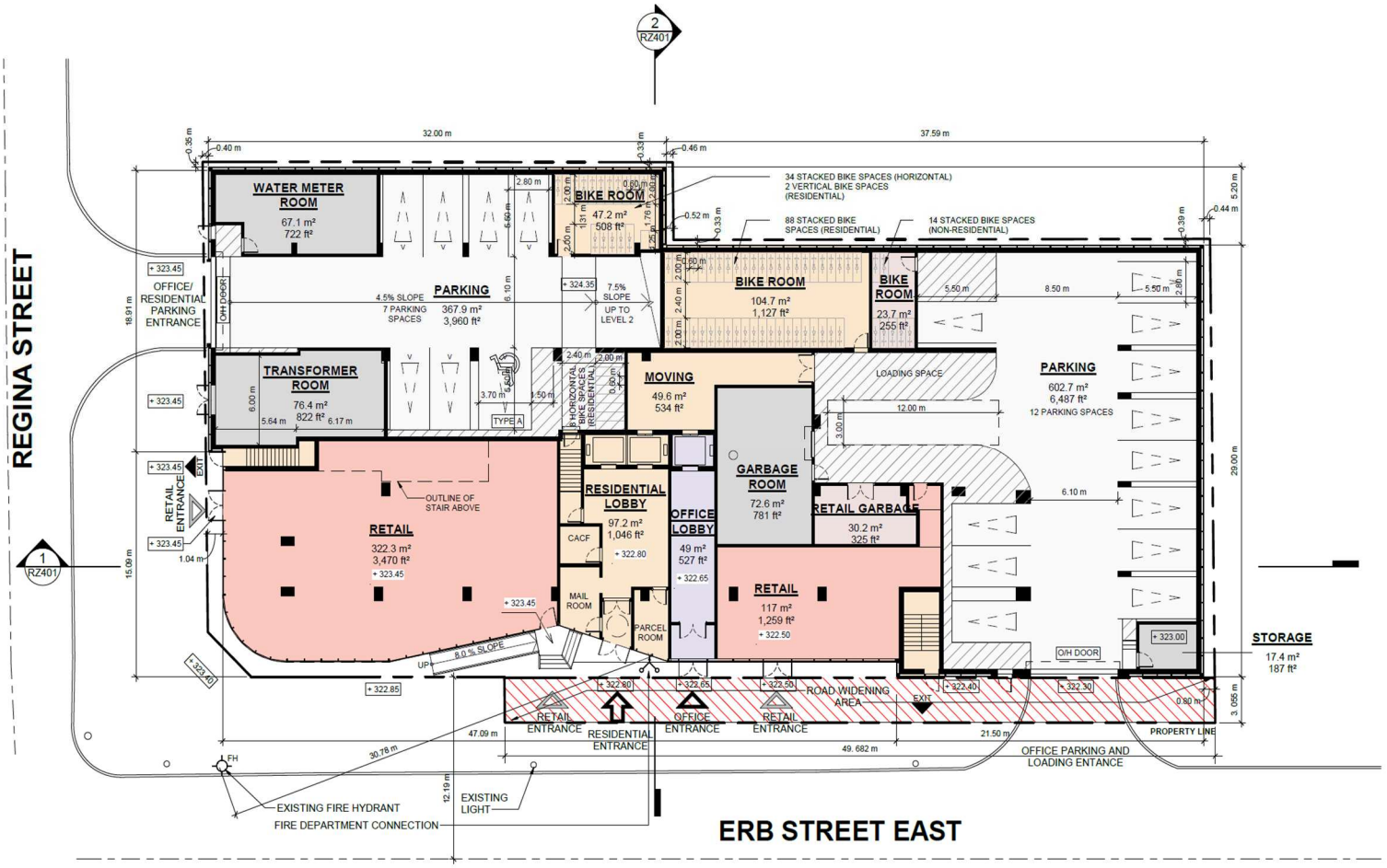
Proposed Development – Site Plan



1 Site Plan
RZ003 1 : 200

Proposed Development – Floor Plans

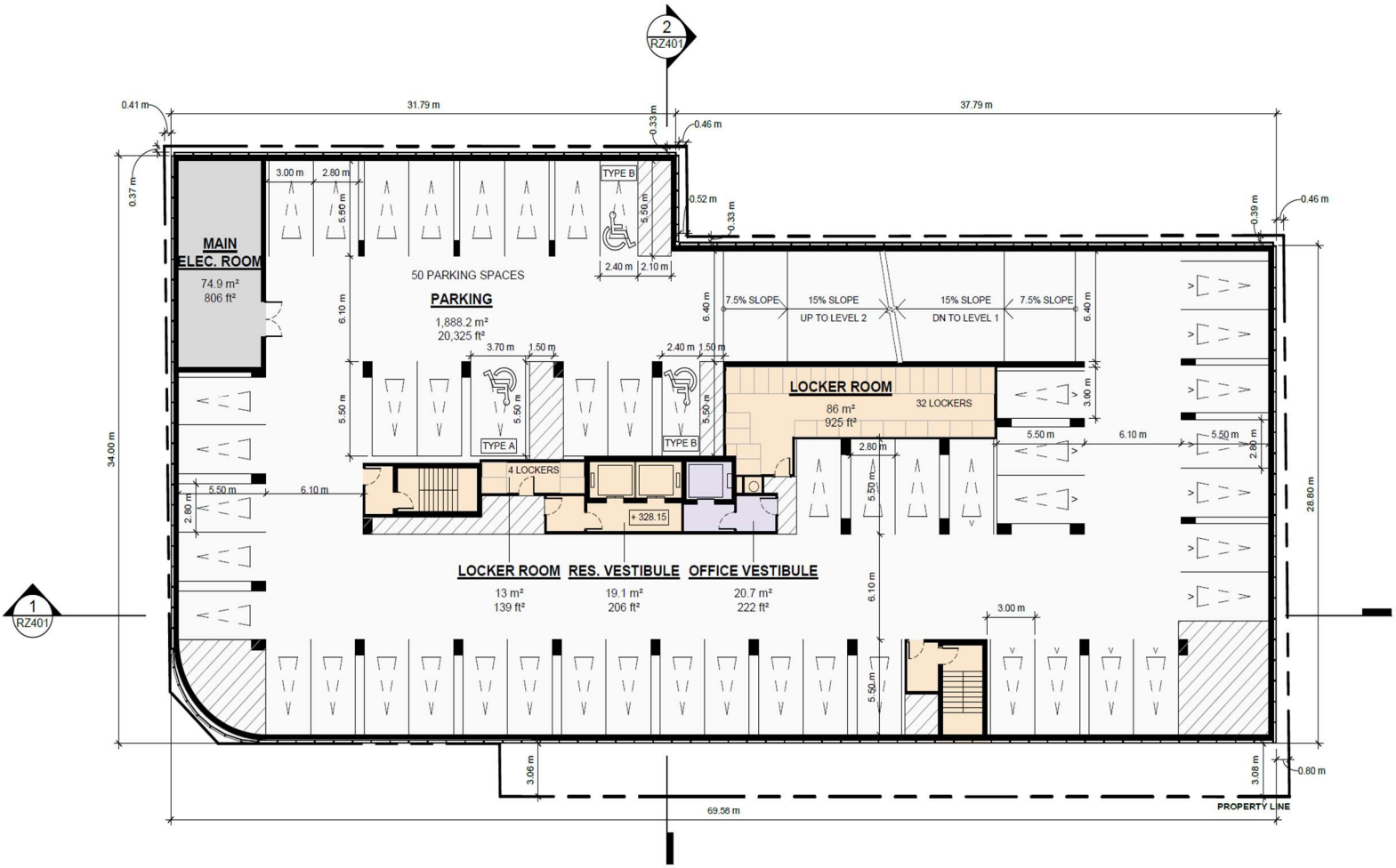
Ground Floor – Level 1



1 RZ101 Floor 1
1 : 200

Proposed Development – Floor Plans

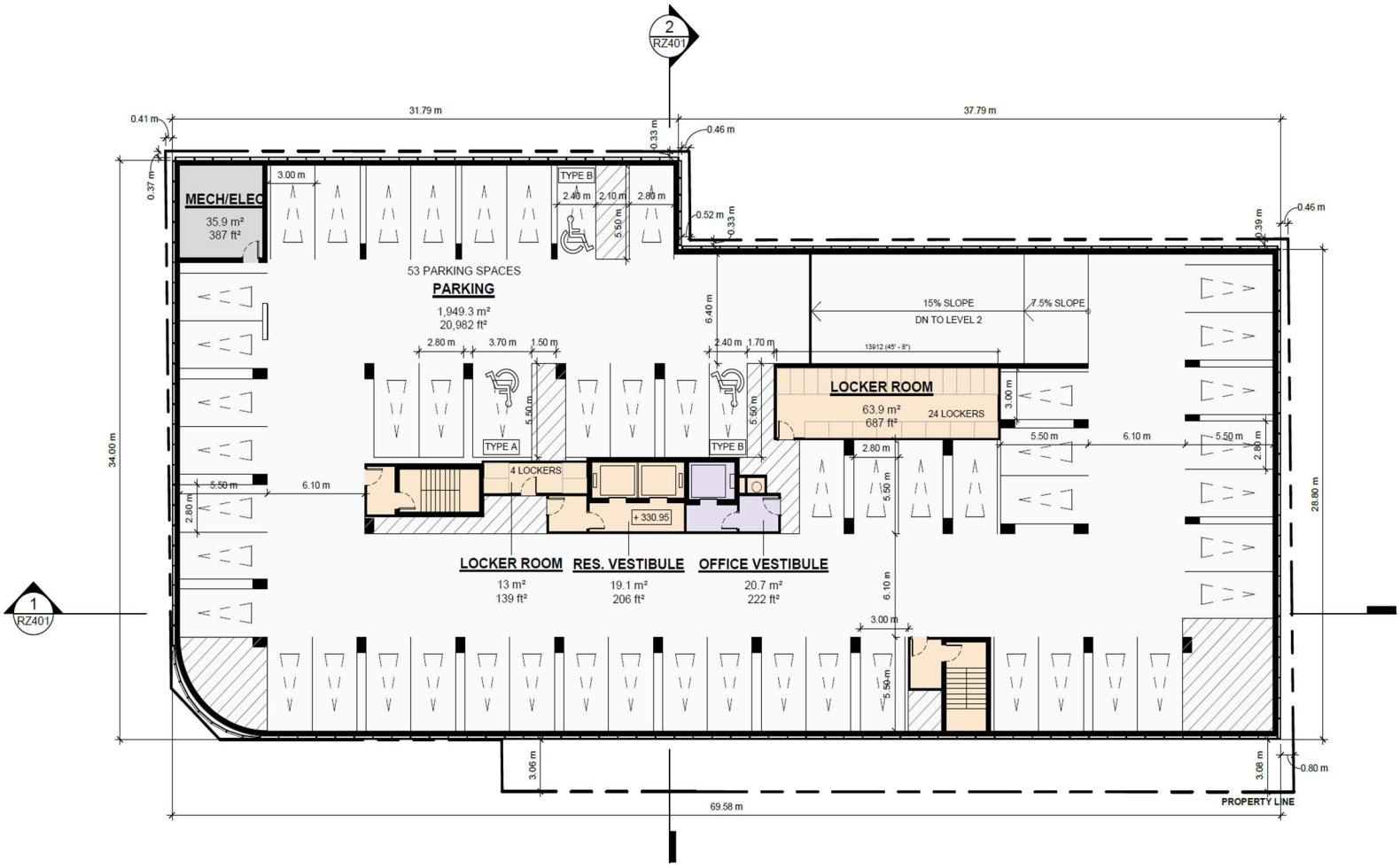
Level 2



1 RZ102 Floor 2
1 : 200

Proposed Development – Floor Plans

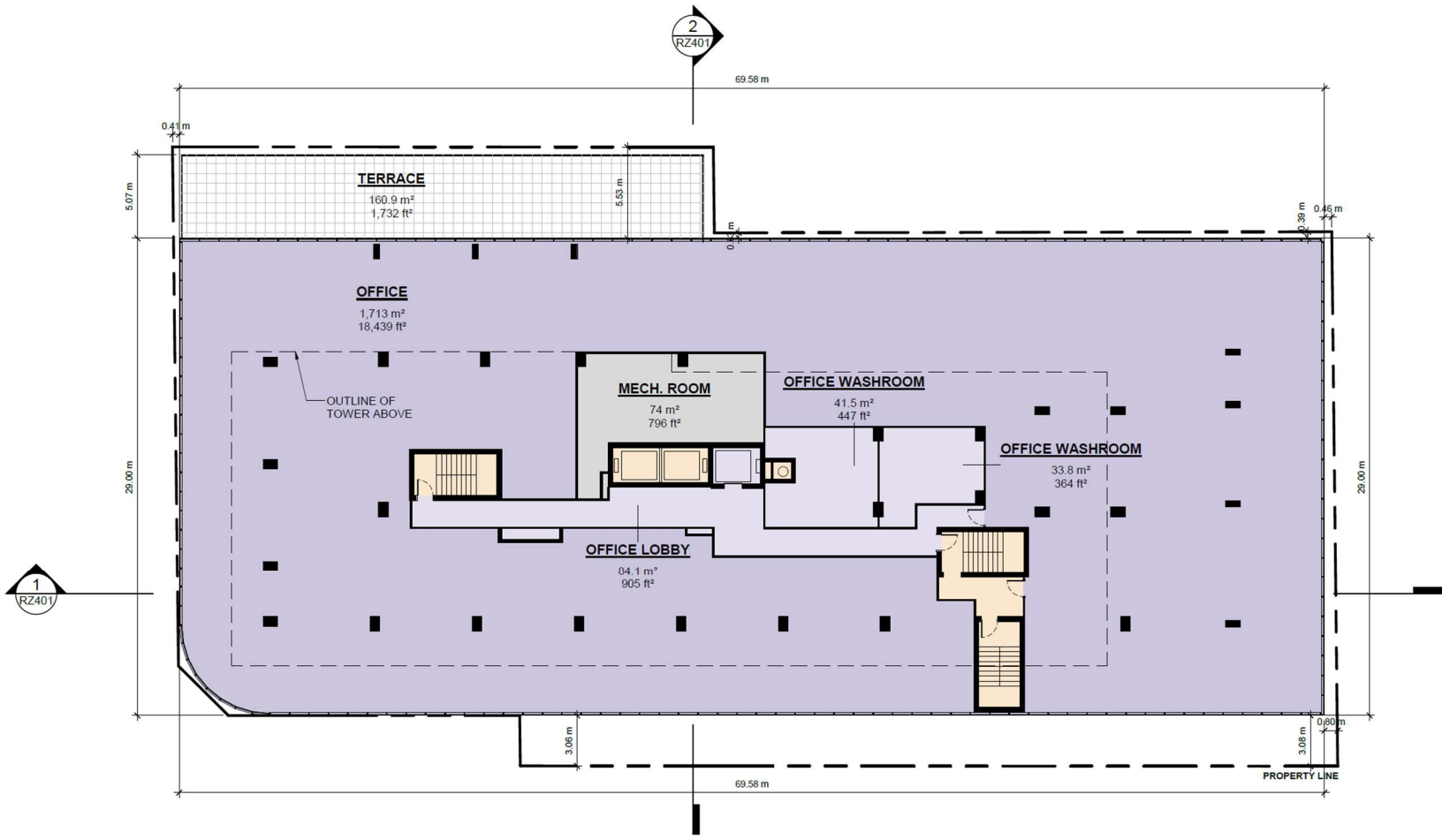
Level 3



2 RZ102 Floor 3
1 : 200

Proposed Development – Floor Plans

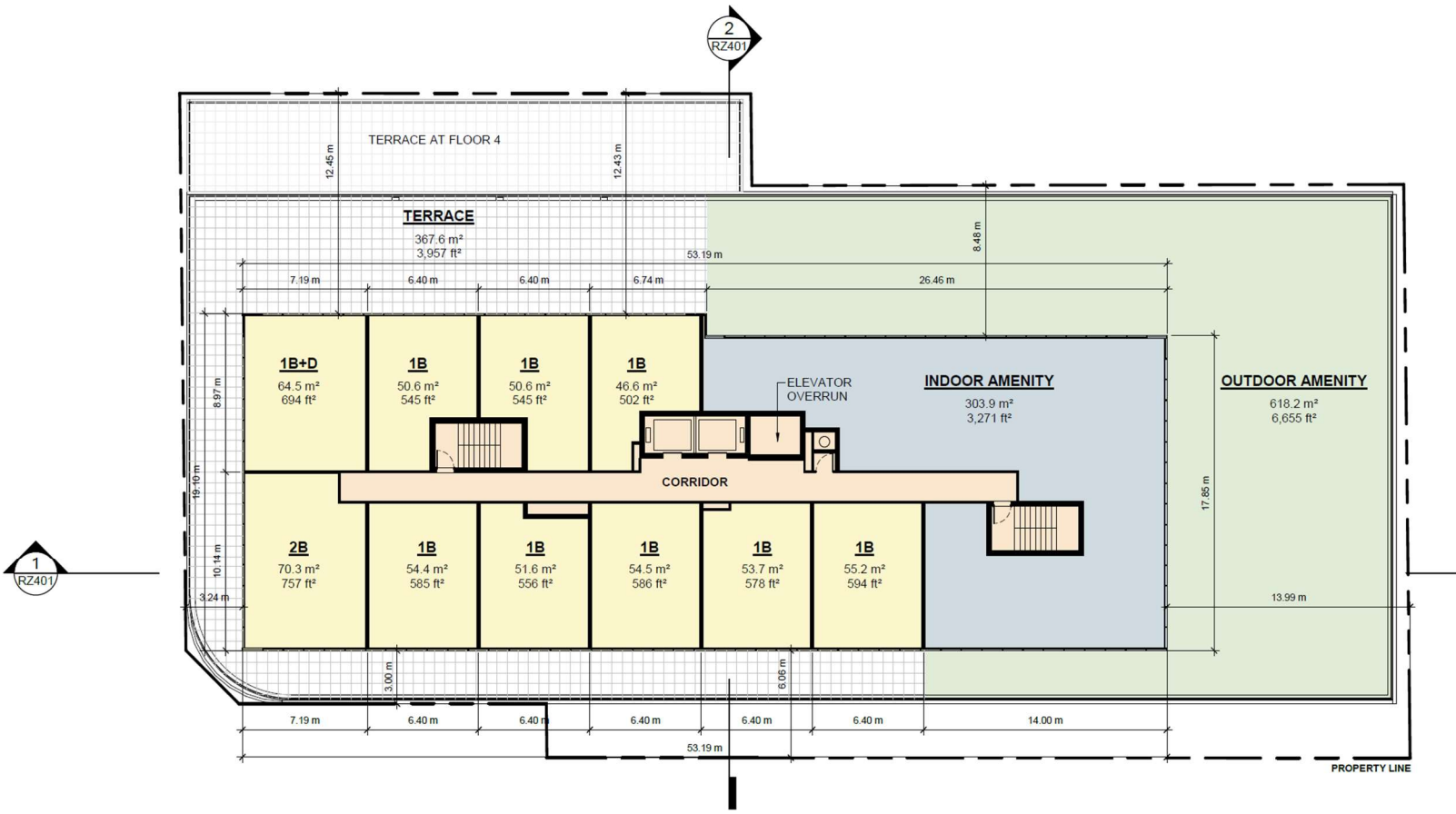
Level 4



1 RZ103 Floor 4
1 : 200

Proposed Development – Floor Plans

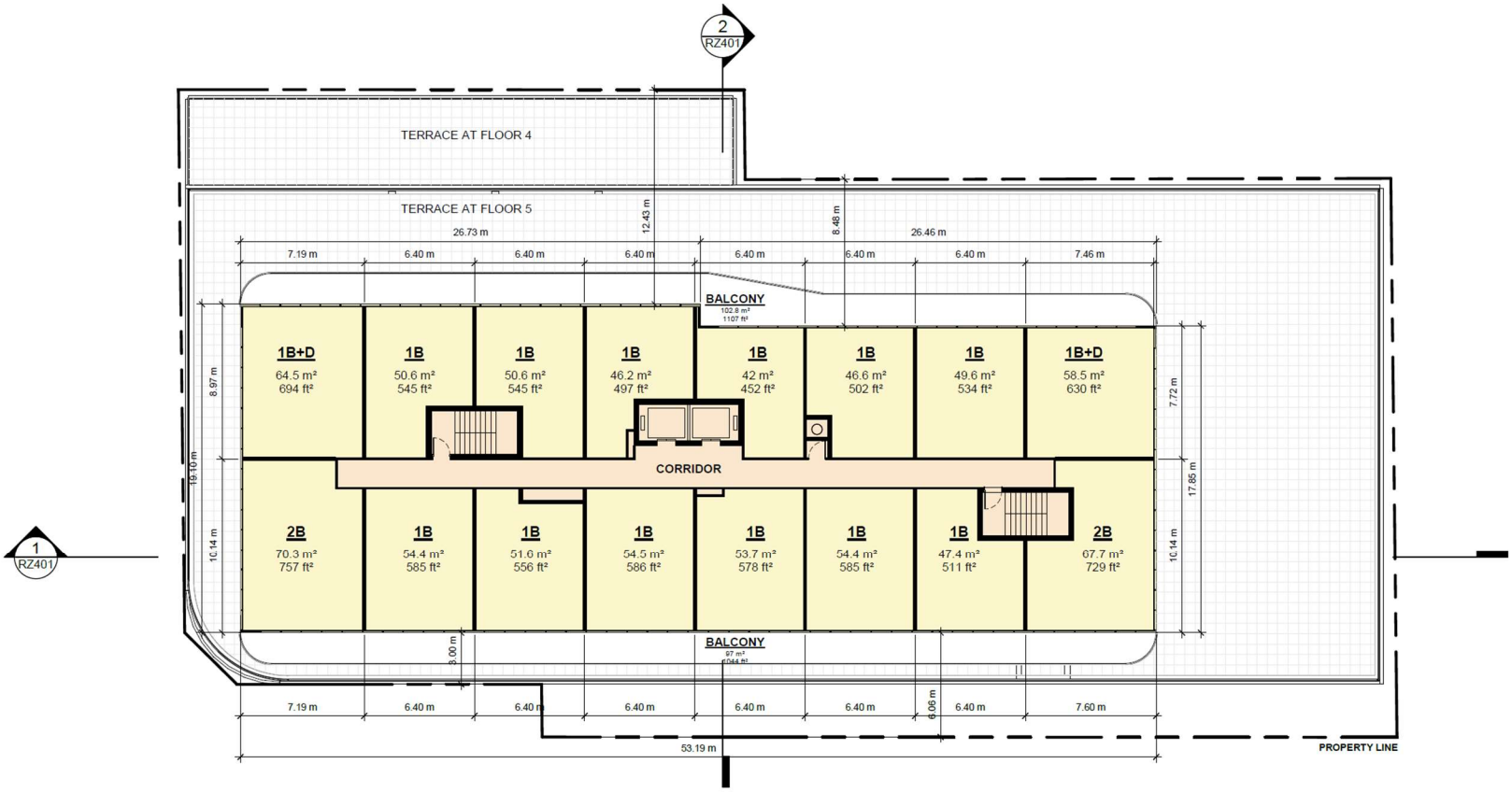
Level 5



2 RZ103 Floor 5
1 : 200

Proposed Development - Floor Plans

Levels 6-18

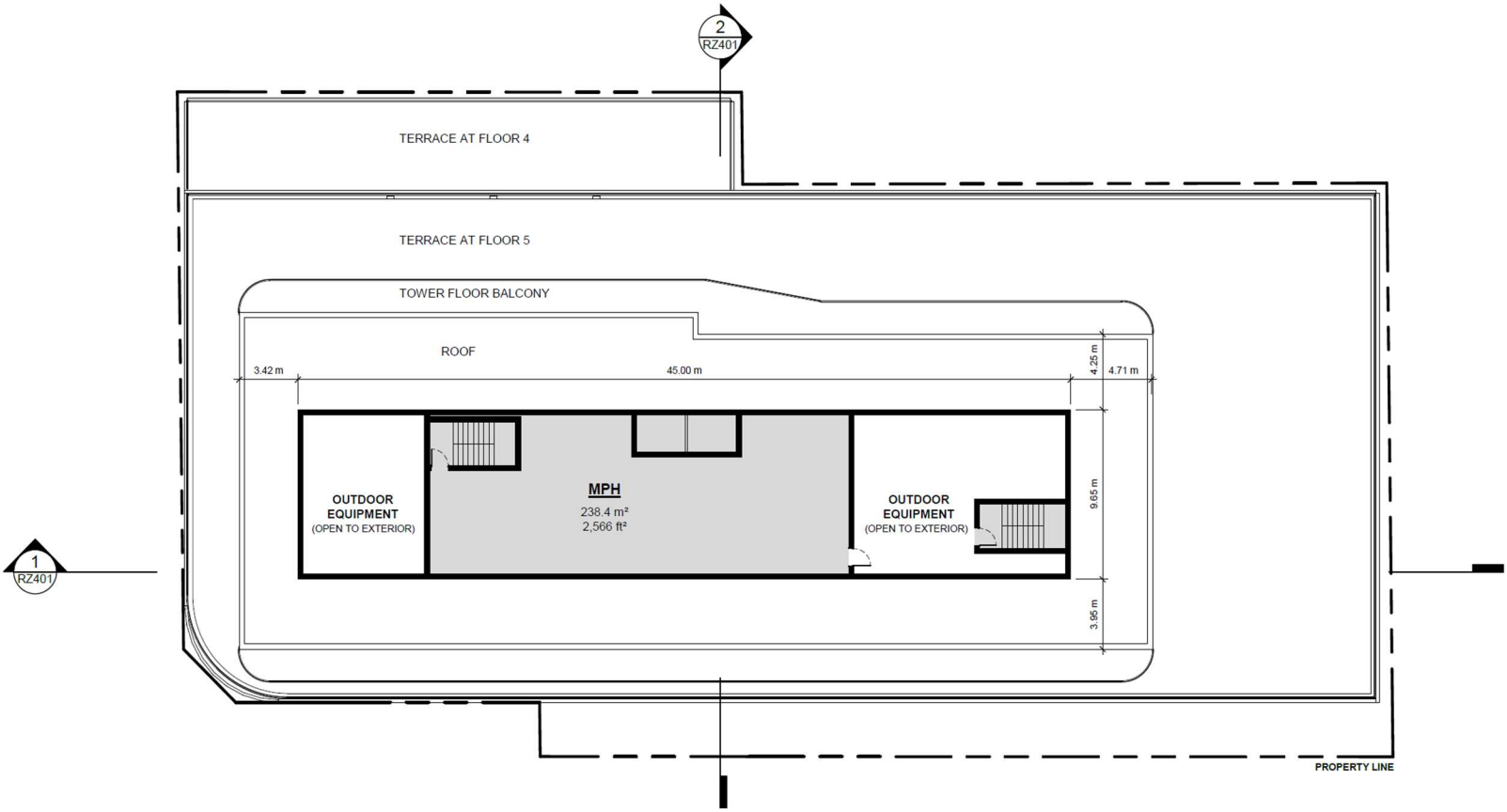


1 RZ104 Floor 6-18

1 : 200

Proposed Development - Floor Plans

Roof/Mechanical Penthouse



2 RZ104 ROOF / MPH
1 : 200



View from Erb Street East and Regina Street North



View of from Regina Street North

4.0 As of Right Development Concept

The following provides an analysis of the redevelopment potential of the Subject Lands in accordance with the existing Official Plan height and density permissions and Zoning By-law performance standards related to required building setbacks, parking, tower regulations including step-backs, setbacks and tower length.

The property assembly is shown in **Figure 6**. The Regina Street North property, comprising 28% of the consolidated site is the only property that is designated Medium Density, 20 metres. While 24 Erb and 28 Erb Street are designated High Density, 81 metres, the depth and configuration of these properties in relation to 34 Erb Street East, which is also designated High Density, 81 metres, impede the ability to consolidate these properties with 34 Erb Street East to redevelop them for their planned high density built form. As such, 24 and 34 Erb Street are required to be combined with the Regina Street North property to illustrate the as-of-right redevelopment potential.

The following is the current permitted density in accordance with the U1-20 and U1-60 zones for each development concept with Regina Street North combined with 24 and 28 Erb Street East:

CONCEPT #1 - PERMITTED MAXIMUM DENSITY		
Property	Land Area (ha)	Permitted Beds
6 Regina Street N	0.067	450/ha = 30
24 Erb Street E	0.012	675/ha = 8
28 Erb Street E	0.033	675/ha = 22
Total	**0.112**	**60**

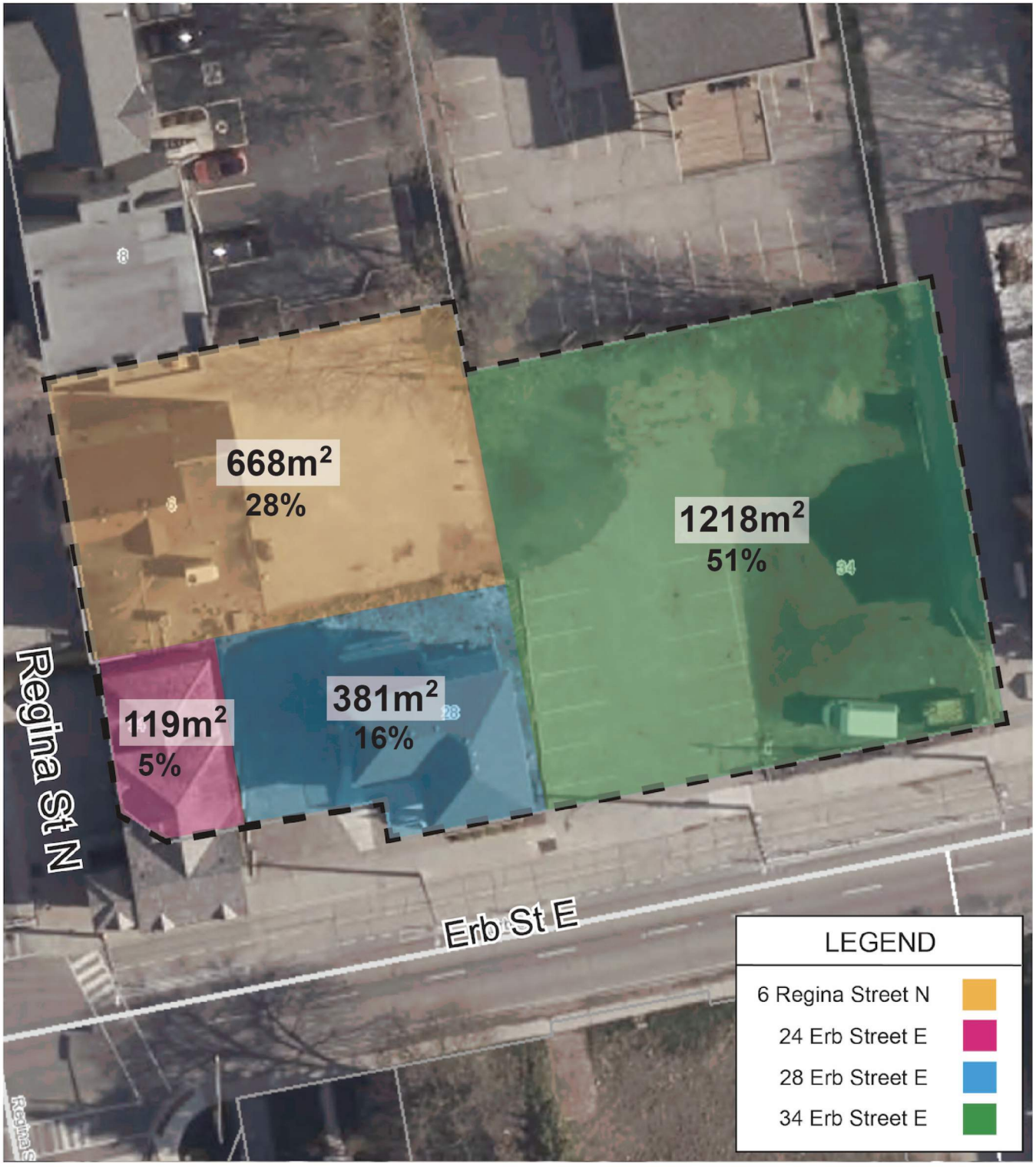
CONCEPT #2 – PERMITTED MAXIMUM DENSITY		
Property	Land Area (ha)	Permitted Beds
34 Erb Street E	0.110	675/ha = 74
Total	**0.110**	**74**

4.1 Regina Erb As-of-Right Concept

Given the maximum permitted height of 20 metres on 6 Regina Street North, the Building 1 concept is a six-storey building with one-bedroom units on four floors for a total of 40 one-bedroom units. Under building parking and one level of podium parking accommodates 20 parking spaces. The ground floor accommodates 272.77 square metres of commercial space as shown on the following floor plans.

Although this concept does not exceed the maximum height or density permissions, in addition to not being commercially viable, this concept does not capitalize on the Subject Land's location within the Uptown Waterloo UGC – an area intended to not only accommodate significant growth as part of its planned function, but an area which is expected to prioritize exceptional urban design.

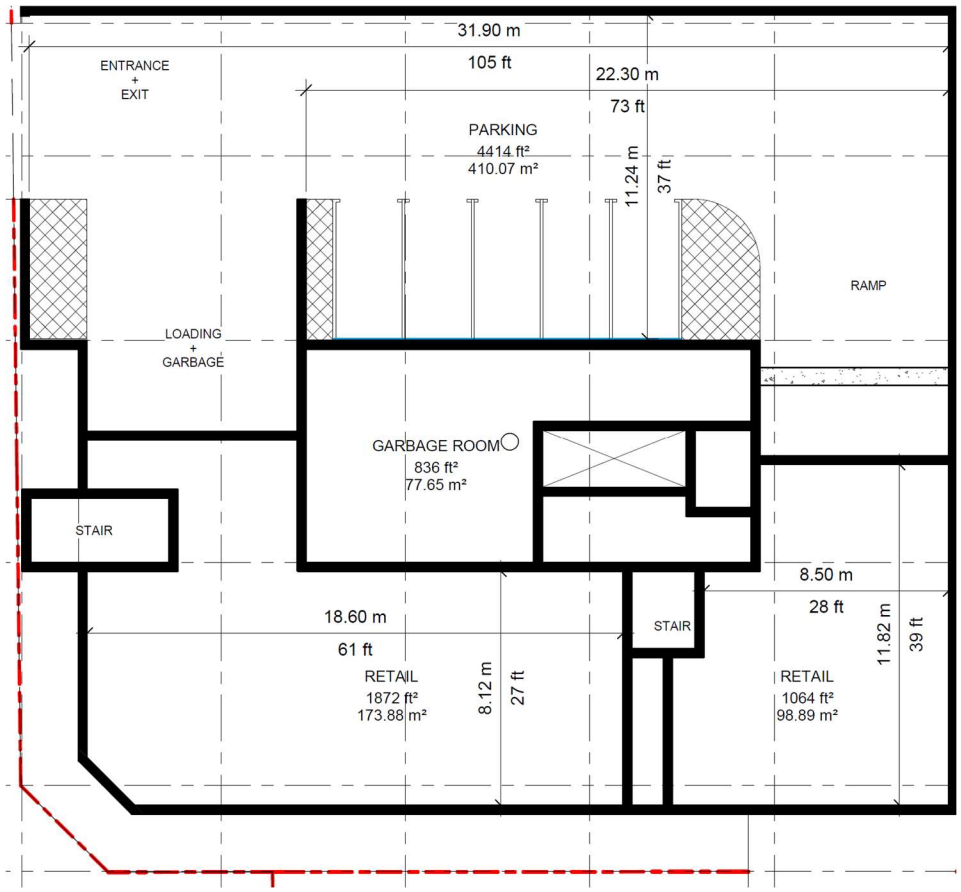
This concept does not provide for an efficient use of land, services and infrastructure, nor does it provide a transit-oriented development in an area that is walkable, and well served by transit, including higher order transit. While commercial uses are provided on the ground floor, office uses cannot be accommodated.



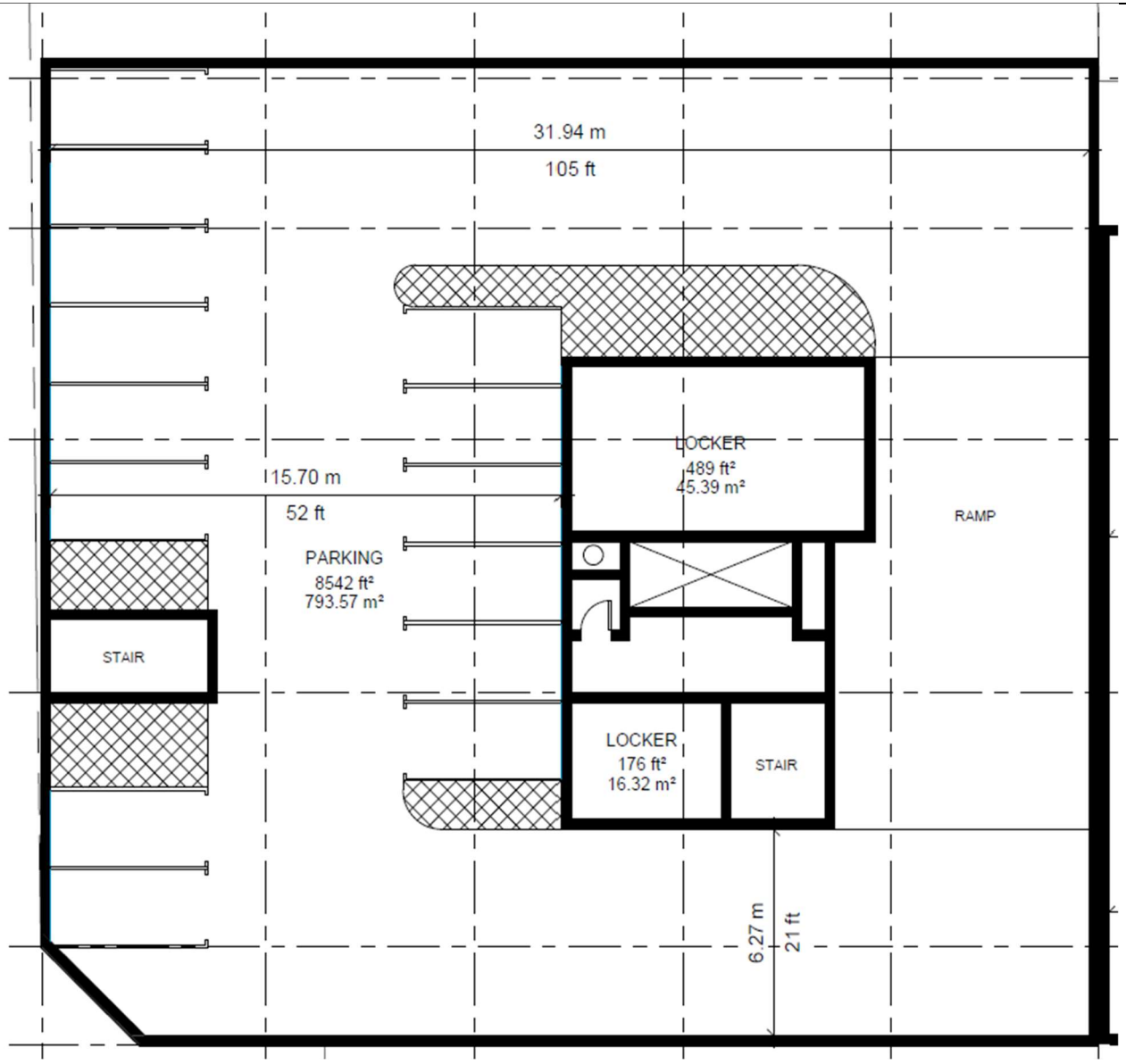
Property Assembly Figure 6

Source: Region of Waterloo GIS Locator, 2020 Aerial Imagery

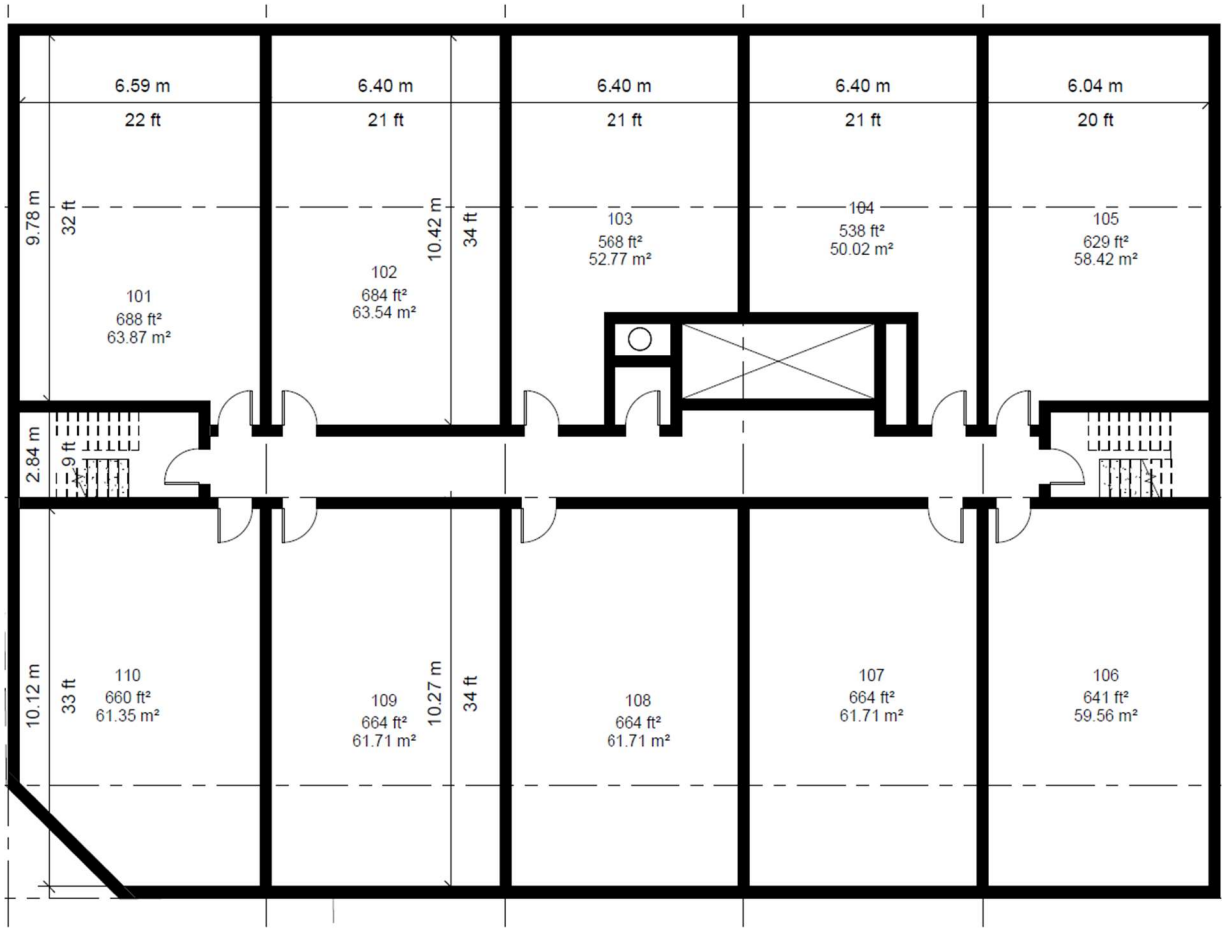
Building 1 As-of-Right Concept



Ground Level



Level 2 – Typical Parking



Levels 3-6 – Typical Suite Layouts

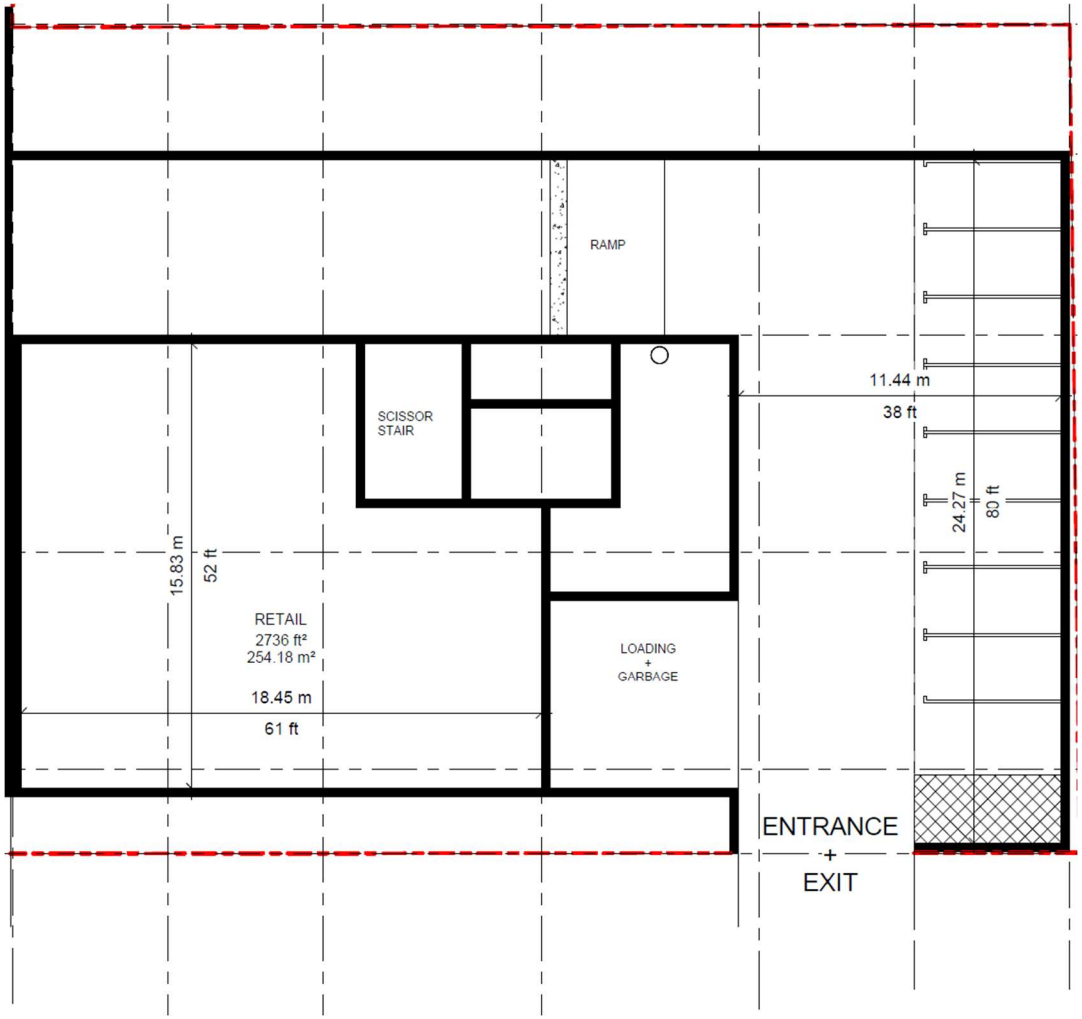
4.2 Erb Street East As-of-Right Concept

In order to realize the high density, built form contemplated in the Official Plan for 34 Erb Street East, the Building 2 concept accommodates a 24-storey, mixed use building containing 61 units and 82 bedrooms consisting of 39 two-bedroom units and four one-bedroom units. The ground floor accommodates 254 square metres of commercial space, parking spaces and a loading area.

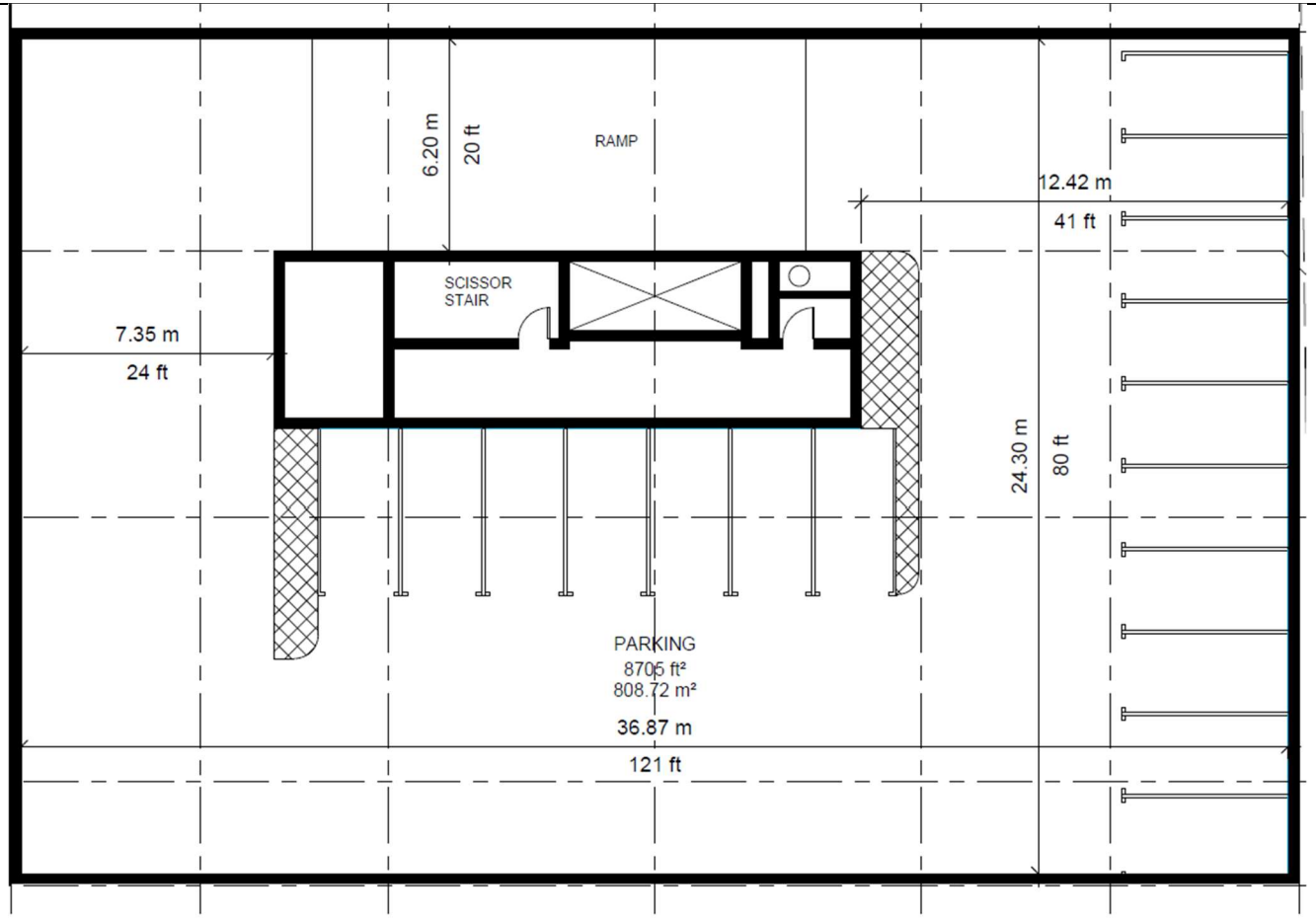
This concept features a six-storey podium containing three levels of structured parking accommodating a total of 43 parking spaces and three levels of residential floors. The tower provides for a 7th floor common amenity area and 17 floors that can accommodate two, 2-bedroom units per floor as shown on the following floor plans.

A complete set of floor plans, conceptual Site Plan and massing model is provided in **Appendix C**.

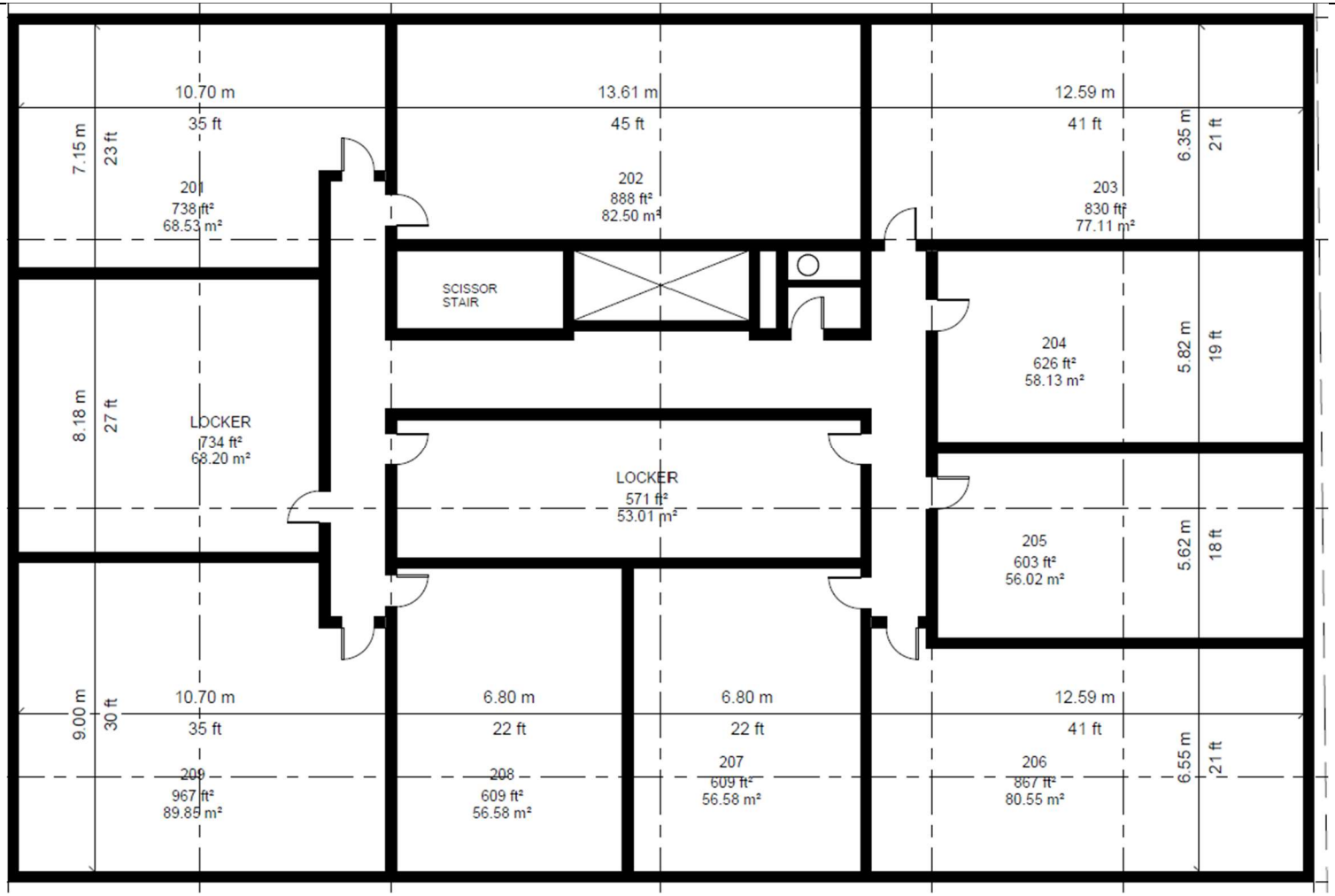
Building 2 As-of-Right Concept



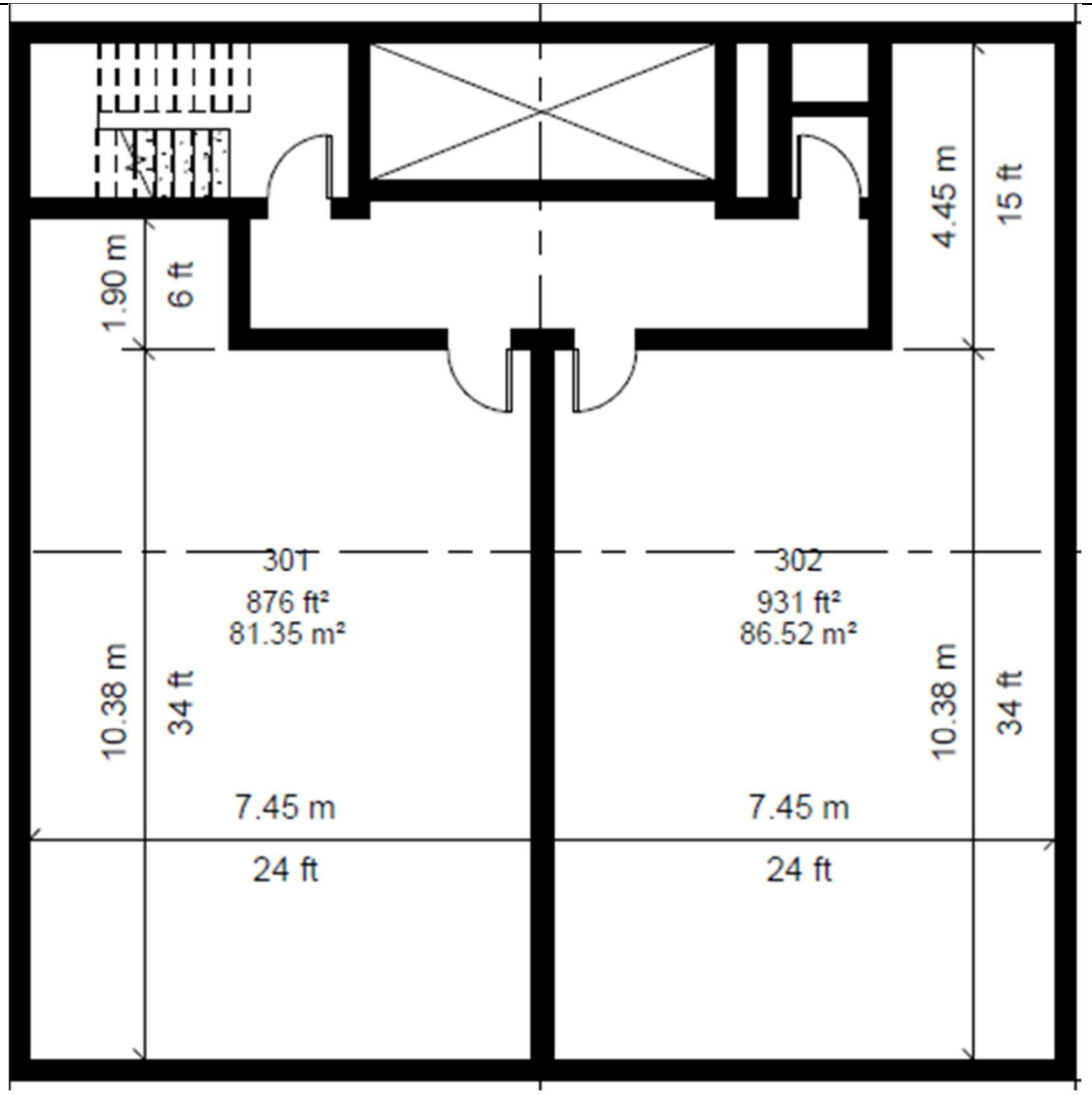
Ground Level



Typical Parking Level



Podium Layout



Tower Layout

While this concept does not exceed the maximum permitted height or density in the High Density, 81 metre designation it does exceed the maximum permitted height and density in the Uptown Commercial (U1-60) zone. Assuming this concept was feasible, the intent would be to rezone the lands to implement the High Density, 81 metre designation to achieve the maximum height and density permissions in the Official Plan.

Similar to Concept 1, this concept is not commercially viable, nor does it provide for a functional or desirable built form although it does comply with the performance standards in the U1-60 zone.

These concepts illustrate the disconnect between the permitted number of bedrooms and building height, particularly on sites located within a highly urbanized area where properties are small and, in most cases, require a degree of land assembly to facilitate redevelopment. For example, a larger site can achieve significantly more massing and building height than a smaller site that is rectangular and irregular in shape such as the one that is under consideration. Unfortunately, sites within the built boundary suitable for intensification are generally smaller and, more often than not, impart additional challenges to redevelop.

It is quite apparent that the planned built form cannot be achieved with the permitted number of bedrooms in either example. Assuming both concepts were commercially viable, they would not meet the city's urban design objectives which are intended to ensure new development supports a memorable, attractive and liveable city with compact development at a human scale level and with building designs that complement and enhance the surrounding neighbourhood character and context.

The Subject Site is located within an area designated and zoned for high density development. Specific to the zoning, the Subject Site is also located within an area of the Uptown Commercial Core (U1) zone that permits both a zero street line and side yard setback. When reviewing this broader urban structure, the intent is clear that the regulatory planning documents are promoting compact, higher density built form to establish a more urbanized development pattern. Zero street line and side yard setbacks, coupled with the Official Plan's highest density and height land use designation is intended to encourage tall buildings to be situated close to the street line to frame and enclose the street supporting the creation of a

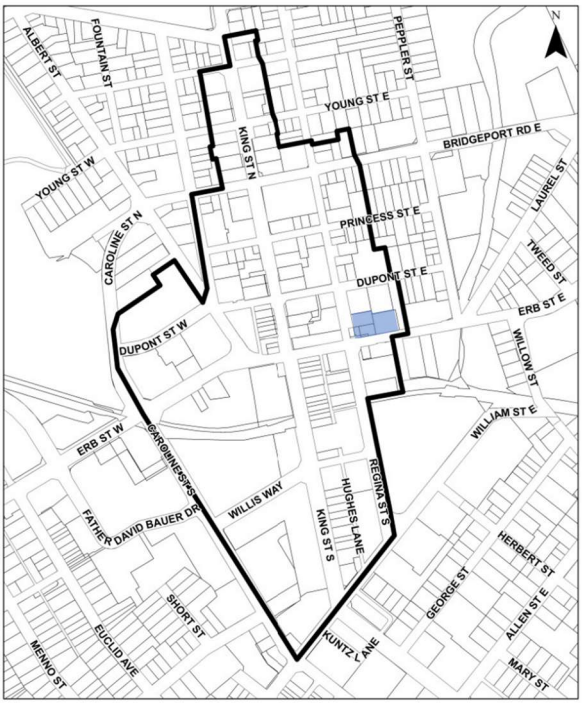


Image 1: Uptown Commercial Core (U1) Zone, Zoning By-law 2018-050

pedestrian-friendly, transit-supportive urban environment.

Without the inclusion of the Regina Street North property, the Erb Street East properties would be unable to achieve the planned built form on this portion of Erb Street East. This reality is further crystalized by the recent development approval for the lands directly adjacent to the Subject Lands thereby limiting opportunities for land assembly and further site consolidation.

Furthermore, the disconnect between the permitted height and the limitation on density effectively prohibits redevelopment that would be consistent with required provincial, regional and city policy directives.

5.0 Summary of Supporting Studies

The following is a summary of the key findings and recommendations of the supporting technical reports and studies that were requested by the City and Region of Waterloo at the Pre-consultation meeting held on August 23, 2021

5.1 Pedestrian Wind Assessment

SLR Consulting Canada Ltd. (SLR) was retained to complete a Pedestrian Wind Assessment to evaluate any wind impacts on the surrounding pedestrian environment and the outdoor amenity area.

The pedestrian wind conditions predicted for the proposed development have been assessed through computational fluid dynamics modeling techniques. Based on the results of the assessment, the following conclusions have been reached:

- The wind safety criterion is met in all areas on-site and surrounding the development in both the existing and proposed configurations.
- Wind conditions on the site, including the entrances, are generally expected to be suitable for the intended use year-round.
- Because wind conditions were found to be conducive to leisurely walking in the winter months at the entrance at the southwest corner of the building, wind control measures were recommended for this retail entrance. Alternatively, if feasible, relocate this entrance a minimum of 5 metres away from the building corner.
- The outdoor amenity terraces at Levels 4 and 5 are expected to be slightly windier than desired in the summer season. Wind control measures are recommended for the terrace.
- On the surrounding sidewalks, wind conditions are suitable for the intended use for both the existing and proposed configurations.

5.2 Noise Feasibility Study

HGC Engineering was retained to conduct a Noise Feasibility Study for the proposed development. The report examined the potential for noise impacts on and from the proposed development, impacts of the environment on the development, the development on itself and the development on the surrounding area. Based on the results of the study, the following conclusions have been reached:

Transportation Noise

Relevant road and rail traffic data was obtained to predict future traffic sound levels at the façades of the proposed mixed-use building and in the common outdoor living area. The sound level predications indicate that future road traffic sound levels will exceed the Ministry of the Environment, Conservation and Parks (MECP) guidelines at the south and west façades. To achieve MECP guidelines the following is recommended:

- Noise impacts modelled at the 5th floor outdoor amenity area are predicted to be below the MECP guideline assuming a standard minimum 1.07 metre high solid parapet is around the perimeter of the area. If so, no additional noise abatement is required for this amenity space.
- The top storey façades of the proposed building will exceed MECP guidelines. To address these excesses, it is recommended that these units will be equipped with an alternative means of ventilation to open windows. For multi-storey buildings, this requirement is satisfied through central air conditioning.

- Since the future road and rail traffic sound levels outside all façades will be below MECP guidelines, an exterior wall, insulated metal exterior door and double-glazed window construction meeting the minimum requirements of the Ontario Building Code (OBC) will provide adequate sound insulation.
- Standard warning clauses are recommended including Type A advising purchasers and tenants that sound levels due to increasing road and rail traffic may occasionally interfere with some activities of the dwelling unit occupants, Type B requiring forced air ventilation systems and installation of air conditioning, Type C to advise purchasers/tenants that noise may at times be audible from adjacent retail/commercial uses and Type D – the railway's standard warning clause which is required for all residential development located 300 metres of a rail line.

Stationary Noise

Predictive noise modelling was used to access the sound impact of the existing rooftop mechanical equipment on the surrounding buildings at the most potentially impacted dwelling units of the proposed development. The modelling concluded that sounds from the rooftop mechanical equipment associated with existing surrounding buildings are anticipated to comply with MECP guidelines at the proposed building and physical mitigation is not required.

Overall Assessment

Impact of the proposed development on the environment from noise sources such as rooftop air conditioners, cooling towers, exhaust fans etc. are not anticipated to exceed the minimum ambient background sound levels from road traffic at any potentially impacted residential point of reception. Impacts of the proposed development on itself are predicted to meet applicable guidelines.

The details of the exhaust fans and mechanical equipment will be reviewed at the Site Plan approval stage when information is available. At this point, the site plan does not indicate any garage exhaust vents. It is likely that the majority of the rooftop mechanical equipment will be housed in the penthouse on the roof of the proposed building. Any rooftop equipment not housed in the penthouse will be assessed and sufficiently shielded.

To ensure that the noise impact of the development on the environment and of the development on itself are maintained within acceptable levels, acoustical requirements should be confirmed by an Acoustical consultant which is typically completed at the detailed noise study stage at Site Plan approval.

5.3 Functional Servicing and Stormwater Management Report

MTE Consultants Inc. was retained to prepare a Functional Servicing and Stormwater Management Report. MTE found that the proposed development can be adequately serviced where some of the key findings are summarized as follows:

- Existing municipal infrastructure for sanitary and water is available along Regina Street North and existing municipal infrastructure for storm is available along Erb Street East to service the development.
- A 200 mm diameter water service connection is proposed to the existing 400 mm diameter municipal watermain on Regina Street North. The service connection is proposed to be split into a 200mm diameter fire service and a 150 mm diameter domestic service just before entering the building.
- There is an existing municipal fire hydrant located on the northeast corner of Erb Street East and Regina Street North directly in front of the principal entrance

to the proposed building. A private on-site hydrant is therefore not required.

- Based on the hydrant flow test results obtained on Peppler Street, the required fire flow is available at a pressure which is greater than the minimum allowable pressure. An internal booster pump may be required to achieve appropriate flow and pressure on the upper floors given the proposed height of the building.
- The Site is proposed to be serviced by a 250mm diameter sanitary sewer connection to the existing 300mm diameter municipal sanitary sewer on Regina Street North.
- The Site is proposed to be serviced by a 250mm diameter storm sewer connection to the existing 300mm diameter municipal storm sewer on Erb Street East. The proposed building encompasses the entirety of the Site, therefore only rooftop runoff will be directed to the storm connection.
- The Stormwater Management (SWM) criteria can be satisfied with the implementation of flow control roof drains for water quantity control.
- The proposed grading design will match into existing grades along all property boundaries and municipal right-of ways.

Preliminary Flood Plain Assessment

Most of the Site is located within the Laurel/Clair Special Policy Area where flood control criteria and flood proofing measures must be satisfied for the development of the proposed mixed-use building.

A functional grading design was prepared to determine the finished floor elevations of the proposed building relative to the Regulatory Flood Elevation (RFE) of 323.30 m for the Site provided by the GRCA and matching into the existing grades along Regina Street North and Erb Street East.

MTE concluded that the proposed grading and building design will adhere to the Laurel/Clair Special Policy Area criteria as outlined in the City of Waterloo Official Plan where some of the key findings are summarized as follows:

Residential

- The habitable residential space proposed within the building is located on the fifth floor and above, which is well above the RFE of 323.30 m for the Site provided by the GRCA.
- The mechanical/utility room must be located at a finished floor elevation above the RFE.
- The finished floor elevation of the uninhabitable residential lobby fronting Erb Street East is set 0.5m below the RFE at 322.80 (less than 1.0m below the RFE). The safe access route for evacuation of the habitable residential space on the upper floors will be through the parking garage exit to Regina Street North.

Commercial

- The finished floor elevations of the proposed commercial space fronting onto Regina Street North are set above the RFE and meet the commercial policy requirements.
- The finished floor elevations of the proposed commercial and office spaces fronting onto Erb Street East are all set above the lowest permitted elevation of 322.30m. To meet the commercial policy requirements, these spaces must be flood proofed to the RFE of 323.30m except where it can be demonstrated that the level of flood protection would impair the viability of commercial operations, such as at door locations. Therefore, it is our understanding that no flood proofing should be necessary given the location of the proposed doors.
- The finished floor elevations of the proposed commercial and office space

fronting onto Erb Street East are all set above the lowest permitted elevation of 322.30 m.

Pedestrian Safe Access

- Safe pedestrian access can be provided from all doors proposed along the west face of the proposed building fronting Regina Street North.
- The parking garage entrance off of Regina Street North also provides pedestrian safe access as it is set at an elevation above the RFE. A man door should be provided from the parking garage entrance off of Regina Street North and access provided within the building from the residential and office spaces located on the upper floors to Regina Street North.

Parking

- The parking garage entrance off Erb Street East is set at an elevation of 322.30 m which is 1.0 m below the RFE however the ramp is proposed to be inside the building at this entrance where the top of the ramp is set at an elevation of approximately 323.60 m which is above the RFE. As a result, the parking spaces located on the ground level within the structured parking garage will all be above the RFE.

5.4 Transportation Impact Study, Parking Study, Transportation Demand Management Study and Access and Parking Garage Circulation Review

Paradigm Transportation Solutions Limited was retained to prepare the following studies:

Transportation Impact Study (TIS) – to evaluate the anticipated traffic impact of the proposed development and provide recommendations to improve future traffic conditions. Traffic forecasts assumed a five-year horizon (2026).

Parking Study - to evaluate the number of parking spaces the proposed development would require in accordance with the City of Waterloo Zoning By-law and compare that to the proposed parking rates to determine if the proposed parking reduction is appropriate.

Transportation Demand Management (TDM) Study - combined with the Parking Study, the TDM study evaluated the TDM measures proposed to reduce the demand for parking and identify any additional TDM measures, if required to support the proposed parking reduction.

Access and Circulation Review – assessed truck turning movements and functionality of the parking garage.

Based on the results of each study, the following conclusions were reached:

Transportation Impact Study

- The full build-out of the Site is forecast to generate 66 and 62 trips during weekday AM and PM peak hours, respectively.
- All study area intersections are currently operating within acceptable levels of service except for critical movements at the intersection of Erb Street East and Peppler Street.
- All study area intersections are forecast to operate at acceptable levels of service under the 2026 background conditions with the same intersections with critical movements as the existing conditions plus critical movements at the intersection of King Street North and Erb Street East.
- The 2026 total traffic conditions are forecast to operate similarly to the 2026 background conditions with the same intersections with critical movements intersections.
- Remedial measures including traffic signal control at Erb Street East and Peppler Street, a left turn lane on Regina Street North at the proposed developments north

driveway and additional intersection improvements were investigated all of which were deemed unwarranted.

- Based on the findings of the TIS, it is recommended that the proposed development be approved with no further intersection improvements required.

Parking Study & Transportation Demand Management

- The Zoning By-law requires 186 vehicular parking spaces. The proposed parking supply is seeking a reduction of 64 parking spaces, 34% between all uses. The bicycle parking is proposed to be supplied in accordance with the Zoning By-law.
- TDM measures that will be considered in the proposed development were identified as follows:
    - Building entrances oriented to public spaces or to locations where pedestrians and transit users arrive;
    - Development provides secure bike storage for 4% of the building occupants;
    - Provision of active uses at-grade along street frontages;
    - Located in an Urban Growth Centre or within 800 metres of a Rapid Transit Station
    - The developer is implementing a paid parking system whereby occupants will be required to pay for parking as a separate cost; and,
    - 75% or more of the parking is in a structure
- The Region of Waterloo has developed a TDM Checklist and Parking Management Worksheet that uses TDM strategies and transit-related factors to calculate parking reductions for TDM supportive development.
- Based on the TDM Checklist and Parking Management Worksheet, the proposed development qualifies for a reduction of 84 parking spaces (44%) resulting in the proposed parking supply exceeding the minimum parking requirements.

Access and Circulation Review

- A Heavy Single Unit truck was unable to move through the proposed development without impediment.
- A Medium Single Unit truck was able to move through the proposed development without impediment and therefore, the proposed development should be restricted to Medium Single Unit delivery, moving and waste collection trucks.
- All parking spaces are appropriately located and comply with Section 6.1.5 – Parking Space Dimensions in the Zoning By-law.

5.5 Energy Strategy Study

WalterFedy was retained to prepare an Energy Strategy Study to recommend a set of energy conservation measures (ECMs) to be included in the proposed development that can be implemented to achieve a minimum energy-efficiency improvement of at least 15% relative to the Ontario Building Code (OBC) SB-10 baseline.

The ECM's that were evaluated in the report consisted of both passive and active measures. The passive measures consisted of reduced window-to wall ratio, overall exterior wall and roof insultation enhancement and infiltration mitigation. The active measures consisted of energy recovery ventilators (ERVs), low flow fixtures, lighting optimization, solar photovoltaic (PV), suite mechanical system selection including air-source variable refrigerant flow (VRF), decentralized ventilation and domestic hot water heat recovery (DHW) systems.

Of the ECM's analyzed, the preferred measures to implement to achieve the targeted improvement in

energy efficiency of 15% relative to the OBC SB-10 are solar PV, decentralized ventilation, infiltration mitigation, lighting optimization and low-flow fixtures.

5.6 Shadow Study

In support of the proposed redevelopment, Turner Fleischer Architects Inc. prepared a sun shadow analysis to examine the potential impacts the proposed development may have on the site and surrounding properties with emphasis on residential uses, outdoor amenity areas and parks. The sun shadow analysis was performed for the following four representative times of the year:

- Spring (March 21) Equinox at 10am, 12pm, 2pm, 4pm, 6pm.
- Summer Solstice (June 21) at 10am, 12pm, 2pm, 4pm, 6pm.
- Fall (September 21) Equinox at 10am, 12pm, 2pm, 4pm, 6pm
- Winter Solstice (December 21) – 10am, 12pm, 2pm

To be considered compatible, the City has established two criteria for the consideration of Shadow Studies in accordance with the City's Urban Design Manual:

- As a principle, at least 50% or more of any property should not be shaded for more than two interval times (a four-hour equivalency); or,
- As a principle, at least 50% of any property should be in full sun for at least two interval times (a four hour equivalency).

As demonstrated, the proposed redevelopment has no discernable increase in shadows in the neighbourhood compared to the shadows cast from the recently approved 22 storey mixed use development directly to the east. Similar to the shadow impacts associated with the adjacent redevelopment, the shadow impacts to the neighbourhood from the proposed redevelopment are minor in nature and short in duration.

March 21

Shadows cast during the 10 am interval generally extend to the northwest with the majority of the shadow occurring over adjacent streets. The shadow that is cast at 12 pm is generally confined to the southwest corner of Dupont Street East and Regina Street North and is slightly larger than the shadow cast by the existing building located on this corner.

At 2 pm, the shadow is located at the rear of the office building properties fronting on the south side of Dupont Street East. The shadow impacts to the adjacent residential areas to the north are minor in nature and although a shadow occurs at the 4 pm interval impacting the southern portion of the residential properties fronting on the south side of Dupont Street East the duration does not exceed the City's criteria of 50% duration over two intervals as there are no shadows cast on these properties at the 6 pm interval.

June 21

Shadow impacts from the proposed development will be minimal in June, compared to the other times throughout the year. In all intervals during this time of year, the shadow is small and is generally confined to the Site along the north property line. At the 6 pm interval, the majority of the shadow is cast on Erb Street East. No shadows will be cast in June on the residential properties fronting Dupont Street East.

September 21

The September shadow impacts are similar to those occurring in March and similarly, no adjacent residential properties will experience more than 50% shading for more than two interval times.

December 21

The shadows cast in December are understandably the longest when the sun is very low in the sky. Although the shadow is cast over a larger area of

the immediate neighbourhood extending northwest at 10 am and generally to the north at 12 pm, the criteria are met as there are no properties that are shaded for more than two interval times and all properties have full sun for at least two interval times. There are no shadows cast on the residential properties fronting the south side of Dupont Street East at any time in December.

The Shadow Study therefore demonstrates that there are minimal shadow impacts to the neighbourhood as a result of the proposed redevelopment.

6.0 Planning Policy Framework

6.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development. As stated in the Preamble, the PPS provides policy direction on matters of provincial interest related to land use planning supporting the provincial goal to enhance the quality of life for all Ontarians.

It states that municipal official plans are the most important vehicle for the implementation of the PPS and that official plans, along with the implementing zoning by-laws should be kept up to date.

In respect of the exercise of any authority that affects a planning matter, the PPS states that Section 3 of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act."

From the Vision statement, the PPS focuses growth and development within urban and rural settlement areas, encourages authorities to permit and facilitate a range of housing options including new development as well as residential intensification to respond to current and future needs.

The Vision Statement specifically speaks to efficient development patterns which optimize the use of land, resources, and public investment in infrastructure and public service facilities. It encourages development patterns that promote a mix of housing and other land uses such as employment that increase the use of active transportation and transit before other modes of travel.

The PPS emphasizes intensification in built-up areas to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion and as a means to accommodate growth and increased urban vitality.

To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment.

The proposed redevelopment has been reviewed against the 2020 PPS. The sections of the PPS that are most relevant to the proposed redevelopment are reviewed below.

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land UsePatterns

Policy 1.1.1 states in part that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate range and mix of residential (including single-detached, additional residential units, multi-unit housing, affordable housing, and housing for older persons), promoting cost effective development patterns and standards to minimize land consumption and servicing costs. The policy supports the 'integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments" in order to optimize transit and efficiently use land.

Policy 1.1.2 directs that sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years. Within settlement areas, sufficient land shall be made available through intensification and

redevelopment and, if necessary, designated growth areas.

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development, their vitality and regeneration critical to long term economic prosperity of our communities.

Policy 1.1.3.2 requires that land use patterns within settlement areas be based on densities and a mix of land uses, which:

a) Efficiently use land and resources.
b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available avoiding the need for their unjustified and/or uneconomical expansion.
c) Support active transportation.
d) Are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.3 requires planning authorities to identify and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.4.1 directs planning authorities to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, by:

a) Maintaining at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development.

Policy 1.4.3 includes specific directions to Planning Authorities with respect to providing an appropriate range and mix of housing types and densities. This includes permitting and facilitating all types of residential intensification, including second units and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

Policy 1.6.3 provides that before consideration is given to developing new infrastructure and public service facilities; the use of existing infrastructure and public service facilities should be optimized.

Policy 1.6.7.2 states that efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management (TDM) strategies, where feasible.

Policy 1.6.7.4 further specifies that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.8.1 of the PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:

a) Promote compact form and a structure of nodes and corridors.

b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas.
e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

PPS Summary Opinion

The proposed redevelopment is consistent with the PPS, 2020. As a site located in the Uptown Urban Growth Centre transit service in proximity to the Subject Lands is considerable. Within walking distance to transit routes and two LTR stations, the redevelopment of the Subject Lands advances the provincial goals of healthy, liveable and safe communities by optimizing the use of land, resources and public investment and infrastructure and public service facilities. The proposed redevelopment not only improves the range and mix of housing, commercial and office uses to the neighbourhood to build on a complete community, it will contribute to a sense of place by advancing a well-designed, compact built form.

Providing high-density residential uses, the redevelopment will promote the use of transit and increased housing options. The proposed redevelopment has been designed in a manner that will further support increased pedestrian and cycling infrastructure in the area.

Transit-oriented development strategies were intentionally incorporated into the redevelopment by providing a mixed-use transit supportive building within 800 metres of the Waterloo Public Square and Willis Way LRT Stations. The mix of land uses creates a multi-purpose destination that will support an area currently in transition. The building is designed consistent with transit-oriented principles, ensuring visual interest. The building is oriented along the front of Erb Street East and employs high-quality urban design to further reinforce the streetscape and public realm.

The redevelopment incorporates TDM measures to reduce the amount of required parking to encourage transit use, while allowing for efficient use of the Subject Lands.

6.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 ('A Place to Grow', 'Growth Plan') came into effect on August 28, 2020. Updates to the Growth Plan include changes to the population and employment forecasts, the horizon year for planning, alignment of infrastructure, and policies pertaining to the increase of housing supply, employment opportunities, and business potential areas.

The Growth Plan directs growth and development in the region to 2051, including policies pertaining to transportation, infrastructure, land use planning, urban form, housing, employment zones, and natural heritage protection. The overriding goals of the plan are to prioritize intensification, complete communities, integrated land use and infrastructure planning, and providing a range of housing options while capitalizing on new business potential and employment opportunities as they emerge.

Section 1.2.1 states that the policies of the Growth Plan regarding how land is to be developed are based on a number of principles including:

- Supporting the achievement of complete communities that are designed to support healthly and active living to meet people's needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure to support transit viability.
- Support a range and mix of housing options
- Provide for different approaches to manage growth

All planning decisions in the Greater Golden Horseshoe must conform with the Growth Plan. The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning and the need to optimize the use of the land supply and infrastructure.

Section 2.1 of the Growth Plan emphasizes the importance of optimizing land use in urban areas. Specifically, the Growth Plan's emphasis is on "optimizing the use of the existing urban land supply and represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area."

Section 2.2.1 of the Growth Plan outlines how future population and employment growth will be allocated across the region. Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities.

Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan which will provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, including public open spaces, and mitigate and adapt to climate change impacts and contribute to environmental sustainability.

Policy 2.2.3.2 (b) requires that the Uptown Waterloo UGC be planned to achieve 200 residents and jobs per hectare by the year 2031 or earlier. The Uptown Waterloo UGC has an existing population of just under 5,300 and employment of just over 9,300, with a density of 165 people and jobs per hectare.[2]

As shown in the following table, the proposed redevelopment results in an approximate density of 1,752 people and jobs per hectare which will assist the city in achieving the density target for the Uptown Waterloo UGC.

DENSITY - PEOPLE AND JOBS PER HECTARE			
Use	**Density Value**	**Area/Units**	**Total People/Jobs**
Residential – 1-bed	1.25 PPU	191 units	239
Residential – 2 bed	2.22 PPU	27 units	60
Office	21 m²/employee	1,713 m²	81 jobs
Commercial	42 m²/employee	439 m²	11 jobs
Total People & Jobs			391
Lot Area	0.2232 ha		
Estimated Density	**1,752 People and Jobs per Hectare**		

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify strategic growth areas to support achievement of the intensification target recognizing them as a key focus for development; identify the appropriate type and scale of development in strategic growth areas; transition of built form to adjacent areas; and, encourage intensification generally throughout the delineated built-up area.

Major Transit Station Areas are defined as:

"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 radii of a transit station, representing about a ten-minute walk."

Policy 2.2.4.3 (a) requires that a minimum density target of 160 residents and jobs per hectare for those areas served by light rail transit.

Policy 2.2.4.9 further states that development in *major transit station areas* will be supported that achieves the following:

a) planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit services levels;

b) fostering collaboration between public and private sectors, such as joint development projects;

c) providing alternative development standards, such as reduced parking standards;

d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

The Subject Site is located within 275 metres southwest of the Waterloo Public Square LTR Sation and 550 metres southwest of the Willis Way LRT Station.

[2] Region of Waterloo, Regional Official Plan Review, Intensification Strategy Technical Brief, Dillon Consulting Limited & Watson & Associates, August 2021.

With a projected population of 299 persons (equates to 1,340 residents per hectare), the proposed redevelopment broadens the range and mix of housing options and incorporates transit-oriented development standards such as enhanced bicycle parking and shower facilitates for office employees and ample secure bicycle parking for residents, that support transit usage and alternate transportation modes.

In accordance with Policy 2.2.4.9, within all MTSAs, development will be transit-supportive, with a mix of land uses, to support existing and planned transit service levels, fostering collaboration between public and private sectors; providing alternative development standards, such as reduced parking standards; and prohibiting development that would adversely affect the achievement of transit supportive densities. MTSAs will also be planned to achieve multimodal access to stations and be supportive of active transportation.

Policy 2.2.6.1 (a) requires municipalities to support housing choice through the achievement of the minimum intensification and density targets of the Growth Plan by identifying a diverse range and mix of housing options and densities.

Policy 2.2.6.2 requires municipalities to support the achievement of complete communities by planning to accommodate forecasted growth and minimum intensification and density targets, consider the range and mix of housing options and densities and planning to diversity their overall housing stock across the municipality.

Infrastructure to Support Growth

Chapter 3 of the Growth Plan is comprised of policies that place emphasis on the need to integrate land use planning and investment to both infrastructure and transportation.

Policy 3.2.2 (1) provides that transportation system planning, land use planning and transportation investment will be coordinated to implement the Growth Plan.

Policies 3.2.3 (1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments and that all decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels.

The Subject Lands are well serviced by existing infrastructure and public service facilities that can effectively accommodate new densities. The proposed redevelopment supports the Growth Plan's infrastructure and transit objectives by adding new residential units in a strategic growth area that will utilize existing and planned public infrastructure. The proposed redevelopment provides a mixed-use development at a transit supportive density in proximity to higher order transit.

Implementation and Interpretation

Section 5 - the Implementation and Interpretation of the Growth Plan states that *"except for some minor matters, most planning decisions can affect the achievement of the policies of this Plan. It is therefore in the best interest of all municipalities to complete their work to conform with this Plan, including all official plans and zoning by-laws, as expeditiously as possible within the required time frames. This should include using relevant legislative and regulatory tools and other strategies to plan for a variety of heights, densities and other elements of site design within settlement areas to achieve the desired urban form and the minimum intensification and density targets in this Plan."*

Policy 5.2.5(1) states that the targets set out in the Growth Plan are minimum intensification and density targets and encourages municipalities to go beyond these minimum targets, where appropriate,

except where doing so would conflict with any policy of the Growth Plan, the PPS or any other provincial plan.

Within each delineated area the minimum density targets are to be implemented by measures outlined in Policy 5.2.5 (5) including zoning all lands in a manner that would implement the official plan policies.

As demonstrated by the 'as of right' concept, any redevelopment proposal based on existing height and density permissions would result in an inefficient, impractical building design and consequently would not be constructed. Despite the fact that the proposed redevelopment optimizes the use of this underutilized site at a key intersection within the UGC, the existing height and density permissions would restrict the ability to achieve the planned and desired built form at appropriate densities to support the vision of the Growth Plan.

Policy 5.2.5 (7) provides direction on the application of the Growth Plan's minimum intensification and density targets in Special Policy Areas (SPAs) and other hazardous lands.

Policy 5.2.5 (7) (a) clarifies that the minimum intensification and density targets contained in the Growth Plan ***do not require*** development that is beyond what has been permitted to achieve the minimum intensification and density targets. This policy is intended only to confirm that intensification and density targets of the Growth Plan should not be used to trump SPA policies.

The intent of Policy 5.2.5 7 (a) is to ensure that the Growth Plan intensification and density targets are not relied on to permit development in an SPA, beyond the development permitted by the SPA policies. The SPA policies in the City's Official Plan expressly permit residential development, subject to meeting certain floodproofing requirements of which the proposed redevelopment adheres to.

GROWTH PLAN SUMMARY OPINION

The Growth Plan seeks to accommodate anticipated growth for the Region in a sustainable and efficient manner. Emphasizing the importance of optimizing land use in urban areas, the Growth Plan establishes minimum intensification and density targets, and promotes the creation of complete communities.

The proposed redevelopment is compatible with surrounding uses, provides an appropriate level and form of intensification, makes efficient use of existing and planned infrastructure, and supports future investments in improved transit connectivity along a Priority Transit Corridor.

The intensification of the Subject Lands will provide additional residents, employees and commercial opportunities to the area optimizing the use of the land within the Uptown.

Commercial and office uses, quality amenity areas for both residential and office users, bicycle infrastructure coupled with a shared parking model designed to reduce parking while optimizing efficiency, improved public realm and streetscape enhancements, along with a range of housing unit sizes, the proposed redevelopment will contribute to and support a more complete community.

Although located within a SPA, the proposed redevelopment conforms to all applicable SPA Official Plan polices related to floodproofing/hazard mitigation and is therefore not beyond development that is permitted by the SPA policies.

Unlike the 'as-of-right' concept, the proposed redevelopment conforms to the Growth Plan.

6.3 Region of Waterloo Official Plan

The Region of Waterloo Official Plan (ROP) was adopted by the Region of Waterloo in June 2009 and received final approval from the Ontario Municipal Board (OMB) on June 18, 2015. The Region is currently in the process of reviewing the ROP. Since the approval of the ROP, the Province has updated several significant Provincial policies including the PPS and the Growth Plan. The ROP review will fulfill the requirements of a Municipal Comprehensive Review of the Growth Plan and ensure that the ROP is consistent with the PPS.

As part of the ROP review, an Intensification Strategy was undertaken to identify the amount of growth that can be accommodated within the Built-Up Areas (BUAs) and to assess historic trends and current market conditions to guide the identification of an appropriate intensification target for the Region within the context of the requirements of the Growth Plan.

The Regional Intensification Strategy outlines the priority areas for intensification that support the existing and planned transit as well as laying the foundation to support future investment in transit. UGCs, Major Transit Station Areas (MTSAs) and Proposed Intensification Corridors have been identified as priority areas for intensification.

It is anticipated the updated ROP will place increased importance on intensification, density, and transit-supportive development to meet its future growth projections.

The Subject Site is located within the built-up area of the City of Waterloo as shown on Map 3A – Regional Official Plan – Urban Area **(Figure 7)**. In accordance with Policy 2.D.3, UGCs will be planned to achieve a minimum gross density of 200 residents and jobs per hectare by the year 2029.

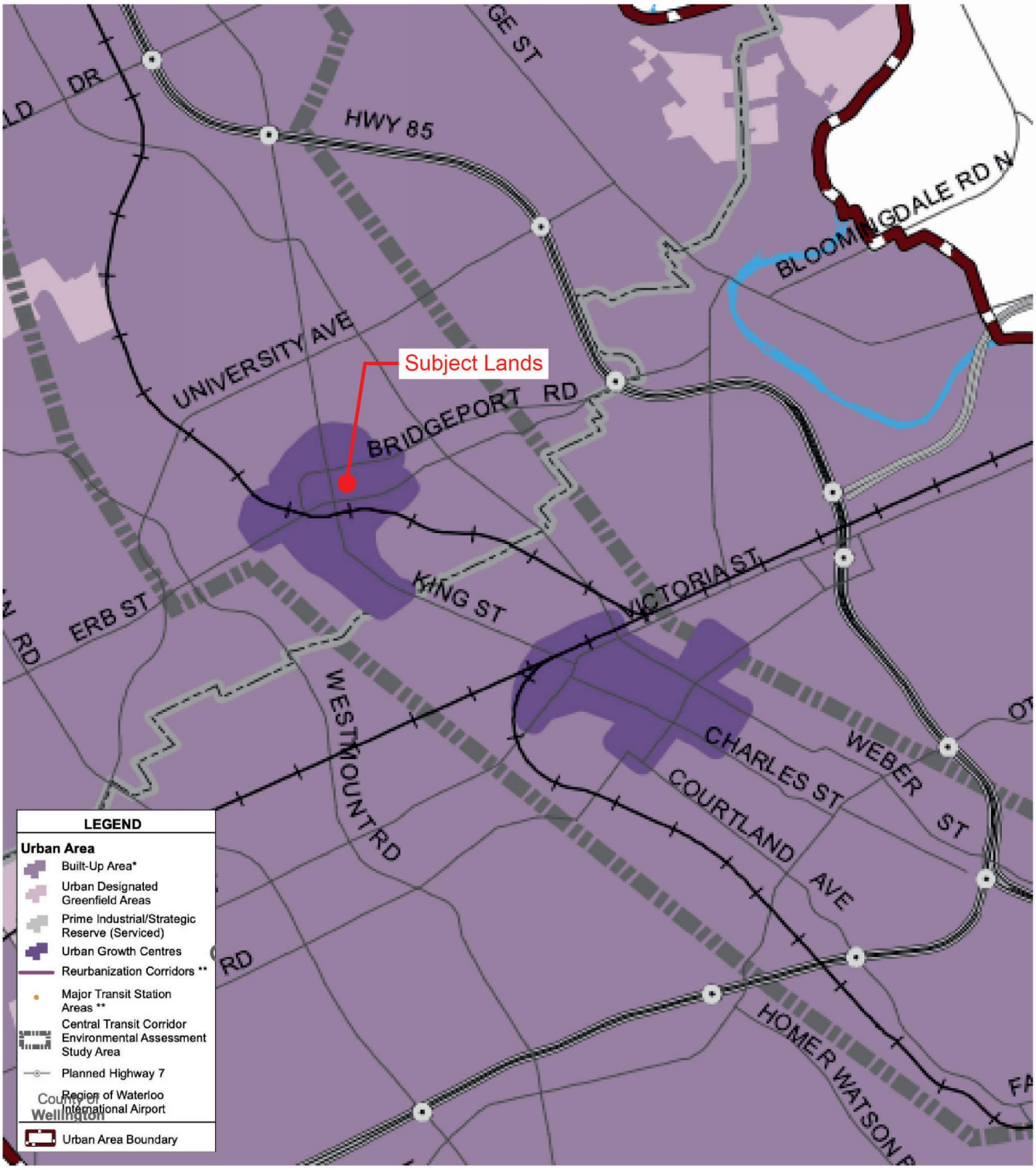
Policy 2.D.7 further states that MTSAs will be planned to achieve increased densities to support rapid transit service levels and a mix of residential, office, institutional and commercial development.

The Subject Site is located within an UGC, a primary component of the Region's Planned Community Structure based on a system of nodes, corridors and other areas that are linked via an integrated transportation system. Components of the Planned Community Structure include the Urban Areas, Nodes, Corridors and other development areas including UGCs, MTSAs and Urban Designated Greenfield Areas.

The Region's Planned Community Structure provides a framework for decision making on a wide range of issues, including land use, density and transportation planning among others. Mostly all the Region's future growth will occur within the Urban Area and Township Urban Area designations, with a substantial portion of this growth directed to the existing BUAs of the Region through reurbanization.

A focal point for reurbanization are the UGCs and MTSAs. UGCs are intended to accommodate a significant share of the Region's population and employment growth, while MTSAs are intended to be developed in a way that provides for a mix of residential, office, institutional and commercial development at increased densities that support existing and planned rapid transit service.

The Subject Lands, being located within the Uptown Waterloo UGC, the City's Primary Node and a MTSA, is intended to accommodate a significant share of the Region's future population and employment growth, serve as a focal point for investment in institutional and regional-scale human services as well as commercial, recreational, cultural and entertainment land uses; accommodate MTSAs, function as a high-density major employment centre and accommodate a minimum of 200 people and jobs per hectare.



Regional Official Plan - Urban Area

Source: Region of Waterloo Official Plan, Urban Area, Map 3A (2015)

Figure 7

The proposed redevelopment has been designed to assist in achieving higher densities providing a mix of uses. The proposed redevelopment will introduce new residents to the area that will support and be supported by the existing transit transportation and transit infrastructure.

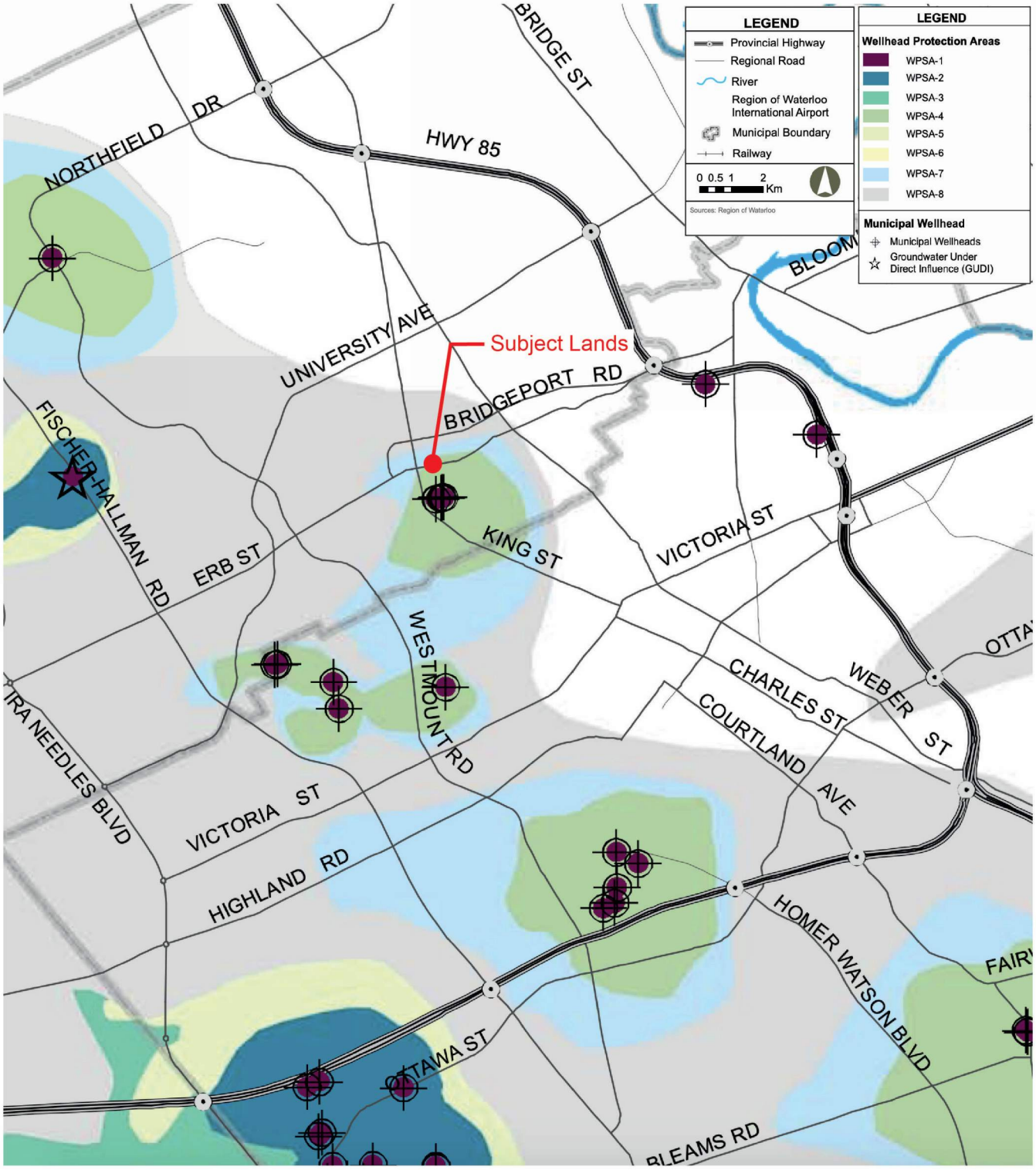
The proposed redevelopment accommodates an overall density of 1,752 people and jobs per hectare, exceeding the minimum density target established in the ROP for the UGC. The proposed redevelopment implements and conforms to policy directions set in the ROP.

It is increasingly being recognized that investment in higher order transit as a means of managing population growth through intensification will provide more opportunities to limit impacts on the environment, better adapt to changing demographics, reduce overall costs of living and build healthier communities. Successfully planned, investment in transit also has the potential to be the launching pad for a wide range of initiatives aimed at strengthening communities and increasing economic competitiveness.

The ROP requires that proposed amendments and development applications be reviewed with respect to the general development policies (Policy 2.D.1) and transit-oriented development policies (Policy 2.D.2). The following tables provide an analysis of how the proposed redevelopment meets the applicable policies of 2.D.1 and 2.D.2.

General Development Policies 2.D.1	Proposed Redevelopment
(a) Supports the Planned Community Structure described in this Plan	The proposed redevelopment seeks to provide 218 new residential units, office and retail uses within the Uptown Waterloo UGC, an area intended to be the focus of the majority of the Region's growth and development to the year 2029. The Subject Site is also located within a MTSA which is intended to accommodate compact, higher density, mixed use forms of development to support the Region's planned community structure.
(b) Is serviced by a municipal drinking water supply system and a municipal wastewater system	The proposed development will be serviced by existing municipal services and infrastructure. A Functional Servicing Report has been prepared in support of the proposed redevelopment and concludes that existing water, sanitary, and storm services are sufficient to service the Subject Lands.
(c) Contributes to the creation of complete communities with development patterns, densities and an appropriate mix of land uses that supports walking, cycling and the use of transit.	The proposed redevelopment will contribute to the creation of a complete community by increasing the supply of non-residential uses including office and retail in the core and increasing the number of dwellings within the UGC. The proposed development represents residential intensification through the redevelopment of underutilized properties within a priority area for intensification. The proposed redevelopment supports active transportation modes such as walking and cycling, and higher density residential mixed-use that is compact and transit supportive.

(d) Protects the natural environment, and surface water and groundwater resources.	The Subject Lands are already developed and contain no natural features. As shown on Map 6A – Urban Area Source Water Protection Areas **(Figure 8)**, the Subject Lands are within Wellhead Protection Sensitivity Areas (WPSAs) 4 and 7 as identified in the ROP. WSPA 4 delineates medium sensitivity areas found within the two-year time of travel to a municipal drinking water supply well. WPSA 7 - delineates low sensitivity areas found outside of the two year, but within the ten year time of travel to a municipal drinking-water supply well. As noted in the Pre-consultation meeting record, a Hydrogeological Report/Dewatering Plan and Vulnerability Assessment is required if more than one level (i.e., 3 metres or 10 feet) of underground construction is proposed below the water table. This includes construction of underground parking, elevator shafts, basements, footings/pilings, etc. As confirmed in correspondence from the project's structural engineer included in **Appendix D**, there is no below grade construction proposed below the water table. All foundation rafts (including at the elevator pit) will be less than 3 metres below grade. All parking is proposed above grade within a multi-leveled parking garage. Geothermal wells are prohibited west of Weber Street in the City of Waterloo and as such, the Region requests that a prohibition on geothermal wells be included as a site-specific provision in the implementing Zoning By-law. For this reason, the Energy Strategy Report undertaken to evaluate various energy conservation measures excluded the use of geothermal energy systems as an alternative energy source. The Subject Lands also fall within the area covered by the Grand River Source Protection Plan. A Section 59 Notice issued by the Region is included in **Appendix E.**



Urban Area Source Water Protection Areas

Source: Region of Waterloo Official Plan, Urban Area Source Water Protection Areas, Map 6A (2015)

Figure 8

(e) Conserves cultural heritage resources and supports the adaptive reuse of historic buildings	The property at 24 Erb Street East is listed on the Municipal Heritage Register as a non-designated property of cultural heritage value/interest. As part of a previous development application for the Subject Lands, a Heritage Impact Assessment (March 2017) was prepared by MHBC Planning to provide an evaluation of the cultural heritage value of the property and assess the impacts of the proposed redevelopment of the Subject Lands on the property located at 24 Erb Street East in relation to its identified cultural heritage value. The report and its conclusion to remove the building located at 24 Erb Street East was approved by the Municipal Heritage Committee on March 15, 2017 subject to documentation and the development and erection of a commemorative plaque. As noted in the Pre-consultation meeting record, the documentation has been carried out to the satisfaction of staff and a draft design for the plaque has been prepared. Finalization of the plaque design and installation will be a condition of a future site plan application.
(f) Respects the scale, physical character, and context of established neighbourhoods in areas where reurbanization is planned to occur.	The redevelopment provides for a design that respects the scale, physical character, and context of the neighbourhood. Using massing and transitions in height, the proposed building helps to frame and enclose the street giving the area a stronger sense of identity and helping to integrate higher density development into the surrounding area.
(g) Facilitates residents' access to locally grown and other healthy foods in neighbourhoods	There are several grocery stores, restaurants and specialty food stores within close proximity to the proposed development that provide resident's access to locally grown food including a Zehr's grocery store located in the Shops at Waterloo Town Square and a Sobey's at the Bridgeport Plaza.
(f) Promotes building designs and orientations that incorporate energy conservation features and the use of alternative and/or renewable energy systems.	The Energy Strategy Study submitted in support of the proposal contemplates the incorporation of energy conservation measures to achieve a minimum energy-efficiency improvement of a least 15% relative to the

	Ontario Building Code SB-10 baseline.

Transit-Oriented Development Policies 2.D.2	Proposed Redevelopment
(a) Creates an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports *mixed-use* development.	The proposed redevelopment is connected to the existing multi-modal street pattern. Walking is supported through direct connections to the existing sidewalk network along Regina Street North and Erb Street East. Cycling will be encouraged through the inclusion of secure indoor bicycle parking and in the case of the office use, providing shower facilitates for employees. The Subject Lands are well served by the greater cycling network, and by city-wide multi-use pathways including separated cycling facilities on King Street. The Laurel Trail, connecting to the Spur Line Trail linking Waterloo and Kitchener city centres is located approximately 120 m to the south. A temporary dedicated bicycle lane separated by knock down bollards is adjacent the frontage of the Subject Site along Erb Street East. It is understood that the Region plans to reconstruct this section of Erb Street East in 2022, widening the road and installing permanent dedicated bicycle lands. The Subject Site is well served by public transit and are are located within a comfortable walking distance of two LRT Stations approximately 275 metres to the Waterloo Square LRT Station and 550 metres to the Willis Way LRT Station stop. There are also several bus routes within a short walking distance.
(b) Supports a more compact urban form that locates the majority of transit supportive uses within a comfortable walking distance of the *transit stop* or Major Transit Station Area;	As shown on Map 5A– Regional Transit Network **(Figure 9)**, Erb Street East is identified as a Planned Transit Corridor. Transit Corridors are roads that accommodate existing or planned high frequent transit service. The proposed redevelopment represents a significant opportunity for a transit-supportive redevelopment of underutilized properties. Providing high-density residential uses, commercial uses at grade, as well as an office use the proposed redevelopment has been designed in a manner that will further support increased pedestrian and cycling infrastructure in the area.

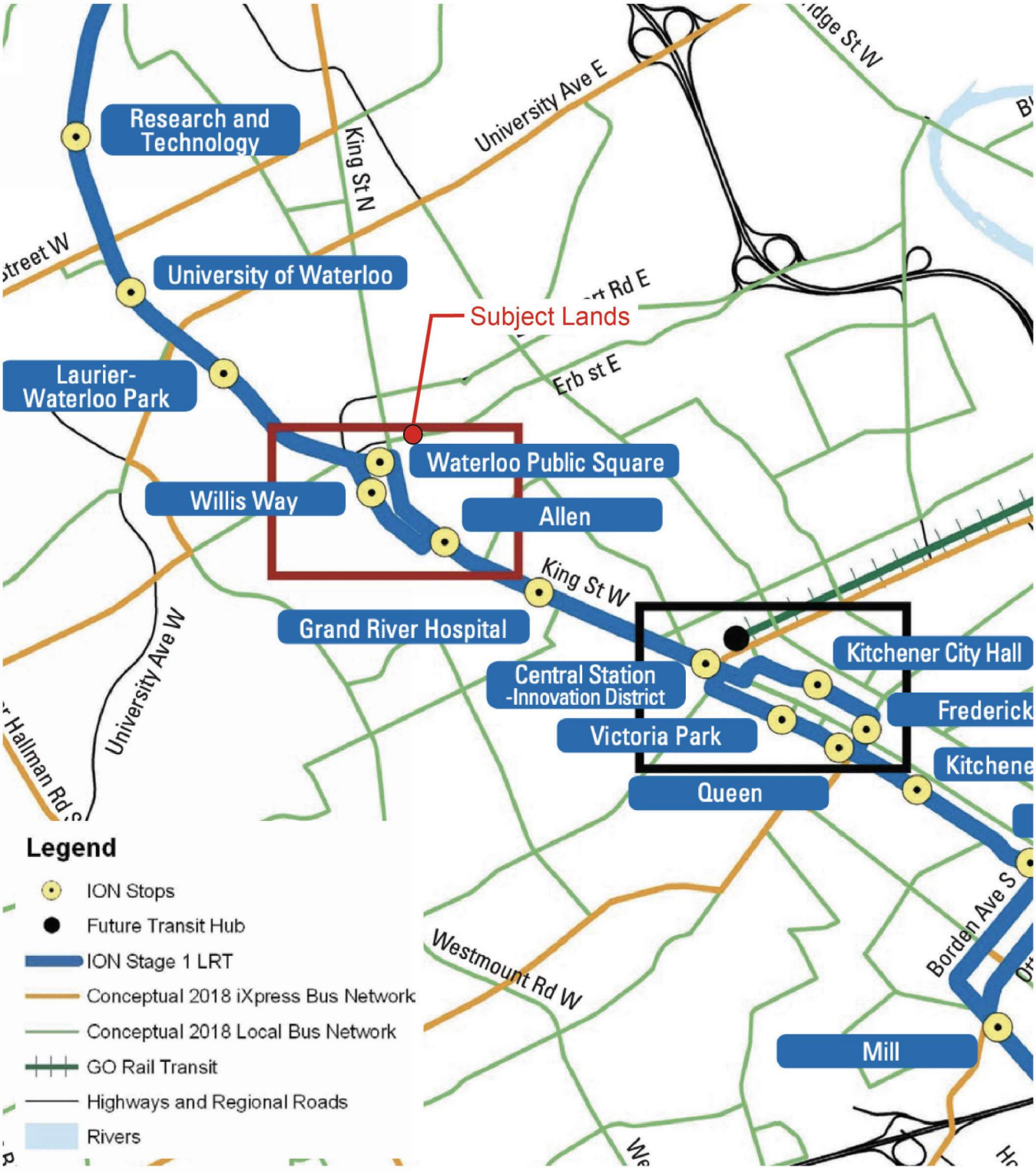


Regional Official Plan - Regional Transit Network

Source: Region of Waterloo Official Plan, Regional Transit Network, Map 5A (2015)

Figure 9

(c) Provides an appropriate mix of land uses, including a range of food destinations, that allows people to walk or take transit to work, and also provides for a variety of services and amenities that foster vibrant, transit- supportive neighbourhoods	The proposed mixed-use building provides a mix of land uses that will not only provide increased residential densities close to transit services but will also create jobs within the area providing a key destination for transit riders. Higher densities and a greater mix of uses in proximity to transit service will help reduce travel distances between uses and minimize walking distance which in turn will encourage greater use of transit. The LRT network relative to the Subject Lands is shown on **Figure 10**.
(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.	The proposed redevelopment locates a high-density, mixed-use development close to bus and LRT stops. Convenient pedestrian connections are provided and multiple building entrances on both Regina Street North and Erb Street East provide direct access to the existing public sidewalk system.
(e) Fosters walkability by creating *pedestrian*-friendly environments that allow walking to be a safe, comfortable, barrier-free and convenient form of urban travel.	The proposed building has been purposely designed to help support an active pedestrian environment. The building features prominent architectural features so that the building can act as a landmark assisting pedestrians in navigating to stations. The active at-grade commercial uses on both façades have been designed with significant clear glazing that will animate the street and respond to the corner location. Through the use of massing and transitions in height, the building was designed to frame and enclose the street giving the area a stronger sense of identity. Multiple well-lit and barrier free building entrances will provide direct connections to the existing municipal sidewalk network. A recessed building entrance wraps around the corner of the building extending along both Regina Street North and Erb Street East to provide weather protection for the building entrances. A Pedestrian Wind Assessment concluded that all grade-level areas within and around the Subject Site will be acceptable for the intended pedestrian uses throughout the year. Sidewalks along both Regina Street North and Erb Street East are also expected to have appropriate wind conditions.

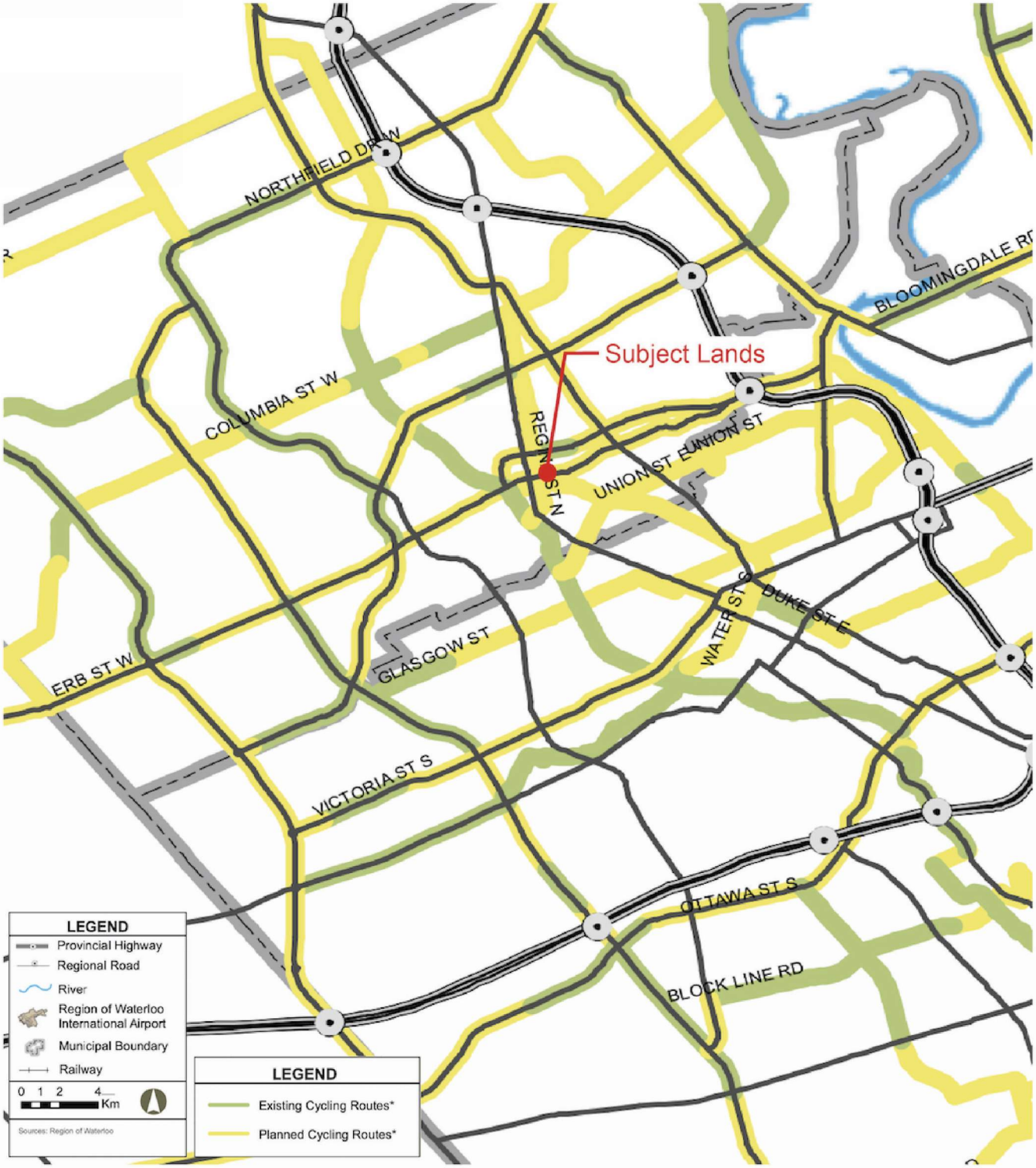


City of Waterloo LRT Network

Source: Region of Waterloo LRT Network – ION Light Rail Transit Map: Kitchener to Waterloo

Figure 10

(f) 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	The proposed redevelopment is designed to recognize the importance of the Erb Street East and Regina Street North intersection as a gateway to Uptown Waterloo. The proposed redevelopment will be a positive contribution to the streetscape through the provision of a strong street edge, visually interesting architecture and a variety of at-grade uses. Enhanced streetscape landscaping is proposed at the corner to support the creation of a pedestrian friendly streetscape.
(g) 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 offareas.	As shown on Map 5C– Regional Cycling Routes (Figure 11), Erb Street East is identified as a planned cycling route. Policy 5.A.14 states that regional scale cycling routes have been identified within the Regional Cycling Master Plan and will be developed in association with ongoing Regional and Area Municipal Road improvements and other activities. As previously noted, a new dedicated bicycle lane is adjacent the frontage of the Subject Site along Erb Street East. To support active transportation, the proposed redevelopment will accommodate sufficient secure indoor bicycle parking spaces for future residents and office users and outdoor bicycle parking spaces strategically located close to the at-grade commercial uses.



Regional Official Plan - Regional Cycling Routes

Source: Region of Waterloo Official Plan, Regional Cycling Routes, Map 5C (2015)

Figure 11

Transportation Demand Management

Section 3.C provides policies related to Transportation Demand Management ("TDM"), and more specifically, is intended to reduce the total number of automobile trips by influencing people to adopt more sustainable travel choices.

Policy 3.C.4 states that area municipalities are encouraged to provide reduced parking standards for development applications that incorporate transportation demand management strategies. A TDM and Transportation Impact Study ("TIS") have been included as part of this submission, evaluating, and recommending a variety of TDM measures for the proposed redevelopment.

The recommended measures include the encouragement of residents and office employees to use active and public transportation by providing bicycle parking and shower facilities. To reduce single-occupant vehicle use, the proposal includes a mix of uses that enables the use of a shared parking model system as described in Section 3.6 of this report.

The TIS concluded that the subject redevelopment qualifies for a reduction of 84 parking spaces (44%) based on the Region of Waterloo TDM worksheet.

Contaminated Sites

The Subject Lands are located adjacent to a known contaminated site and are identified as having high potential for contamination.

Policy 2.G.18 states that where a development application is proposed on, or adjacent to, a known or potentially contaminated site, planning approvals will be subject to the submission of a Record of Site Condition (RSC) in accordance with the provision of the Regional Implementation Guideline for the Review of Development Applications On or Adjacent to Known and Potentially Contaminated Sites.

The RSC and an acknowledgement letter from the Ministry of the Environment, Conservation and Parks (MECP) will be required prior to final approval of the Zoning By-law Amendment, or through the use of a Holding provision prohibiting the proposed development until the submission of the RSC and the Ministry's Acknowledgement.

The process to obtain the RSC is well underway with the completion of both a Phase One and Two Environmental Site Assessment (ESA) of the Site. Based on the findings of the Phase Two ESA, arsenic was identified in the soils on the northeastern portion of the Subject Site and in general, chlorinated volatile organic compounds (CVOCs) were identified in the groundwater across the Subject Site. Historical reports also identified lead in the shallow soil on the southwestern portion of the Subject Site.

Based on these findings, a Risk Assessment and RSC is being pursued. The infusion of private investment in the redevelopment of brownfield properties is helping to ensure the efficient use of existing infrastructure as well as helping to achieve the Region's broader economic development, transit supportive and land use planning objectives.

Transportation Systems Planning

Policy 5.A.3 states that the Region will secure the dedication of lands for regional road widening purposes. Designated Regional Road Allowances are shown in Schedule 'A', with Erb Street East being identified as a Regional Road with a right of way width of up to 24.384 metres.

It has been confirmed that the Region secured a road widening and the daylighting corner from the corner property, 24 Erb Street East and a portion of 28 Erb Street East at the same time the City took their road widening on the Regina Street North property.

No further widening will be required along the Erb Street frontages where previous road widenings were taken however the balance of the road widening along the frontage of 28 Erb Street East

and across the entire frontage 34 Erb Street East of approximately 3.048 metres in depth will be required as part of a future Site Plan application.

The proposed redevelopment has been designed with this road widening taken into consideration.

Natural Hazards

The Subject Lands are located within the regulated floodplain area of the Laurel/Clair Creek and is therefore subject to the natural hazards policies of the ROP.

The ROP designates floodplains as one-zone policy areas unless otherwise designated in an Area Municipal official plan. Where a one-zone policy area is applied, the entire floodplain is considered the floodway.

Policy 7.H.4 states that Area Municipalities, in collaboration with the GRCA, may designate two-zone policy areas in their official plans where significant urban uses currently exist within the floodplain, and where there is significant potential for further infilling and redevelopment with no adverse effects on flood flows.

Policy 7.H.6 states where a Special Policy Area (SPA) has been approved by the Province, the affected Area Municipality will designate the SPA and establish appropriate policies in its official plan.

Policy 7.H.8 states that development may be permitted where a SPA has been approved by the Province. Any change or modification to the policies or boundaries applying to the SPA must be approved by the Province prior to the approval of any official plan amendment or zone change application implementing such changes or modifications.

There is one SPA in the City of Waterloo – the Laurel/Clair SPA of which the majority of the Subject Lands are located.

The proposed redevelopment has been designed in accordance with flood damage reduction measures the details of which are described in the Functional Servicing and Stormwater Management Report and summarized in Section 5.3 of this report.

ROP Summary Opinion

Consistent with the Subject Lands location within an UGC and MTSA, the proposed redevelopment supports the ROP's Planned Community Structure and conforms to the policy directions contained within the Plan.

Consistent with the transit-oriented development policies, the proposed redevelopment provides a mixed-use transit supportive development within 800 metres of two LTR Stations. The mix of proposed land uses create a multi-purpose destination that will support Uptown Waterloo while helping people meet their daily needs.

The proposed building is designed consistent with transit-supportive principles to support an active pedestrian environment. Using massing and transitions in height with the majority of the massing oriented along the Erb Street East frontage the building frames and encloses the street to further reinforce the streetscape and public relam.

The terraced three and four storey massing provides appropriate transition between the existing medium density built form north of the property and the planned high-density context of the area. In addition, the reduced parking and shared parking model will encourage transit use while optimizing the use of the Subject Lands.

The proposed redevelopment is in keeping with the policy directions of the Regional Official Plan by supporting the Region's Planned Community Structure by proposing a transit-oriented, compact built form in proximity to transit.

6.4 City of Waterloo Official Plan

The City of Waterloo Official Plan (the 'Official Plan') was approved with modifications on November 21, 2012. The Official Plan provides the policy framework for strategic growth and development of the city to the year 2031. The Official Plan recognizes that Waterloo's growth and development will be increasingly accommodated through intensification within the existing BUA in key reurbanization areas including the Uptown Waterloo UGC, other designated Nodes and Corridors and MTSAs.

The Subject Lands are located within the Uptown Waterloo UGC and are designated Commercial on Schedule A of the Official Plan (**Figure 12**). More specifically, the Subject Lands are designated 'Uptown Commercial Core' on Schedule A1 – Commercial Land Uses **(Figure 13).**

6.4.1 Visions, Principles and Basis of the Plan

Chapter 2 sets out the vision, principles, trends, and other factors which form the foundation for the Plan. As it outlines the City's growth management strategy it states that "there is limited supply of vacant land for future urban growth. To ensure that population and economic growth can be accommodated, land within the City must be used more efficiently. A significant proportion of the City's population and employment growth is expected to be accommodated through intensification within the existing BUA, resulting to changes to height and density in existing areas. Focal points for intensification include Uptown Waterloo UGC, MTSAs and other designated Nodes and Corridors".

The Uptown Waterloo Growth Centre is identified as the City's 'Primary Node' on Schedule B of the Official Plan (**Figure 14**).

Policy 2.3.2 states that the Uptown Waterloo UGC is a focal point within the City and will be planned to permit a wide range of commercial, employment, social, cultural, entertainment, accommodation, open space, recreation, institutional as well as residential uses, facilitates and spaces that collectively create a vibrant, human-scaled Uptown Waterloo UGC. The intent is that this form of growth will support transit and active transportation modes, reduce the need for automobile travel and commuting times to and from the Uptown Waterloo UGC and support a pedestrian-oriented streetscape.

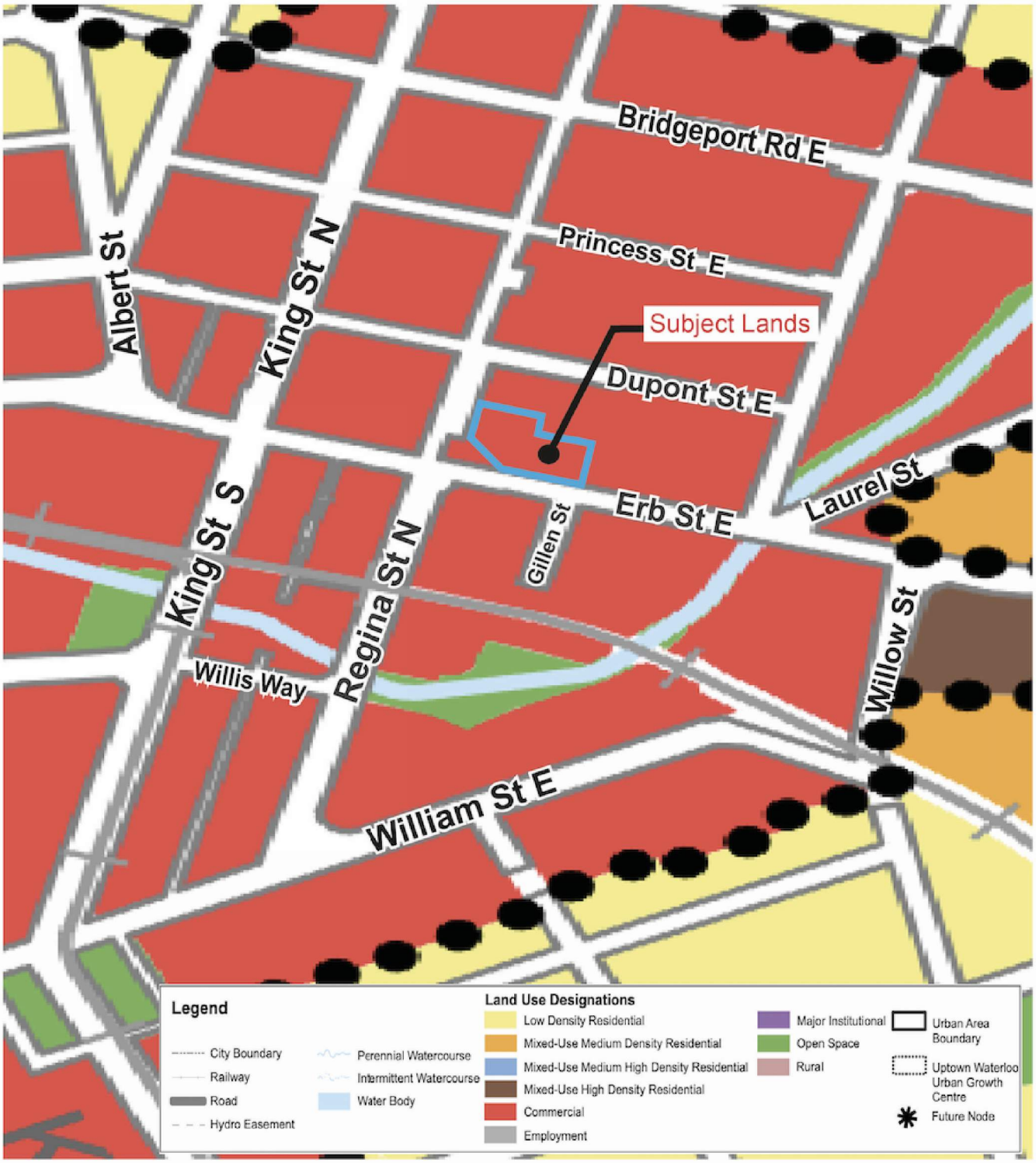
Policy 2.3.3 recognizes the importance of supporting the Region's rapid transit system. Such support is recognized as being consistent with City's policies for intensification within designated Nodes and Corridors.

Policy 2.3.8 states that "the City will support and contribute to the success of the public transit system". This includes the application of Transit-oriented development principles. MTSAs will be planned to support existing and planned transit service levels and will accommodate high-density, mixed-use, transit-supportive development where appropriate.

The proposed redevelopment conforms with Chapter 2 by intensifying and transforming underutilized properties into a development that makes more efficient use of existing land and surrounding public and transportation services. The Subject Lands are an appropriate location for intensification within the Uptown Waterloo UGC, a focal point for intensification intended to accommodate significant growth.

6.4.2 City Form

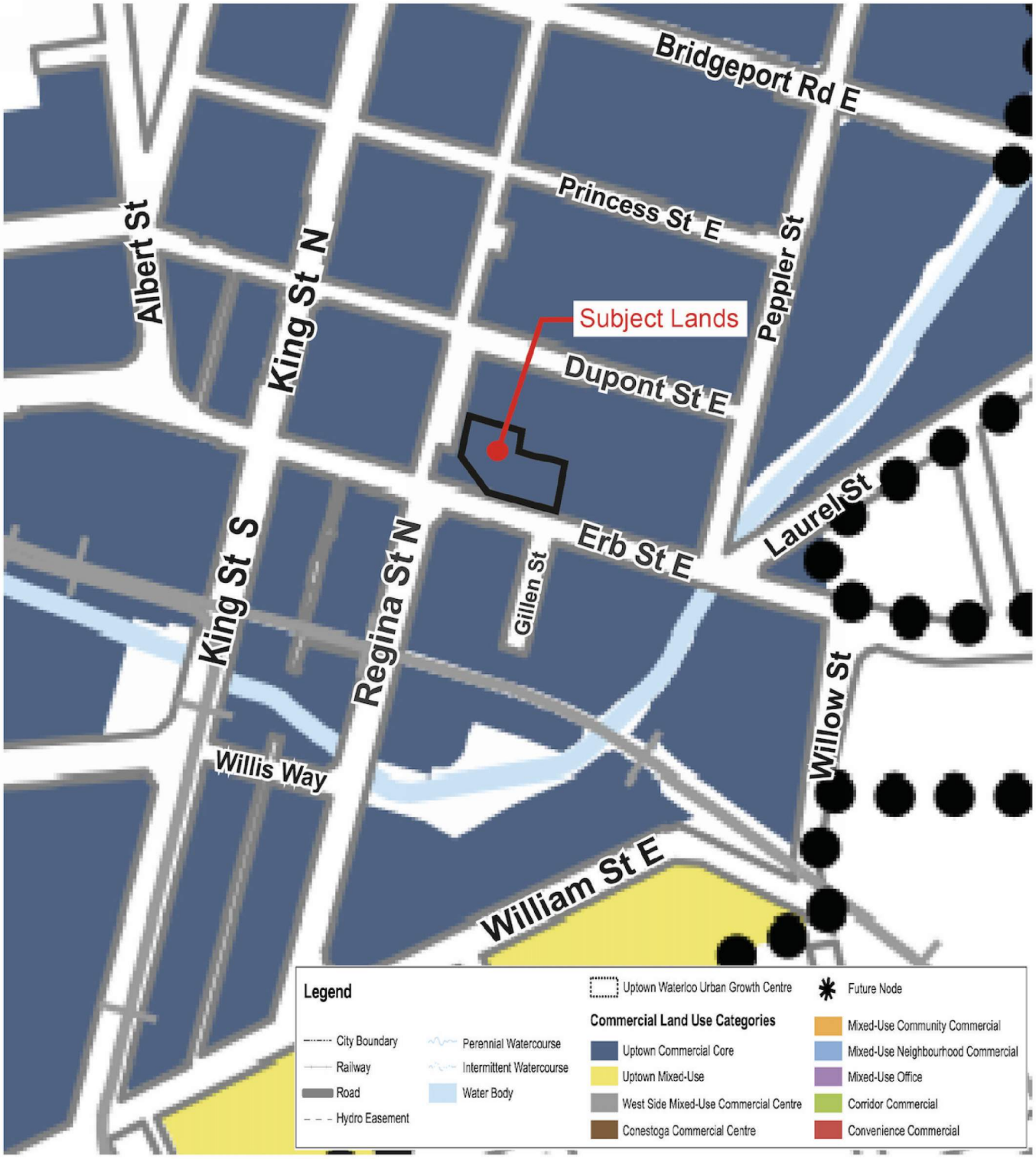
Chapter 3 sets out the built form structure within which future growth will occur. Recognizing Waterloo's limited supply of Designated Greenfield Areas, growth will be increasingly accommodated through intensification within the existing BUA in key reurbanization areas including the Uptown Waterloo UGC, other designated Nodes and Corridors and MTSAs. A more compact urban form,



City of Waterloo Official Plan - Land Use Plan

Source: City of Waterloo Official Plan, Land Use Plan, Schedule 'A' (2019)

Figure 12



City of Waterloo Official Plan - Commercial Land Uses

Source: City of Waterloo Official Plan, Commercial Land Uses, Schedule 'A1' (2019)

Figure 13



City of Waterloo Official Plan - City Structure

Source: City of Waterloo Official Plan, City Structure, Schedule 'B' (2019)

Figure 14

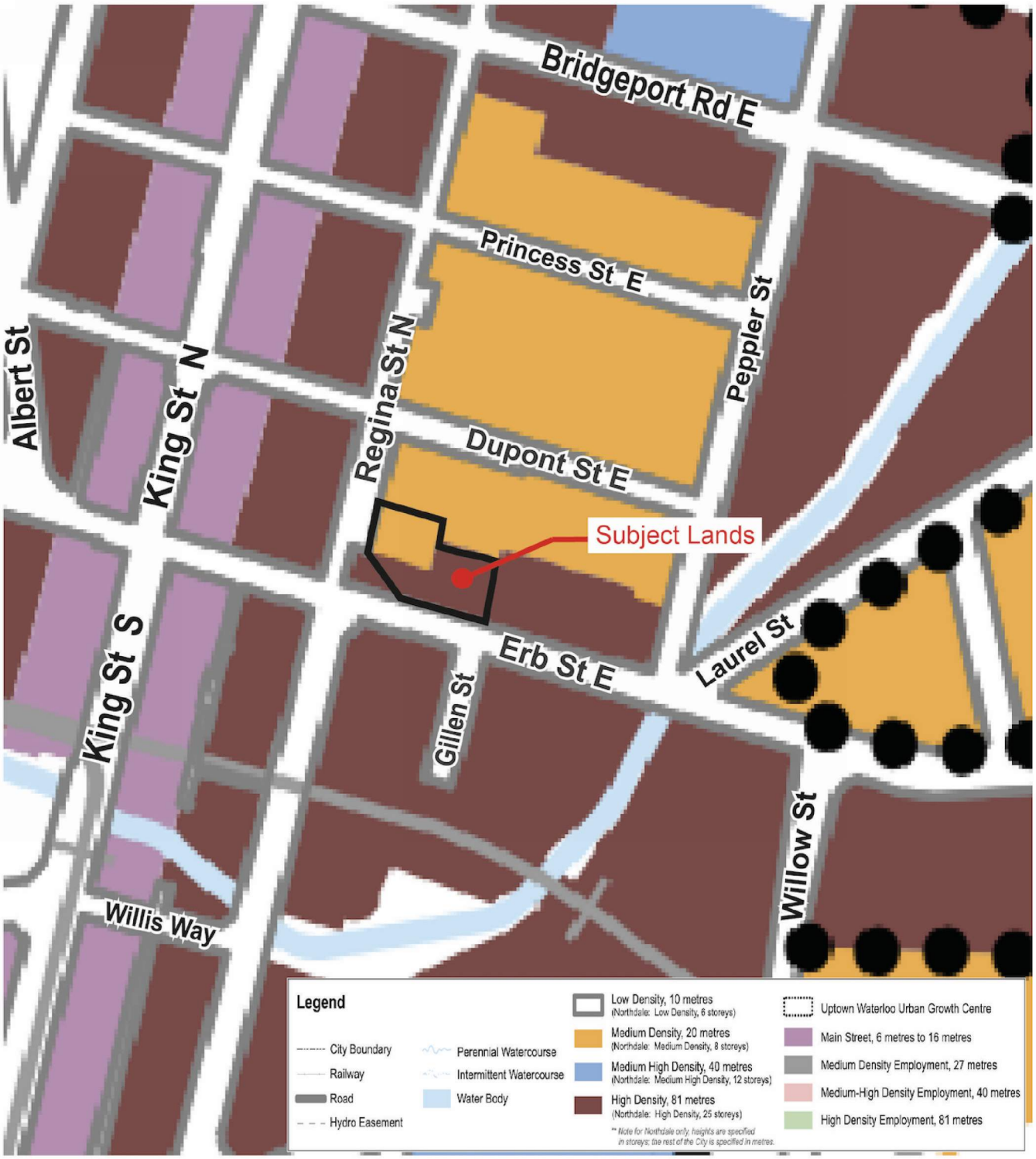
particularly within the Uptown UGC be required to enable the transition from a low-rise suburban community to an urban form that provides for transit-supportive growth.

Section 3.4 of the Official Plan outlines the maximum permitted heights and densities to guide built form within Waterloo's varied neighbourhoods. The maximum permitted heights on properties within Nodes and Corridors range from 20 metres to 81 metres (6 stories to 25 stories).

The Subject Site is an assembly of four separate parcels. While the majority of the consolidated property is designated 'High Density, 81 metres', the Regina Street North property is designated 'Medium Density, 20 metres' on Schedule B1 – Height and Density **(Figure 15)**.

Specific to 6 Regina Street North, it is recognized that a portion of the proposed mixed-use building exceeds both the Official Plan and Zoning By-law's maximum permitted height of 20 metres.

To ensure the proposed redevelopment provides appropriate transition and compatibility with its existing surrounding context, building height



City of Waterloo Official Plan - Height and Density

Source: City of Waterloo Official Plan, Height and Density, Schedule 'B1' (2019)

Figure 15

transitions are accomplished by a podium and tower built form that incorporates terraced massing and step-backs above the third and fourth floors.

This design allows for the majority of the 18-storey portion of the building to be located at the corner of the Subject Site and along the Erb Street frontage on the properties that are designated High-Density, 81 metres. As a result, 66% of the Regina Street property comprises a three and four storey built form in accordance with the maximum height of the Medium Density, 20 metre designation.

The increase in height that is proposed on the Regina Street property is specific to the tower portion of the building which occupies 34% of the Regina Street property located closest to the intersection. This portion of the building which is above 6 stories is attributable to 57 bedrooms or a proposed increase of 7 bedrooms/hectare permitted in accordance with the maximum permitted density of the High Density, 81 metre designation.

The schematic below illustrates the variable building heights on the Regina Street property. The dark blue/purple area contains three and four stories with the third storey adjacent to the north lot line being 11.3 metres and the forth storey being 14.25 metres in height both of which comply with the Medium Density -20 metre maximum building height.



The balance of the building that is located on the Erb Street properties, which comprises 72% of the total lot area of the consolidated property, is in compliance with the maximum height limit of the High Density, 81 metres designation.

Policy 3.4.3 allows for the Zoning By-law to further define or restrict the minimum or maximum height or density for any property based on considerations that are unique to individual site or area.

In the case of the Erb Street properties, while they are designated High Density, 81 metres, which permit a maximum of 750 bedrooms per hectare, the implementing zone is U1-60 which reduces the maximum permitted height and density to 18 storeys/60 metres and 675 bedrooms per hectare.

The Erb Street properties are attributable to 188 bedrooms or a proposed increase of 71 bedrooms (after road widenings) in accordance with the maximum permitted density of the High Density, 81 metre designation.

A recurring theme of the Official Plan, particularly with respect to development in Uptown Waterloo, the City's Primary Node and UGC, is to plan for high-density transit-supportive mixed-uses located within an easy walk of a rapid transit station or bus stop.

It is recognized that there are numerous benefits of providing increased densities, and pedestrian-oriented design within easy walking distances of high-quality transit including to create healthier and more livable communities where people can live, work and shop.

Apart from 6 Regina Street North and the lands directly to the north fronting on the east side of Regina Street North and the south side of Dupont Street East, the surrounding lands, including the Subject Lands fronting onto Erb Street East, are all designated High Density Residential, 81 metres and therefore have been planned to be of similar height and massing.

The lands abutting the Subject Lands to the west recently received approval to be similarly

redeveloped with a 22-storey mixed use building with 234 dwelling units and 276 bedrooms. Like the Subject Lands, this site is an assembly of separate properties that are intended to be consolidated to provide a property of sufficient size to accommodate a high-density redevelopment.

Comprised of 36 and 42 Erb Street East which are designated High Density, 81 metres and 39 Dupont Street East which is designated Medium Density, 20 metres, the 22-storey mixed use building will be accommodated wholly on the Erb Street properties while 39 Dupont Street East will not be redeveloped or intensified and will remain relatively unchanged with the retention of the existing heritage house.

Because the Dupont Street property is not being used to accommodate the 22-storey building, the scale and density of the proposed redevelopment will, in practicality only effect the two Erb Street properties. While it is acknowledged that the two combined Erb Street East properties are larger than the Subject Lands (0.3105 hectares versus 0.2232 hectares), both proposals will physically result in developments of similar built-form relative to both scale, massing and density as follows:

Adjacent Redevelopmet	Proposed Redevelopment
22 storeys	18 storeys
234 units	218 units
425 residents & jobs	391 residents & jobs
1,369 residents & jobs/ha	1,752 residents & jobs/ha

With similar locational attributes including located adjacent to medium density designated properties, the 22-storey mixed use development was considered to be compatible with the planned scale and character of the surrounding neighbourhood having minimal impacts on neighbouring land uses.

While the subject redevelopment exceeds the maximum height and density requirements as outlined, it has been designed in a manner that will minimize impacts to surrounding properties through enhanced design and appropriate terraced massing transitions and step-backs.

The proposed redevelopment will positively contribute to the surrounding neighbourhood through improved public realm and streetscape enhancements; by providing a mix of land uses, including ground floor commercial uses which will animate the streetscape and create a multi-purpose destination that will support Uptown Waterloo while helping people meet their daily needs within walking distance

Section 3.6.5 provides policy direction on intensification within Nodes and Corridors. High to medium density land uses are 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 3.6.5 (3) discourages the construction of new low density uses within designated Nodes and Corridors.

Policy 3.6.5 (5) encourages lot consolidation in Nodes and Corridors to provide properties of sufficient size to accommodate medium, medium-high and high-density development.

The proposed development represents residential intensification through the consolidation of underutilized properties of which were intended to accommodate a high density built form.

To achieve an appropriate transit supportive, compact high-density development for the whole of the subject lands, an increase in height and density is required, the result of which will provide for a compatible design which will dramatically improve the streetscape in a gateway location to the Uptown.

6.4.3 Parking

Section 3.6.6 directs the City to plan for appropriate, well designed public parking opportunities in designated Nodes and Corridors

and will plan for reduced reliance on the automobile by implementing TDM and supporting transit and active transportation.

In planning for the appropriate type and amount of parking in Nodes and Corridors, the policies included in the Transportation Chapter, specifically Section 6.6 are required to be considered in addition to the following:

Policy 3.6.6 (1) - Surface parking shall be minimized in favour of more intensive forms of parking. In conjunction with development, some surface parking is anticipated and shall be provided for visitor and drop-off uses. Street screening and screening from adjacent lands shall be undertaken for newly created surface parking.

Policy 3.6.6 (2) - Underground and structured parking is encouraged within Designated Nodes and Corridors.

Policy 3.6.6 (3) (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.

Policy 3.6.6 (3) (c) - Requirements for long-term and short-term bicycle parking.

6.6.1 (5) - To encourage walking, cycling and transit movement as preferred modes of travel, the City may consider defining and applying through the Zoning By-Law, parking standards that:

(a) Establish minimum and maximum vehicular parking requirements.
(b) Limit surface parking.
(c) Permitting shared parking, where appropriate, as an efficient use of available parking facilities.
(d) Require the provision of commuter/carpool parking spaces to be provided in locations that provide for convenient access to building entrances.
(e) Require the provision of bicycle parking facilities in locations that provide for convenient access to building entrances; and/or,

(f) Apply reduced vehicular parking requirements for development, giving consideration to access to transit, potential for shared parking, potential for small and/or micro spaces and/or other considerations that the City may deem appropriate.

Policy 6.6.1 (6) - The City may, at its discretion, eliminate or reduce on-site vehicular parking requirements for a property or properties through amendments to the Zoning By-Law, cash-in-lieu of parking agreements or other legislative tools.

(a) Amendments to the Zoning By-Law and/or variances may be considered that would have the effect of eliminating or reducing on- site vehicular parking requirements for a property, where, in the opinion of the City, a reduction in on-site parking is appropriate for the permitted uses and location of the site and **any** of the following are applicable:

(ii) Parking cannot physically be provided on-site (due to insufficient availability of suitable lands or site area);
(v) The exemption or reduction in parking will not impede primary traffic movement functions of adjacent arterial roads.

There is a total vehicle parking requirement of 186 spaces. 122 vehicle parking spaces are proposed to be provided which requires a 34% parking reduction.

It is recognized that transit-oriented development offers an opportunity to reduce the amount of parking in MTSAs through increased transit ridership, reduced vehicle ownership and shared parking arrangements. The proposed reduction in parking is appropriate considering the Subject Site's context and proximity to rapid transit and existing amenities and services that can be accessed by active transportation.

Reducing on-site vehicle parking and maximizing its use by implementing a proposed shared parking system with uses that have peak demands at different times of the day, such as office and residential uses help to make more efficient use of land required for parking.

The proposed shared parking provides appropriate, well designed parking opportunities while reducing the reliance on the automobile by incorporating TDM measures to encourage transit and active transportation.

Cycling infrastructure in the area provides good options for travel by bicycle. On-street bike lanes are available in front of the Subject Site on Erb Street East and on nearby arterial routes.

Several TDM measures are proposed as part of the redevelopment and will serve to encourage travel options by transit, walking and cycling for residents and visitors and support residents who choose not to own a car.

Ample indoor, secure bike parking spaces for residents and short term, outdoor spaces for visitors are proposed.

The reduction of the required parking supports the City's parking policy objectives which have been considered as part of the redevelopment application.

6.4.4 Uptown Waterloo Urban Growth Centre

Section 3.7 provides that the Uptown Waterloo UGC will be planned to serve as a major focal point for growth and investment, accommodate and support major transit, pedestrian and cyclist infrastructure, serve as a higher density major employment centre with a particular focus on office employment and accommodate a significant share of the City's future population and employment growth in a compact urban form that features high-quality design, supports a balanced transportation mode share and is designed to increase the number of pedestrians and cyclists.

Policy 3.7 (5) directs that a minimum gross density target of 200 persons and jobs combined per hectare is required to be achieved within the Uptown Waterloo UGC by 2031 or earlier. To achieve this target, intensification of properties will occur over time in a manner that is compatible within the context of the surrounding neighbourhood.

The importance of achieving the minimum density target is further highlighted through the inclusion of Policy 3.7.5 (b) where development applications for lands located within the Uptown Waterloo UGC which provide densities lower than 200 persons and jobs per hectare must provide an appropriate and accepted rationale through a Planning Justification Report.

The proposed redevelopment conforms with Section 3.7. Prominently located at the eastern gateway to the Uptown Commercial Core, the proposed redevelopment will result in the intensification of an underutilized site which can be adequately serviced by existing municipal infrastructure.

The proposed redevelopment will exceed the Uptown Waterloo density target of 200 persons and jobs per hectare and will accommodate a mix of

transit supportive land uses that create both origins and destinations for transit users.

The proposed redevelopment at this prominent corner is intended to support the City's Official Plan policy framework by proposing a form of development that supports transit and active transportation modes, reduces the need for automobile travel and commuting times to and from the Uptown Waterloo UGC and supports a pedestrian-oriented streetscape.

The proposed ground floor commercial uses will contribute to a vibrant streetscape along Regina and Erb Streets creating a distinctive character and district identity as envisioned by the Official Plan.

The office use on the 4th floor will assist in strengthening the Uptown Commercial Core. The proposed residential tower will provide new residential space within Uptown Waterloo and contribute to the density targets of the City and Region. The proposed redevelopment will support a variety of transportation options as the Subject Lands are located directly adjacent to an existing transit route and in close proximity to LRT Station stops. This location is also well serviced by active transportation opportunities.

6.4.5 Commercial Land Use

Policy 3.7.1 (1) recognizes that the Uptown Commercial Core is the key component within the Uptown Waterloo UGC and as such is intended to serve as a City-wide focal point and destination as well as serving a local service and administrative function for the surrounding neighbourhoods.

Section 10.2.2.1 states that the intent of the Plan is to strengthen the Uptown Commercial Core and encourage its development as a vital component of the City's commercial structure. Specifically, the area is planned to serve as a government, institutional and cultural centre for the City, supported by regional-serving retail, office, entertainment, recreation and tourism activities together with residential uses.

The Uptown Commercial Core will be planned to provide for a vibrant and human-scaled environment, with a range of uses providing support for public transit and other transportation alternatives to the automobile. Architectural integrity, heritage conservation and opportunities to improve access to open space will be key considerations in planning for the growth of a vital Uptown Commercial Core.

Policy 10.2.2.1(2) provides that the height and density of uses within the Uptown Commercial Core shall be limited as shown on Schedule 'B1' - Height and Density and as set out in section 3.4 and Policy 3.7(5)

Policy 10.2.2.1(3) states lands designated Uptown Commercial Core shall be zoned to permit a broad range of commercial, employment, entertainment, accommodation, institutional, residential and community uses.

The proposed mixed-use redevelopment containing residential, commercial and office uses is permitted in the Uptown Commercial Core designation. While an Official Plan amendment is required to facilitate the proposed height of the tower located on a portion of the Regina Street North property, the majority of the Subject Lands are planned to accommodate high density development up to 81 metres (25 storeys).

Despite the fact that 6 Regina Street North, comprising 28% of the Subject Lands is designated Medium Density, the proposed High Density designation will more appropriately implement the PPS, Growth Plan, ROP and City of Waterloo Official Plan policies applicable to the Subject Lands.

The Medium Density designation would render the Subject Lands undevelopable and as a result, would not permit reinvestment into the Subject Lands in a compact urban form as required by Provincial and

Regional policy and with the general intent of the Official Plan. The inclusion of 6 Regina Street North will facilitate the redevelopment of the Subject Lands in a form that reflects the requirements of the current policy framework more so than what is existing on the Subject Lands as well as what the existing Official Plan height and density designations would facilitate.

6.4.6 Urban Design and Compatibility

The Official Plan contains detailed urban design policies promoting a high standard of urban design that results in an attractive, human-scale city that enhances sense of place and fosters a sense of identity. Design objectives specific to residential intensification address the integration, compatibility, built form (including massing) and relationship of new development to the surrounding neighbourhood.

Compatible development is development that may not necessarily be the same or similar to existing buildings, but that enhances and co-exists with existing development without undue adverse impacts on surrounding properties.

It is development that fits well and works well with its surroundings. General design objectives are outlined in Section 3.11.1 of the Official Plan, while specific urban design policies applicable to Nodes and Corridors are set out in Section 3.11.2 and Uptown Waterloo UGC in Section 3.1. The following table provides an analysis of how the proposed redevelopment achieves the General Urban Design policies of the Official Plan.

Official Plan Policy		Proposed Development
General Urban Design Policies 3.11.1		
(1)	Intensification: In decisions to consider intensification, the City of Waterloo shall address the integration, compatibility, and relationship of new development to existing buildings and to the surrounding neighbourhood character and context, based on the principles of good urban design practice.	The proposed height, built form, massing and density of the proposed redevelopment is appropriate with the surrounding context. The design of the building contemplates a built form that is compatible within the existing context and the planned function of the area. The proposed building incorporates a three-storey built form along its west and north façade and a four-storey built form along the length of its north façade to provide a sensitive transition in massing towards the existing lower density-built form to the north. The tower is stepped back above the fourth storey to position the tower as close as possible to Erb Street East in keeping with the planned built form along the Erb Street East frontage. The terraced massing and mid-rise podium provide a suitable transition which addresses the relationship of the new development to the existing nearby buildings, minimizing the impact of the proposed redevelopment.

(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.	The proposed redevelopment has been designed to be architecturally distinct while taking design queues from the Waterpark Place development to the east of the Subject Site which consists of two high-rise apartment buildings constructed in the early 1990's The design of the proposed building contemplates a contemporary, modern built form that is compatible within the existing context and the planned function of the area. Undulating balcony guards, sculptural architectural expression through the use of materials and articulation, a large amount of glazing incorporated into the building façades results in an modern design to create an iconic landmark building.
(3)	Views and Vistas: Design that contributes to, protects, and respects important views and vistas.	The proposed redevelopment maintains the views/vistas along the adjacent streets. The massing and scale are designed to define new public and private spaces.
(4)	Streetscapes: The City shall promote a coordinated approach to streetscape design that results in an attractive and coordinated character with emphasis given to green and complete streets, pedestrian (and non-vehicular) friendly design, coordinated landscape and building design elements and features that animate the street in the public and private 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 parkinggarage structures in public view, and whenpossible, provide underground parking forintensification projects, particularly residential or mixed-use development.	As part of the redevelopment, streetscape improvements are proposed including expanded pedestrian realm, new street trees, additional landscaping, and street furniture to encourage pedestrian activity at grade.
(8)	Gateways: A gateway is a special location or entry point that establishes a formal entrance from one area to another. Design sites and buildings with coordinated features and elements at designated gateways, which may include major transportation corridors and major street intersections, to establish a sense	The Subject Lands are located at the corner of an arterial road and a local collector street. The corner of the site features a heavily fenestrated treatment along with active entrances that will animate the façades of the building at the intersection serving as a focal point for the intersection. Streetscape improvements at this corner will contribute to and

	of place or identity. Gateways may also include primary entrances into intensification sites and neighbourhoods that contribute towards a distinctive or recognizable character and sense of arrival	enhance the public realm.
(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.	The principles of CPTED have been considered in the design of the redevelopment as follows: • The proposed redevelopment provides ample glazing and streetscape enhancements that improve passive surveillance along the streets and has been designed to enclose the street edge. • Transparency has been provided along both street frontages to provide causal surveillance. • Proposed streetscape enhancements with the potential for the addition of street furnishings and active ground floor uses will encourage increased pedestrian activity. • The use of balconies and terraces along both streets. • Pedestrian walkways, stairs, entrances/exits, parking areas, etc. will be well lit. • Clearly identified points of entry into the building including separate commercial, residential and office entrances. • Well defined driveway entrances for vehicular and cyclist access. • Clearly delineating private from public property through the use of pavement treatments, entry treatments, landscaping and signage.
(11)	Site Circulation: Design sites and buildings based on an efficient, safe and integrated circulation system with priority given to pedestrian movements, non-vehicular movements and safe vehicular turning	The proposed redevelopment has been designed to integrate with the existing network of streets and sidewalks and coordinate vehicular and pedestrian movements as follows:

	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	• Multiple building entrances providing convenient, direct and safe pedestrian, barrier-free access. • Two proposed driveway accesses to the structured parking garage.
(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.	The proximity to public transit and connections to bicycle lanes and trails encourage multimodal transportation to reduce the redevelopment's reliance on cars. This alone however does not always equate to a transit-supportive development. Transit-supportive development should also support a high-level of walking and cycling to help strengthen connections between transit facilitates and surrounding land uses. The following transit oriented design strategies have been incorporated into the Subject Site and building design: • Building is located close to the street line so that it frames the street contributing to ground-level pedestrian activity. • Primary entrances and street level uses will support higher levels of activity along key pedestrian routes. • Building façade design actively addresses streets through the use of transparent glazing windows and doors. • Multiple building entrances incorporated to increase permeability. • Mix of uses and higher density will support higher levels of pedestrian activity and transit ridership. • Transition in building scale enables the majority of the higher-density component of the building to be oriented to Erb Street East while integrating with the scale and character of the surrounding area.
(13)	Universal Design: Promote the adaptation of transportation networks, buildings and lands used by the public to provide barrier-free access and principles of universal design to all citizens and to encourage the use of the International Symbol of Access.	The redevelopment incorporates the following design applications promoting a safe, accessible, connected and easy to navigate development: • The sidewalks along both Regina Street North and Erb Street East connect directly to pathways leading to building entrances.

		• The building is fully accessible. • The building entrances are visible from the streets and provide shelter at entrance ways. • A public transit stop is located immediately north of and across from the proposed building on Erb Street East. • Lighting will be provided at a pedestrian scale to ensure safety and promote wayfinding.
(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.	No surface parking areas are proposed. The three parking spaces not located behind building floor area along the Erb Street East flankage is well screened from the public using coloured architectural fins and will not be visible from the public realm.
(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.	Servicing, loading areas and mechanical equipment are located internal to the building away from public view. Structured parking garage has been designed for safe truck access and turning movements for Medium Single Unit (MSU) trucks which include private garbage collection trucks and standard sized moving trucks. As all site servicing areas are internal to the building, there are no impacts to surrounding residential properties.
(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	The main building entrances will be illuminated around key entrance ways. The recessed portion of the base will include recessed lighting that will provide lighting safety and assist in identifying the buildings main entrances. A Photometric Plan will be completed through the Site Plan approval process.

(17)	Signage: Design all site signage to complement and enhance the building and site design. Building signage shall be in scale with the building design and is not to overpower the building façade or obstruct architectural features. Applicable requirements may be further defined through the Urban Design Manual and City's Sign By-law.	Building signage will be designed to complement and enhance the building and site design. The signage will include a commemorative plaque to document the cultural heritage attributes of the building to be removed at 24 Erb Street East.
(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.	The design of the building contemplates a built form that is compatible within the existing context and the planned function of the area. The terraced massing and four-storey podium adjacent to the north property line and inclusion of the multi-leveled roof top terraces provide an appropriate interface with the adjacent three storey building fronting Regina Street North and medium density designated properties fronting the south side of Dupont Street East.
(19)	Human-Scale Development: Development that reinforces human scale dimensions and proportions through design.	The proposed redevelopment has been designed around a human scale with consideration for the following: • Building entrances are proportionally in scale with the building design and relate to the streets. • The Regina Street North relationship is maintained and enhanced through the multi-leveled podium design, which emphasises the human-scale of the development. • The proposed redevelopment encloses the street edge with active, at-grade commercial uses that feature large amounts of glazing and active entrances to the sidewalks. • The tower is step backed above the fourth floor to ensure an appropriate pedestrian scale along the street.
(20)	Building Design: Design architecturally well composed buildings that complements and enhances the surrounding neighbourhood character and context. Building design shall	The proposed redevelopment has been designed to be architecturally distinct with appropriate design elements along both Regina and Erb Streets to create visual interest and enhance Uptown

	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	Waterloo's sense of identity. Prominent architectural features incorporated into the design of the building are intended to create a landmark feature. The proposed redevelopment provides a varied street wall along all frontages, creating visual interest through setbacks and transitions. The architectural articulation and change in materiality create a well-designed podium and high-rise building that enhances the character of the area. Building elevations illustrate a contemporary, modern aesthetic that incorporates high quality materials. The architectural treatments such as materiality and colours has been carefully chosen to be uniquely different while drawing on subtle design features from existing high-rise buildings in the neigbourhood. The building design creates visual interest in the area and reduces the impact of massing on adjacent existing land uses.
(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.	The proposed redevelopment leverages its position at the corner of Erb Street East and Regina Street North as the building frontage frames both streets. Coordinated streetscape elements will be considered in support of a future Site Plan application with the intent of enhancing the public realm to support the creation of pedestrian friendly streets and an interesting and inviting environment.
(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.	The proposed redevelopment includes a significant amount of amenity space including a large outdoor terrace developed in conjunction with the indoor amenity located on the 5th floor and an outdoor terrace located on the 4th floor for exclusive use of office employees. Both terraces will feature extensive landscaping to enhance the outdoor experience for residents and office employees while

		increasing the quality of the public and semi-public realm along Erb Street East and Regina Street North.
(24)	Sustainable Design: The City shall promote sustainable design practices in the public and private realm through a variety of strategies.	A compact building form best addresses climate change mitigation and adaption because it provides for the most efficient use of land, infrastructure and public service facilities and directs growth away from agricultural and natural heritage system lands. The proposed redevelopment will be sustainable by providing a compact, transit supportive development within the BUA. As the building design evolves, consideration will be given to incorporating the ECMs identified in the Energy Strategy Study wherever feasible to reduce the overall energy consumption of the building.
(27)	Utilities: Consideration will be given to the location of utilities within the public rights-of-way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as lamp posts, transit shelters etc., when determining appropriate locations for large utility equipment and utility cluster sites.	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.

In addition to the policies noted in the above table, the Official Plan contains additional urban design policies specific to the Uptown UGC. These policies are contained in Section 3.11.3 of the Plan and include emphasis on distinctive character and identity, building façade, built form and massing, neighbourhood transition, parking, street activity, site amenities, and infrastructure.

The proposed redevelopment achieves each of these relevant policies by providing the following:

- *An enhanced and coordinated streetscape.*
- *A varied street wall along all frontages, creating visual interest through setbacks and transitions.*
- *Architectural articulation and change in materiality to create a well-designed podium and high rise building that enhances the area.*
- *Active building entrances to animate the façades of the building which will create a focal point for the intersection.*
- *Terraced massing to transition the*

building and create an appropriate scale for the building.

- *Ground floor that features active uses and ample glazing to activate the public realm adding visual interest to the streets.*
- *No visible parking or service areas from the public realm.*
- *Ample site amenities including outdoor amenity spaces for office employees and residents, common indoor amenity area and private amenity space.*

6.4.7 Infrastructure and Transportation

Chapter 5 includes objectives and policies for the provision, maintenance and efficient use of networks including servicing and road networks.

Policy 5.1.3 (1) indicates that roads under the City's jurisdiction will be planned as complete streets, enabling users of all ages and abilities – pedestrians, bicycles, transit riders and motorists – to interact and move safely. Erb Street East is designated as a Regional Arterial road and Regina Street North is identified as a Minor Collector on Schedule E of the Official Plan **(Figure 16).**

Table 5.1 – Road Classification System in the Official Plan describes that Regional Arterial roads will be planned, designed and operated to provide safe, direct, accessible, multi-modal transportation links for moving people and goods throughout the Region and adjacent municipalities.

Minor Collector Roads are described as roads that will be planned, designed, and operated to facilitate the movement of pedestrian, bicycle and vehicular traffic between the local streets or major traffic generators and the major collector road system and to permit access to abutting properties.

Policy 5.4.2 directs that the City will continue to co-operate with the Region in applying controls related to access, site circulation and site development affecting traffic to Regional Roads. Development adjacent to regional roads are subject to the Regional access permit process.

An entrance permit will be obtained from the Region for the new entrance on Erb Street East to the parking garage prior to Site Plan approval.

There are two existing left-in/left out accesses to the Subject Lands from Erb Street East and two all moves accesses to Regina Street North. All existing accesses are proposed to be removed and replaced with one all-moves access to Regina Street North and one left-in/left out access to Erb Street East.

Turn lane warrants were assessed for the southbound left on Regina Street North driveway under 2026 total traffic conditions concluding that a left-turn lane is not forecast to be warranted. No additional improvements were justified by the additional traffic from the proposed redevelopment.

Policy 5.4.7 (1) requires the dedication of land to the City to provide for the widening of roads as a condition of development approval. Table 5-2 'Road Allowances' establishes a 23-metre ultimate road allowance for Regina Street North.

Erb Street East has a designated road allowance of 24.384 metres as defined in Schedule A of the Region's Official Plan.

The entire road widening for Regina Street North and 24 Erb Street East including a 3.0 metre by 3.0 metre triangular widening at the corner of Erb Street East and Regina Street North was taken as part of a previous development application. The balance of the road widenings along Erb Street East will be provided at the time of Site Plan approval.

Chapter 6 of the Official Plan outlines polices related to transportation that are designed to facilitate the safe and convenient movement of people and goods. The Plan recognizes that achieving a healthy and livable City and a sustainable transportation system will require placing an increased emphasis on managing travel in order to reduce the reliance on the automobile in favour of transit and active transportation such as walking and cycling.

Policy 6.1.2 directs that the City will support land use and transportation system choices that recognize and support the strong interdependence between transportation and land use where:

- A compact, mixed-use urban form allows people to live closer to where they work, learn, shop, and play, thereby providing opportunities to decrease automobile use



City of Waterloo Official Plan - Road Classification System

Source: City of Waterloo Official Plan, Road Classification System, Schedule 'E' (2018)

Figure 16

- in favour of alternative modes of travel;
- An efficient, safe, multi-modal transportation system supports a livable and healthy, compact, mixed-use urban form, and in particular, supports intensification in Nodes and Corridors

When reviewing development applications, the City will assess the transportation demands, impacts and opportunities associated with the development

The proposed redevelopment provides for a compact mixed use urban form which will add 218 new residential units as well as commercial and office space to the Uptown Waterloo UGC thereby providing opportunities to decrease automobile use.

Policy 6.1.4 supports the wide use of public transit as a preferred form of travel. Rapid transit will assist in facilitating the City's growth through intensification and can be supported as a means of reducing traffic congestion, parking demands, air pollution and energy consumption while providing opportunities to improve community livability and quality of life.

The policy indicates that the City will plan for:

- Neighbourhoods, sites and buildings that are designed to facilitate transit and enable it to be well connected with other modes of travel, making it a desirable travel option
- Compact urban form that supports transit usage.
- The provision and maintenance of infrastructure such as the sidewalk and bicycle system, to support the transit system, in conjunction with the Region of Waterloo.

The Subject Lands will be connected to the greater road (including sidewalks) and trails networks, which provide for safe, comfortable, barrier-free, convenient, and direct forms of travel throughout the neighbourhood and City. The building design incorporates transit-supportive strategies to support a high level of walking and cycling to strengthen connections between transit facilities and surrounding areas.

Replacing the existing uses with a more intense mixed use, compact, transit-supportive development has the potential to generate significant ridership proximate to the existing high-frequency bus transit routes and higher-order LTR transit system. The proximity of the Subject Lands to the commercial and recreational amenities in Uptown Waterloo provides opportunities for the use of active modes of transportation.

Section 6.5 of the Official Plan supports active transportation as a low-cost form of travel that promotes physical exercise and social interaction and results in a reduced impact on the environment. The active transportation network is identified on Schedule F of the Official Plan **(Figure 17)**. Both Erb Street East and Regina Street North are identified as City-Wide Cycling and Multi-Use Routes.

Policy 6.5.1 (3) recognizes that there are several connected and inter-related components that are an important part of supporting active transportation as they connect neighbourhoods and Districts throughout the City as well as connecting the City to adjacent municipalities. These include:

- City-wide multi-use routes and cycling routes.
- King Street corridor, identified as a Major Corridor within the City that will be planned to accommodate high density, transit supportive uses.
- Sidewalks, a localized component of the active transportation system.

Given the locational attributes that the Subject Site enjoys, it is well connected and supports the City's active transportation goals and policies. Sidewalks on both sides of the road are provided along Regina Street North and Erb Street East which will connect future residents to an abundance of non-residential uses within a comfortable walk. Access to Laurel



City of Waterloo Official Plan - Active Transportation Network

Source: City of Waterloo Official Plan, Active Transportation Framework, Schedule 'F' (2018)

Figure 17

Trail is provided approximately 100 metres providing connections to both the Spur Line and Hillside trails. Additionally, the pedestrian signal on Erb Street at Peppler Street provides safe crossing to pedestrians and encourages usage by cyclists.

Separated bicycle lanes are provided on Erb Street East and buffered bicycle lanes are present on both sides of King Street with the buffer provided by permanent bollards and on street parking lanes.

6.4.8 Natural Hazard Lands

As previously noted, the majority of the Subject Site is within a floodplain designated as the Laurel/Clair Creek Special Policy Area ("SPA") except for a small area across the frontage of 6 Regina Street North which is outside the SPA. Development may be permitted in the floodplain subject to meeting the requirements of the Official Plan.

Policies applying specifically to the SPA are set out in Section 8.4.2. This section sets out a hierarchy of flood and erosion prone hazardous lands in which development permissions increase as you move down the hierarchy. SPAs are the most flexible areas in the hierarchy in terms of development permissions. The hierarchy includes:

1. One Zone Policy Areas where very limited development is permitted
2. Two Zone Policies where some development is permitted in the flood fringe but not in the floodplain
3. SPAs where development is permitted so long as it meets the applicable Official Plan polices that have been approved by the Ministry of Ministry of Municipal Affairs and Housing and the Ministry of Natural Resources.

Policy 8.4.2(39) states that policies 8.4.2 (24) (c), (25) and (26) apply to the development of new residential buildings in the SPA. These policies require the following:

- Policy 8.4.2 (24) (c) All habitable floor space and building services, such as mechanical or electrical services are required to be above the Regulatory Flood Elevation (RFE)
- Policy 8.4.2(25) Uninhabitable residential space associated with multi-unit development created below the elevation of the Regulatory Flood may be permitted and is required to be floodproofed to the elevation of the Regulatory Flood.
- Policy 8.4.2 (26) - Access to new residential buildings and mixed-use buildings containing residential space are required to be provided to ensure safe access/evacuation at the RFE to the satisfaction of the GRCA.

The GRCA has advised that the building must be floodproofed to the RFE which in the case of this application is 323.3 metres (CGVD 28) or 322.9 metres (CGVD 2013).

Policy 8.4.2 (43) commercial uses such as retail, office, service, and personal service commercial uses are required to be floodproofed to the RFE except where it can be demonstrated to the GRCA and the City that the level of flood protection would impair the viability of commercial operations. In such cases, a reduction in flood protection requirements may be permitted but in no case shall the reduction be more than 1 metre below the RFE. The elevation is required to provide protection to the minimum 100-year flood elevation or higher.

Policy 8.4.2 (47) states that elevated parking structures are prohibited within the hydraulic floodway but may be permitted in all other areas of the SPA subject to the provisions of the Zoning By-law.

The structured parking is not located within the hydraulic floodway.

Policy 8.4.2 (30) recognizes that the designation of a SPA and any change or modification to the site-

specific polices or boundaries applying to the SPA must be approved by the Province. It is also recognized that the Province has established procedures for undertaking such changes or modifications.

Policy 8.4.2.4 (c) (i) states that vehicles and people must have a way of safely entering and existing the area during times of flooding, erosion and other emergencies.

The proposed redevelopment conforms with Section 8.4.2 as demonstrated in the Functional Servicing Report undertaken by MTE whereby all applicable polices for the SPA haven been met. In summary, these include the following:

- *No new dwellings units are located below the RFE.*
- *No habitable floor space or building services such as mechanical or electrical services located below the RFE.*
- *No storeys, including parking are located below grade.*
- *Safe access is provided via Regina Street North which, as noted, is not located within the SPA.*

There are no changes proposed to the SPA boundaries or policies to facilitate the redevelopment in accordance with the floodproofing requirements. Furthermore, regardless of the proposed density, there is no change to the relationship between the proposed building and the flood elevation.

As recognized by Policy 8.4.2 (31), the Subject Lands are part of the historic centre of Waterloo and, as such, special polices are required for the continued economic and social viability of the area.

Policy 8.4.2 (31) (c) acknowledges the City's strong commitment to the renewal and revitalization of Uptown Waterloo and while the City recognizes that a higher degree of flood risk exists along certain reaches of the Laurel and Clair Creeks, rehabilitation, development and replacement of buildings and structures is considered necessary to the continued economic and social viability of this area.

The proposed mixed-use redevelopment includes residential, commercial and office components. Not only will the mix of land uses support the Uptown Waterloo area, but the redevelopment will also support the City's vision for a vibrant, transit-supportive neighbourhood and is necessary for the continued economic and social viability of the area.

6.4.9 Height and Density Bonusing

Section 37 of the Planning Act currently permits the City to authorize increases in permitted height and/or density through a Zoning By-law in return for community benefits, provided there are related Official Plan polices in place.

Section 12.3.1 of the Official Plan provides that, pursuant to Section 37 of the Planning Act, a Zoning By-law may be enacted to authorize increases in height and/or density that would not otherwise be permitted in the Zoning By-law in return for facilities, services or matters that would comply with the general intent of the Official Plan.

Policy 12.3.1 (2), further states that "authorized increases in height and/or density will be used as a tool to support the City's policy objectives within the Official Plan. The potential for authorized increases in height and/or density will apply to lands which, at the time of application satisfy the following criteria:

a) Is located with a designated Node or Corridor; and,
b) Is well serviced by existing or planned transit."

It is important to note that Section 37 or bonusing as it is commonly known as, is not a means to overcome shortcomings in a proposal. In addition to meeting the above noted locational criteria, potential for authorized increases in height and/or

density using the bonusing framework must meet the general intent of the Official Plan, support the City's Official Plan policy objectives, constitute good planning, support good urban design and are compatible with the adjacent properties and surrounding area.

As discussed throughout this report, the proposed redevelopment conforms with the intent of the Official Plan and supports the City's policy objectives within the Official Plan by managing growth and allowing the redevelopment of an underutilized site in a priority area for intensification; promoting the use of transit; providing mixed use and residential transit supportive intensification by creating a multi-purpose destination that supports the use of pedestrian and cycling infrastructure, while ensuring high-quality building design intended to minimize impacts and provide appropriate transition to surrounding properties.

The Subject Lands are also located within the City's Primary Node and are well serviced by existing transit and therefore satisfy the locational criteria to allow for a Zoning By-law to be enacted to authorize increases in height and/or density that is not permitted in the Zoning By-law in exchange for community benefits.

Official Plan Summary Opinion

Consistent with the Subject Lands location within Uptown Waterloo, the City's Primary Node, the proposed redevelopment represents a compact redevelopment of the Subject Lands making use of both the underutilized site itself and existing infrastructure.

The redevelopment will promote active transportation given the network of pedestrian and cycling infrastructure in the area. The range of unit sizes provided will ensure a diversity of housing opportunities in the Uptown. Intensification of the Subject Property will make efficient use of existing infrastructure, public service facilities, and will support the Region's investment and commitment to public transit.

The proposed mixed-use residential redevelopment is permitted and in fact encouraged by the Uptown Waterloo Urban Growth Centre policies and will result in density of 1,752 bedrooms per hectare and a maximum building height of 57.50 metres (18 storeys).

The proposed redevelopment will contribute to the planned function of Uptown Waterloo and has been designed to be compatible with the existing and planned built form. The proposed development will allow for the redevelopment of underutilized properties in a priority area for intensification which will allow for the completion of this block. The orientation of the building relative to Erb Street East is similar to the adjacent redevelopment which will result in framing and enclosing the street giving the area a strong sense of identity.

Finally, reduced parking and TDM measures will encourage transit use while maximizing the efficient use of the Subject Site.

Based on the foregoing, the proposed redevelopment conforms to and supports the City's policy objectives within the Official Plan.

6.5 Urban Design Manual

The City of Waterloo Urban Design Manual is a consolidated set of city design guidelines the primary purpose of which is to implement the City's urban design objectives through the development review process. The proposed redevelopment has been designed to reflect the City's urban design objectives as set out in the Official Plan and the Urban Design Manual. While not at the Site Plan application or detailed design stage, consideration has been given to site layout, function, and preliminary building design. A full architectural package including conceptual elevations of the proposed redevelopment are provided under separate cover.

Part 2 of the Urban Design Manual outlines the general city design guidelines for city-wide development. The proposed redevelopment considers these guidelines and in particular those guidelines related to pedestrian-friendly design, human scale development, compatible development, including massing and building design and transit-oriented design.

The following is a summary of key guidelines within Part 2 of the Urban Design Manual that are achieved by the proposed redevelopment:

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

Part 3 of the Urban Design Manual also includes supplemental design guidelines including specific guidelines for tall buildings and the Uptown (Primary Node). The provides a summary of how the proposed redevelopment has considered the tall building and primary node guidelines:

6.5.1 Tall Building Guidelines

- The building has been designed to achieve the overall design objective for tall buildings, which is to design architecturally interesting and well composed buildings that relate to the surrounding context, contributes to an interesting skyline, and reduces impacts to surrounding buildings.
- The building has a defined base that relates to the street, a middle and a top section to emphasize human scale.
- Significant glazing and prominent balcony treatments create an interesting skyline.
- The building has been designed with a transition in massing including terraced massing and step backs above the third and fourth stories. The terraced massing and step backs serve to transition the building and position the tower as close as possible to Erb Street East creating an appropriate scale for the building and addressing the relationship to the street.
- The building height transitions are accomplished by a podium and tower built form. The tower is setback beyond

the podium, creating a pedestrian-level experience and visual interest at street-level.

- Terraced massing is incorporated on the west and north sides of the building to ensure that the tower portion of the redevelopment is located further away from the medium density built form fronting Regina Street North and Dupont Street East.
- Each section of the building has been architecturally integrated to create a unique and unified architectural expression skillfully using building materials, coordinated design elements and colours to create movement and interest cultivating at the base of the building and extending to the tower.
- Unique balcony treatment architecturally integrated into the building design to reinforce the design intent.
- Shadow and wind studies have been completed and will be implemented through final design.
- The proposed redevelopment encloses the two street edges and creates an animated and active pedestrian realm.
- The mechanical penthouse has been integrated into the roofline, with the intent of minimizing its appearance from the street.
- The building has a strong relationship to the street with multiple pedestrian scale building entrances. The ground floor retail uses will feature a significant amount of transparent glazing and access directly from the sidewalk. The primary residential and office entrances also front onto Erb Street East with direct access to the sidewalk.
- Structured parking garage has been integrated into the design of the building such that its appearance from the street will be minimized through design treatment.
- As part of the redevelopment, streetscape improvements will be made including expanded pedestrian realm, new street trees and additional landscaping.
- Opportunity to incorporate seating, special paving, patios and other amenity spaces in the public and semi-public realm to contribute to an animated streetscape.
- Promoting and facilitating human activity and social interaction through a mix of uses (retail, office and residential) on the Subject Lands.
- A variety of amenity spaces, including residential and office outdoor amenity spaces above the podium are proposed.
- Sufficient bike parking with indoor secured bike rooms for residential and office use. Outdoor bike racks proposed for short-term visitor use.

6.5.2 The Uptown (Primary Node) Guidelines

- Active uses are located at grade to promote street activity and pedestrian interest.
- The proposed redevelopment will introduce an iconic building design providing a modern interpretation of the existing high rise apartments located in the neighbourhood.
- Façade step backs and terraced massing provided to respect surrounding built form and to promote a human scale development.
- High quality building materials proposed.
- The proposed redevelopment includes active façades and incorporates a significant amount of glazing, building

entrances and enhanced streetscape design.

- The proposed building design promotes architectural innovation in the Uptown and will create a new landmark and streetscape interest.
- Window treatments on the east and west façades respect existing pattern of fenestration in the surrounding blocks.
- Future streetscape plan will serve to enhance the Uptown streetscape character.
- Future streetscape plan will explore ways to activate the public and semi-public spaces off hours.
- The proposed development includes urban site amenities including outdoor rooftop amenity spaces for both residential and office users. Indoor amenity spaces will be programed to provide universal interest.
- All loading and service areas are internal to the building.
- Grade changes at the street level minimized as much as possible allowing pedestrians to move directly from street into buildings.
- Signage to be architecturally integrated into building façades.

Urban Design Manual Summary Opinion

The proposed redevelopment addresses the design objectives through an expressive building design that enhances an underutilized site in proximity to the LRT transit stations, proposing new residential, commercial and office uses to the Subject Site. The redevelopment will enhance the pedestrian environment and will serve to establish a strong character to the area.

The mix of land uses creates a multi-purpose destination that will support the Uptown while helping people meet their daily needs. The proposed building design is consistent with the guidelines ensuring visual interest employing high quality urban design to further reinforce the streetscape and public realm. The terraced massing design provides for transition between the existing buildings north of the property and the planned high-density context of the area within a strategic area of the Uptown core.

6.6 City of Waterloo Zoning By-law

The majority of the Subject Lands are currently zoned as "Uptown Commercial Core (U1-60)" with the northern portion of the site fronting Regina Street North zoned "Uptown Commercial Core (U1-20)". The Zoning By-law Amendment proposes to amend the current zoning on the Subject Lands to "Uptown Commercial Core (U1-81)" with site specific regulations.

The purpose of the Uptown Commercial Core zones is to accommodate a wide range of transit-supportive land uses, including residential, commercial, office, retail and institutional.

The built form of new development should be compact and pedestrian oriented in medium to high density zones. Higher densities are promoted in these zones due to their proximity to LRT and other transit.

As shown on **Figure 18**, the Subject Lands are predominantly surrounded by lands zoned U1-81. The lands adjacent to the west of the Subject Lands have recently been rezoned from U1-60 to U1-81 with a number of site-specific amendments to the performance regulations.

The following table summarizes the applicable regulations of the 'Uptown Commercial Core (U1-80)' zone. The proposed redevelopment has been reviewed against these zone standards to determine compliance and identify the required site-specific amendments.

Provision	Required		Provided		Compliance
Density (min.) U1-80 – 150 beds/ha	Regina	Erb Street E.	Regina	Erb Street E.	✓
	150 x 0.0667 = 10 beds	150 x 0.1565 = 24 beds	57	188	
Density (max.) U1-81 – 750 beds/ha	750 x 0.0667 = 50 beds	750 x 0.1565 = 117 beds	57	188	X
	Total – 167 beds		**Total – 245 beds**		
Building Height (min.)	13.5 m		14.25 m	57.50 m	✓
Building Height (max.)	81 metres/25 storeys		14.25 m/4 storeys	57.50 m/18 storeys	
Height of First Storey	4.5 m		5.5 m		✓
Street Line Setback (min.)	0 m		Regina - .4 m Erb – 0 m		✓
Street Line Setback (max.)	75% of the Street Line Building Façade within 6 m of Street Line		100% of the Street Line Building Façade within 6 m of Street Line		✓
Side Yard Setback (min.)	0 m		0.33 m		✓
Rear Yard Setback (min.)	4.5 m		0.44 m		X

Provision	Required	Proposed	Compliance
Podium Height (min.)	10.7 m	14.9 m	✓
Podium Height (max.)	21 m	14.9 m	✓
Tower Separation (min.) Measured from exterior face of the tower, including balconies)	11 m from interior lot line	North lot line – 5.76 m	X
		East lot line – 13.63 m	✓
Horizontal Tower Dimension (max.)	40 m	53.19 m	X
Tower Footprint (max.)	1,000 m^2	982.77 m^2	✓
Tower Stepback above Podium (min.) (Including balconies on the Front & Flankage Building Façade)	3 m	Front Building Façade (Regina Street North) - 3.44 m	✓
		Flankage Building Façade (Erb Street East) – 1.15 m	X
Common Outdoor Area (min.) Lots > 2,000 m^2, 3% of the lot area to be at grade common outdoor area	3% of 2,232 m^2 = 66.96 m^2	No common, at-grade Outdoor Area	X
Dimensions of Common Outdoor Area (min.)	For each dimension, not less than 6.0 m, except where the common outdoor area is located in the front or flankage yard where one dimension shall be not less than 4.0 m	No common, at-grade Outdoor Area	X
Amenity Area (min.) 3 m^2 for the first bedroom and 2 m^2 for each additional Bedroom in the Dwelling Unit	191, 1-beds x 3 m^2 = 573 m^2 27, 2-beds – 27 x 3m^2= 81 m^2 27 x 2m^2 = 54 m^2 Total – 708 m^2	Common Outdoor Amenity (5th floor terrace) – 618.2 m^2 Common Indoor Amenity – 303.9 m^2 Private terraces and balconies – 2,965 m^2 Total Amenity – 3,887.1 m^2	✓
Common Amenity Area (3.A.4.2) 30% of Required Amenity Area to be Common Amenity Area	30% of 708 m^2 = 212.4 m^2	Common Outdoor – 618.2 m^2 Common Indoor – 303.9 m^2 Total Common Amenity Area – 922.1 m^2	✓
Rooftop Amenity Space (3.A.4.4) Maximum 20% of the required Amenity Area may be outdoor rooftop amenity space (such	20% of 708 m^2 = 141.6 m^2	Allowable Outdoor Rooftop Amenity Space – 141.6 m^2 Indoor Amenity Space –	✓

as rooftop decks and terraces) located more than 22 metres above grade		303.9 m^2 Private Amenity Space (balconies & terraces) – 2,965 m^2 Total Amenity Area with max. 20% allowable Rooftop Amenity Space – 3,410.5 m^2	
Parking (min.): Area A Residential – 0.6 spaces/unit Visitor – 0.10 spaces/unit Non-Res – 1.50 spaces/100 m^2	Residential – 0.6 spaces/218 units = 131 Visitor – 0.10 spaces/218 = 22 Non-Res (Office) – 0.015 x 1713 = 26 Non-Res. (Retail) – 0.015 x 454.1 = 7 Total – 186 spaces	Shared – 100 spaces Visitor – 22 spaces Total – 122 spaces	X
Parking Space Dimensions (min.) (6.1.5)	90° - 2.8 m x 5.5 m 90° when one side abuts a wall/column – 3.0 m x 5.5 m 90° when both sides abut a wall/column – 3.2 m x 5.5 m	90° - 2.8 m x 5.5 m 90° when one side abuts a wall/column – 3.0 m x 5.5 m 90° when both sides abut a wall/column – 3.2 m x 5.5 m	✓
Accessible Parking Spaces (min.) (6.4.1)	Parking Spaces Required by Zoning Category: 167-250 – 3 Type A and 4 Type B	Floor 1 – 1 Type A Floor 2 – 1 Type A & 2 Type B Floor 3 – 1 Type A and 2 Type B Total Type A – 3 Total Type B - 4	✓
Accessible Parking Space and Drive Aisle Dimensions (min.) (6.4.4)	Type A – 3.7 m (W) x 5.5 m (L) Type B – 2.4 m (W) x 5.5 m (L) Accessible Parking Aisle – 1.5 m (W) x 5.5 m (L)0.3	3.7 m (W) x 5.5 m (L) Type B – 2.4 m (W) x 5.5 m (L) Accessible Parking Aisle – 1.5 m (W) x 5.5 m (L)[3]	✓
Bicycle Parking – Res. (min.) (6.6.2 (b)) Residential – Type A & Type B - 0.3 spaces/unit[4]	Type A –0.3 spaces x 218 units = 66 Type B - 0.3 spaces x 218 units = 66 Total Res. Bicycle Parking –132	132	✓
Bicycle Parking – Non. Res. (min.) (6.6.2 (c)) Within Area A, bicycle parking	0.4 x 33 = 14 spaces	14	✓

[3] Accessible parking access aisles shall not be shared between multiple accessible parking spaces for the purposes of determining compliance with the provisions of the By-law.

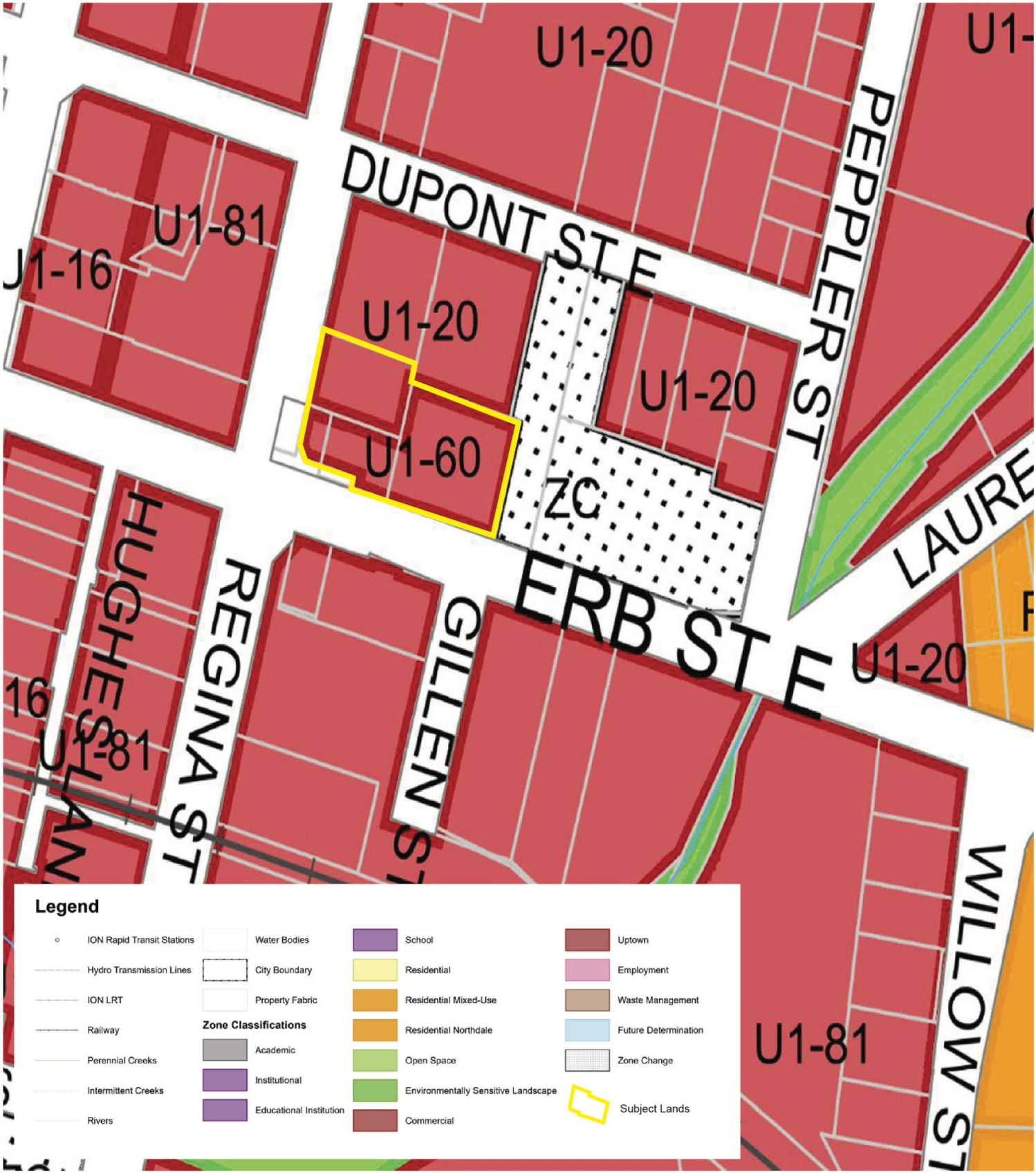
[4] Notwithstanding anything to the contrary, the requirement for a Type B bicycle parking space may be satisfied by a Type A bicycle parking space.

spaces are required to be provided at 40% of the required vehicle parking			
Loading Spaces (Min.) (6.9) Notwithstanding anything to the contrary, Section 6.9 (Loading) shall not apply.	No loading space required	Loading space provided at Floor 1	✓
Driveway Dimensions (Min. & Max.) (6.8.3)	Min. 6.1 m Max. – 7.0 m	Regina– 6.10 m Erb – 6.10 m	✓
Corner Lot, Driveway Location (Min.) (6.8.6)	Driveway shall be located a minimum of 6 m from the street line tangent point of the intersection	Regina – 22 m Erb – 57.4 m	✓
Electric Vehicle Parking (Min.) (6.3)	All Structured Parking spaces for Mixed Use Buildings shall be "Designed Electric Vehicle Parking spaces."	All Structured Parking spaces are "Designed Electric Vehicle Parking spaces"	✓
Structured Parking First Storey (8.1.22(a))	Permitted on the FIRST STOREY provided that: a) A minimum 25% of the FIRST STOREY shall be comprised of one or more of the following uses: • Commercial uses • Institutional uses • Common indoor Amenity Area • Management office • Entrance/foyers • Lobby, reception area, seating area, and the like • Circulation spaces, such as hallways, elevators, and the like • Hydro transformer room	A minimum 25% of the first storey is comprised of the following uses: • Commercial uses • Entrance/foyers • Lobbies • Hydro transformer room • Water meter room	✓
Structured Parking Building Floor Area (8.1.22 (b))	Structured parking shall be located entirely behind building floor area devoted to uses specified in 8.1.22(a)	Structured Parking not entirely located behind Building Floor Area devoted to the uses specified in 8.1.22 (a) on Erb Street East	X

Structured Parking Corner Lots (8.1.22 (d))	Building floor area devoted to uses specified above in 8.1.22(a) shall abut the entire front building façade and or the entire flankage building façade provided further that: i) Where the building floor area devoted to the uses specified in 8.1.22(a) only abuts the front building façade, the structured parking abutting the flankage building façade shall be visibly screened from the street ii) Where the building floor area devoted to the uses specified in 8.1.22(a) only abuts the flankage building façade, the structured parking abutting the front building façade shall be visibly screened from the street	Building floor area devoted to uses specified in 8.1.22 (a) abuts both the front and flankage façades. All parking is visibly screened from the street.	✓
Structured Parking Principle Entrance (8.1.22(e))	Where the first storey is partially comprised of structured parking, the principle building entrance shall be located on the street line building façade containing the building floor area required in 8.1.22 (a)	First storey is completely comprised of structured parking	✓
The following regulations apply to lands within the flood fringe of the Laurel/Clair SPA:			
Floodproofing (3.F.1.2 (ix)(a))	All buildings and structures shall be floodproofed to the elevation of the regulatory flood, unless otherwise authorized by the GRCA.	Building and parking structure is floodproofed to the elevation of the regulatory flood	✓
Habitable floor space (3.F.1.2 (ix)(b))	Habitable floor space shall be located above the elevation of the Regulatory Flood	Habitable residential space is located on the fifth floor and above, which is well above the RFE.	✓
Location of mechanical and electrical services	Building and structure services (such as mechanical and electrical	The transformer, water meter room and	

((3.F.1.2 (ix)(c))	services) shall be located above the elevation of the regulatory flood	mechanical and electrical services are located above the RFE.	✓
Basements	Basements located below the elevation of the regulatory flood shall be restricted to common amenity area and or parking.	No basement is proposed.	✓
Safe Access ((3.F.1.2 (ix)(d))	The following uses shall be prohibited unless safe access is provided to the building or structure as determined by the GRCA: • residential uses, including dwelling units • Hotel, provided further that all hotel rooms where individuals sleep shall be located above the elevation of the regulatory flood	Safe pedestrian access can be provided from all doors proposed along the west façade of the building fronting Regina Street North. The parking garage entrance off of Regina Street North also provides safe pedestrian access as it is set at an elevation above the RFE. A man door is also provided from the parking garage entrance off of Regina Street North with access provided from within the building from the residential and office spaces located on the upper floors to Regina Street North.	✓
Structured Parking, including Underground Parking	Structured parking shall be permitted within the flood fringe of the Laurel/Clair Special Policy Area provided: (a.) all openings are located at or above the elevation of the REGULATORY FLOOD; (b.) STRUCTURED PARKING entirely or partially below GRADE shall be designed for controlled seepage and filling by flood waters; (c.) STRUCTURED PARKING entirely or partially below GRADE shall be designed with facilities to	The parking garage entrance off of Erb Street East is set at an elevation of 322.30 m which is 1.0 m below the RFE however the ramp is inside the building at this entrance where the top of the ramp is set at an elevation of 323.6 m which is above the RFE. As a result, the parking spaces located on the ground level will all be above the RFE.	✓

	remove flood waters, such as pumps; (d.) services, such as mechanical and electrical services, shall be located above the elevation of the REGULATORY FLOOD; and (e.) a PERMIT or written consent is obtained from the Grand River Conservation Authority. Openings shall include an entrance to UNDERGROUND PARKING		



Waterloo Zoning By-Law

Source: City of Waterloo Zoning By-Law 2018-050 Map

Figure 18

As indicated in the zoning compliance table above, the proposed redevelopment requires amendments to certain regulations of the Zoning By-law. The following zoning amendments are required to permit the proposed redevelopment. With the exception of the proposed increased height and density, which is discussed in detail in Section 6.4.2 of this Report, the following provides the rationale for each of the proposed site specific regulations.

Regulation		Proposed Amendment
1.	The combined maximum permitted number of bedrooms in the U1-81 zone is 750 bedrooms/ha which equates to a total permitted number of bedrooms of 167.	Site specific regulation to permit an increase in the total number of permitted bedrooms to 245 of which 57 bedrooms are located on the Regina Street property and 188 bedrooms are located on the Erb Street properties.
2.	The maximum permitted height in the U1-81 zone is 81 metres and 25 stories.	To ensure appropriate building transitions as proposed, a site-specific regulation to limit the building height on Regina Street North to 4 storeys and 15 metres in Area 'A', 18 storeys and 60 metres in Area 'B' and 18 storeys and 60 metres on the Erb Street properties is proposed.
3.	Minimum rear yard setback of 4.5 metres	Site specific regulation to permit a minimum rear yard setback of 0.44 metres.
4.	Minimum tower separation of 11 metres	Site specific regulation to permit a minimum tower separation of 5.76 metre to the north lot line.
5.	Minimum horizontal tower dimension of 40 metres	Site specific regulation to permit a minimum horizontal tower dimension of 53.20 metres.
6.	Minimum 3 metre tower step-back above podium including balconies on the front and flankage building façade	Site specific regulation to measure the tower step-back on the flankage building façade from the building tower face instead of from the balconies.
7.	Minimum Common Outdoor Area of 66.96 square metres	Site specific regulation to permit no common outdoor area at grade.
8.	The minimum number of required parking spaces is 188.	Site specific regulation to permit a minimum of 122 parking spaces as part of a shared parking system.
9.	Structured parking located entirely behind building floor area	Site specific regulation to allow a portion of the structured parking not located behind building floor area along a portion of the Erb Street façade.

6.6.1 Rear Yard Setback

In the case of a corner lot, the shorter of the two street lines is considered the front lot line making the lot line opposite the front lot line the rear lot line. Since the Regina Street North lot line is the shorter of the two, it is considered the front lot line making the easterly lot line the rear lot line.

To ensure the building is positioned appropriately on the Subject Site to facilitate the creation of a street wall along Erb Street East, a reduction from 4.5 metres to 0.44 metres is required.

Due to the linear shape of the Subject Lands with the longest street line along Erb Street East, the rear yard functions as a side yard where, in this location

within the Uptown, the minimum side yard setback is zero metres. The intent of a zero metre side yard for properties within the Uptown is to establish a development pattern that will support the creation of a strong street wall where buildings are positioned close to the street and to buildings of a similar scale.

As this part of Erb Street East evolves into a more urban context, a reduced rear yard setback is appropriate as it will allow for the creation of a street wall.

6.6.2 Reduced Tower Separation to an Interior Lot Line

The intent of minimum tower separation distances to interior lot lines is to minimize negative impacts such as shadowing, pedestrian level wind, blockage of sky view and privacy for the occupants of the buildings and neighbouring properties.

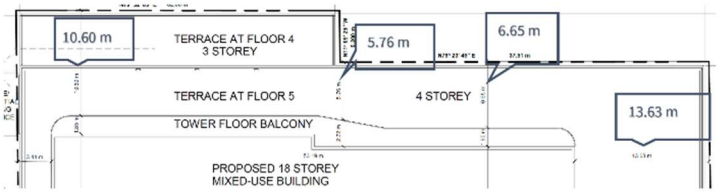
The consolidated site has an irregular side lot line since the Regina Street North property is wider than 34 Erb Street East. As a result, the side lot line narrows where the site abuts 33 Dupont Street East.

The setback is also measured to the closest point of the tower face, including balconies. The balconies, also being irregular in width result in multiple setback dimensions.

The tower at its closest point measured from the balcony is 5.76 metres. The second closest point is 6.65 metres followed by 10.6 metres. The two closest parts of the tower, being 5.76 metres and 6.65 metres respectively are adjacent to the rear yards of 25 and 33 Dupont Street East.

The rear yards of these properties are used as surface parking lots to serve the commercial and office uses located on these properties. These properties are also designated Medium Density, 20 metres. If these properties were to be redeveloped in the future, considering the location of the water table, the rear of these properties would likely be used for surface parking with the buildings positioned closer to Dupont Street East in accordance with the setbacks of the implementing zone whereby 75% of the street line building façade is required to be within 6 metres of the street line.

The third closest point is 10.6 metres and is adjacent to 8 Regina Street North, a three-storey commercial building containing a hair salon and bakery. Measured from the tower face, the distance exceeds the required 11 metres.



Proposed Tower Separation to the North Lot Line

In all cases, there are no negative impacts due to shadowing, pedestrian level wind or blockage of sky view. There are no privacy issues as the tower will overlook commercial uses and their associated parking lots.

The tower separation to the east property line adjacent to the recently approved 22-storey redevelopment is 13.63 metres. This increased setback will mitigate any overlook issues as a result of the reduced 10 metre tower setback approved on the adjacent redevelopment.

6.6.3 Increased Horizontal Tower Dimension

Due to the rectangular shape of the Subject Lands it is difficult to accommodate a maximum tower length of 40 metres without compromising the functionality of the building and ensuring the land is efficiently used.

The intent of requiring a maximum tower length is to mitigate the actual and perceived massing impacts as well as avoiding negative impacts of tall buildings including wind and shadow impacts.

There are many factors shaping tower design including the site size, shape and orientation and whether a large tower can achieve good separation and compatibility while mitigating unwanted impacts.

As demonstrated throughout this report, thorough attention to the building design to ensure compatibility such as terraced massing and step-backs were incorporated into the building design to mitigate unwanted impacts.

Creative incorporation of changes in materials, balcony and floorplate design, architectural features and unit/amenity locations were used to mitigate the actual and perceived massing impacts of the proposed building.

As determined by the Pedestrian Wind Assessment and Shadow Study, the design of the building does not result in any significant shadow or wind impacts.

The proposed redevelopment establishes a development pattern that responds to the planned and emerging built form, ensuring that the building is oriented to Erb Street East where the greatest activity is expected to occur and to allow for the creation of a street wall along this block of Erb Street East.

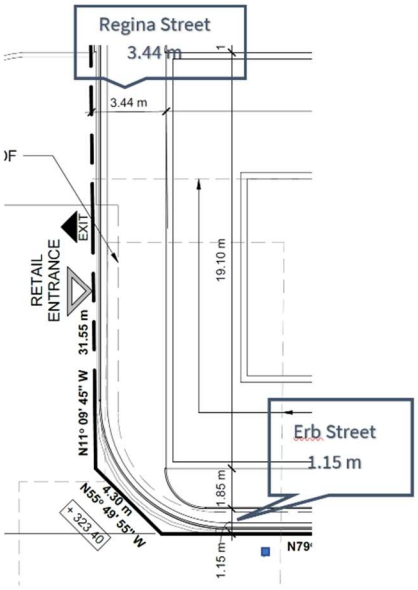
6.6.4 Reduced Tower Step-back

The intent of stepping back the tower, including balconies, a minimum of 3 metres above the podium on the front and flankage building façades is to reduce the visual and physical impacts of the tower. The step-back allows the building base to be the primary defining element for the site and adjacent public realm, enhances pedestrian comfort by absorbing downward wind shear and limits the visual impact of the tower at grade.

The tower has a 3.44 metre step-back from the podium façade along Regina Street North and a 1.15 metre step-back from the balconies and 3.0 metre step-back to the tower face along the Erb Street East flankage façade.

While the step-back above the podium is required to be taken from the balconies, the intent of the step-back is still being achieved. The base of the building has been designed to be the primary defining element of the site by recessing the active uses along both façades, incorporating a generous first floor height (5.5 metres) which gives prominence to the street and using high-quality materials and unique design elements. The private and common terraces at floors 4 and 5 reduce the visual impact of the tower at grade providing large, landscaped areas around the tower.

As demonstrated in the Pedestrian Wind Assessment, wind conditions are suitable for the intended use and all sidewalks along Erb Street East.



Proposed Erb Street East Tower Step-back

6.6.5 Exemption from Common Outdoor Area

For lots with an area of 2,000 square metres or more, an at grade common outdoor area equating to 3% of the lot area is required to be provided as a common public gathering space for employees, occupants, and visitors of the building.

The Subject Lands, post road widening, have a lot area slightly over 2,000 square metres at 2,232 square metres resulting in the requirement of a 66.96 square metre at grade common outdoor area.

The building's urban footprint and full site coverage limits the opportunity to provide a common outdoor area at grade. In its place, the intent is to provide an enhanced public realm along both street frontages with improvements including new landscaping, paving, bicycle racks and street furniture.

With the active commercial and retail uses at grade, there is also an opportunity to further animate the street and enhance pedestrian amenity by introducing seating and flexible seasonal spaces that will accommodate an at-grade common public gathering space for building occupants and visitors of the building.

It is recognized that both Regina Street and Erb Street East are envisioned as vibrant streets in the Uptown Public Realm Strategy (UPRS). Vibrant streets are to include revitalized streetscaping and public realm that comprises enhanced paving, street trees and street furnishings. As part of a future Site Plan application, the intent is to develop a streetscape plan to achieve the City's public realm objectives.

As part of the office use, an outdoor terrace is proposed to provide an outdoor amenity area for employee use.

In addition to the large 5th storey rooftop amenity terrace, which will accommodate in part, seating furnishings and a BBQ area, the adjacent indoor amenity area will allow an appropriately sized amenity area to serve several functions including providing a common public gathering space for resident's and their visitors.

As a condition of development, cash-in-lieu for park or other public recreational purposes will be required to be paid to the City to ensure that current and future residents have an appropriate level of park-based recreational and leisure opportunities in addition to the amenities provided to the occupants of the building.

Although the Subject Site cannot accommodate a common outdoor amenity area, the Erb Street East and Regina Street North streetscapes will be dramatically approved as a result of the proposed redevelopment

6.6.6 Reduced Vehicle Parking

The proposed redevelopment includes a total of 122 parking spaces, which is a reduction of 64 parking spaces. The By-law would require the redevelopment to provide a total of 186 parking spaces comprised of 131 resident spaces, 22 visitor spaces, 26 office spaces and 7 commercial spaces.

The Region and City Official Plans and the Provincial policy documents including the PPS and Growth Plan all recognize the importance of optimizing land use focusing on making better use of existing infrastructure to accommodate growth. This intensification first approach recognizes transit as the priority for major transportation investment and requires development within the Uptown Waterloo UCG to be transit-supportive with a mix of land uses to support existing and planned transit services levels.

It is recognized that transit-oriented development offers an opportunity to reduce the amount of parking in MTSAs through increased transit ridership, reduced vehicle ownership and shared parking arrangements.

As outlined in Section 6.4.3 of this report, there are several Official Plan polices specific to parking, and most notably, Policy 6.6.1 (5) which provides for the consideration of limiting surface parking and applying reduced vehicular parking requirements to encourage active transportation and transit as the preferred modes of transportation.

Application of reduced vehicular parking requirements may be permitted for development with access to transit and potential for shared parking facilities.

As previously outlined in Section 3.6 of this report, a shared parking model is proposed to maximize efficiency of the parking garage. The size of the development coupled with an ideal mix of residential, office and retail uses are of a sufficient scale to benefit from a shared parking model. The most unpredictable use being retail is the smallest component and the office use of approximately 18,500 square feet will not produce a heavy burden of daytime usage when residential usage is lower.

Furthermore, the city operates several surface parking lots in the immediate area including the Station lot which is located directly across the street from the Subject Lands. These spaces can provide short time parking options for visitors to the building if required.

The development is also proposing to employ the most advanced monitoring technology on the market today which utilizes a monitoring device on every single parking space, tracks parking users by usage, and suggests parking availability in real time via electronic signage.

The proposed building is an ideal candidate to achieve maximum benefit from a shared parking model. This parking model was first developed locally and has been or is currently being implemented in four large scale projects in downtown Kitchener with proven success.

A Parking Study and TDM report was prepared to access the proposed parking rates and an analysis of the proposed TDM measures providing the parking reductions achieved from them. The report concludes that based on the proposed TDM measures, not including the proposed shared parking system, a parking reduction of 84 spaces or a 44% parking reduction is justified. The proposed redevelopment is seeking a reduction of 64 spaces or a 34% reduction between all uses which results in the proposed parking supply meeting minimum requirements.

6.6.7 Location of Structured Parking

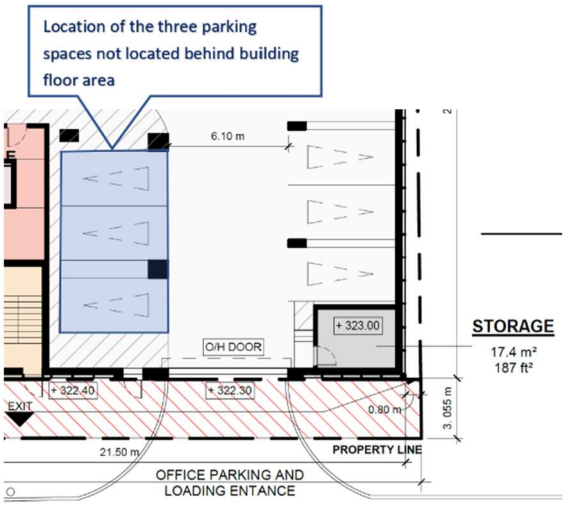
Due to technical constraints related to a high-water table, parking is provided within an integrated above grade parking structure. As parking can occupy the majority of a building's first few levels, it is often visible from the public realm directly impacting the streetscape appearance. To reduce the impact, parking is required to be located entirely behind building floor area devoted to the following uses:

- Permitted commercial and institutional uses
- Common indoor amenity area
- Management office
- Entrance / foyers
- Lobby, reception area, seating area, and similar uses

- Circulation spaces, such as hallways, elevators, and similar uses
- Hydro transformer room.

On Regina Street North, the structured parking is located entirely behind utility rooms including the transformer and water meter room and is therefore not visible from the public realm.

In the case of the Erb Street East flankage, while the majority of the parking is located behind active uses at grade, there are three parking spaces not located behind building floor area. Regardless, as the parking garage is designed as a fully integrated component of the building, these parking spaces are not visible from the public realm and therefore meet intent of this regulation.



Zoning By-law Summary Opinion

The Subject Lands are in an area zoned for significantly increased height and density. The proposed redevelopment is appropriately situated and massed to have the greatest height and mass of the building oriented towards Erb Street East providing a development pattern that responds to the emerging built form context.

The proposed increase in height on a portion of the Regina Street property and increased density on the whole of the property will allow for the appropriate intensification of the Subject Site with a compact built form that has been designed to recognize the Subject Site's location within the UGC and proximity to higher order transit.

The amendments to the rear yard setback, tower separation, step-back and tower length, common outdoor area and reduced parking requirement are appropriate for the urban context and linear shaped site located in an area with excellent access to alternative modes of transportation including cycling, bus transit, and LTR.

7.0 Conclusion

This Planning Justification & Urban Design Report has been prepared by JV Planning & Development Consulting on behalf of VanLegend Regina LP, in support of an Official Plan and Zoning By-law Amendment application pertaining to 6 Regina Street North, 24, 28 and 34 Erb Street East in Waterloo. The applications are necessary to redevelop the Subject Lands for the intended planned purpse, achieve the desired urban design objectives and realize a high density built form that maximizes the full potential of the Subject Lands. The proposal facilitates the development of an 18-storey, 218 residential unit mixed-use building with 1,713 square metres of office and 439 square metres of commercial floor area which will improve the range and mix of housing and build on a complete community by providing commercial and office uses to Uptown Waterloo.

This Planning Justification & Urban Design Report concludes that the proposed Official Plan and Zoning By-law Amendment application is appropriate and represents good planning for the following reasons:

- The proposed redevelopment is consistent with the Provincial Policy Statement, 2020 and conforms with the 'A Place to Grow: Growth Plan for the Greater Golden Horseshoe. As a site located in an UGC and within proximity of the two LRT Transit stations, the redevelopment of the subject property advances the provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, improves the range and mix of housing types and introduces new office and commercial uses to the Uptown to build on a complete community.
- The proposed redevelopment implements and conforms to the policy directions set out in the Regional Official Plan. The Subject Lands are within 800 m of LRT transit and represent a significant opportunity for redevelopment of an underutilized property. Providing high-density residential, office and commercial uses the redevelopment will promote the use of transit and increase housing options. The proposed redevelopment has been designed in a manner that will further support increased pedestrian and cycling infrastructure in the area.
- The infusion of private investment in the redevelopment of brownfield properties is helping to ensure the efficient use of existing infrastructure as well as helping to achieve the Region's broader environmental, sustainable development, transit-supportive and land use planning objectives.
- The proposed redevelopment conforms with the City of Waterloo Official Plan City form policies through the redevelopment of underutilized land within a MTSA, which promotes the use of transit, provides new housing and employment options, and supports the use of pedestrian and cycling infrastructure in the Uptown Waterloo UGC.
- The proposed redevelopment conforms with the City of Waterloo Official Plan policies with respect to urban design objectives by providing streetscape

improvements, public realm enhancements, and ensuring high-quality building design intended to minimize impacts and provide appropriate transition to surrounding properties. The building placement, orientation, massing and size considers wind and shadow impacts on surrounding land uses.

- The proposed redevelopment will allow for the redevelopment of an underutilized site in a priority area for intensification.
- The proposed redevelopment is supported by technical studies submitted as part of the application.

This report has been prepared and respectfully submitted by,





Jennifer Voss, MCIP, RPP

Appendix A
Pre-consultation Meeting Record

Appendix A

THE CITY OF Waterloo | **Integrated Planning & Public Works**
Planning Approvals

October 29, 2021

Mr. Paul Leveck
Urban Legend Developments Ltd.
22 King Street South, Suite 300
Waterloo, Ontario N2J 1N8

Ms. Jennifer Voss MCIP, RPP
Urban Legend Developments Ltd.
22 King Street South, Suite 300
Waterloo, Ontario N2J 1N8

Mr. Leveck and Ms. Voss:

Re: Pre-Consultation Meeting Record
Proposed Official Plan Amendment and Zoning By-law Amendment
6 Regina Street North & 24, 28, and 34 Erb Street East, Waterloo
VanLegend Regina GP Corp.

Thank you for attending the pre-consultation meeting held on August 23, 2021 to discuss proposed amendments to the City of Waterloo Official Plan and Zoning By-law as they relate to the lands at 6 Regina Street North & 24, 28, and 34 Erb Street East, Waterloo. This letter provides preliminary staff feedback and outlines requirements for a complete application under the Planning Act, in accordance with City of Waterloo By-law No. 08-073.

Based on the conceptual site plan prepared by Kirkor Architects and Planners, dated June 7, 2021, the applicant is proposing to redevelop the subject lands with an 18-storey, mixed use building containing 218 unit (245 bedrooms), 1,860 square metres of office space, 503 square metres of retail space, and 126 parking spaces. The properties have frontage along Regina Street North and flankage along Erb Street East.

To facilitate this development, the applicant is proposing to:

A. Amend the Official Plan, by re-designating 6 Regina Street North from Medium Density, 20 metres to High Density, 81 metres, and

Waterloo City Centre | **100 Regina Street South, PO Box 337 STN Waterloo, Waterloo, ON, N2J 4A8**

P. 519.886.1550 | **F.** 519.747.8760 | **TTY.** 1.866.786.3941 | **www.waterloo.ca**

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Please consider the environment before printing this letter.

B. Amend the Zoning By-law, by rezoning 6 Regina Street North from Uptown Commercial Core 20 (U1-20) to Uptown Commercial Core 60 (U1-60), and introducing the following site-specific zoning provisions:
    - Reduced rear yard setback
    - Reduced tower separation to an interior lot line
    - Increased horizontal tower dimension
    - Exemption from the common outdoor area requirement
    - Reduced parking rates in conjunction with a shared parking model
    - Reduced parking space dimensions
    - Relief from the locational requirements for structured parking
    - Increased density (beyond the U1-60 zone permissions).

1.0 POLICY FRAMEWORK

1.1 City of Waterloo Official Plan (2012)

The lands are subject to the following planning framework as set out in the City's Official Plan:

- Commercial (Schedule A, Land Use Plan) and more specifically Uptown Commercial Core (Schedule A1, Commercial Land Use)
- Located in the Laurel/Clair Special Policy Area (Schedule A5, Natural Hazards)
- Located in the Primary Node and Uptown Waterloo Urban Growth Centre (Schedule B, City Structure; Schedule B2, Uptown Waterloo Urban Growth Centre)
- Medium Density, 20 metres *(6 Regina St. N.)* & High Density, 81 metres *(24-34 Erb St. E.)* (Schedule B1, Height and Density)
- Wellhead Protection Sensitivity Area 4 and 7 (Schedule B4, Source Water Protection Areas)
- Erb Street East is a Regional Arterial Road, Regina Street North is a Minor Collector Road (Schedule E, Road Classification System)
- Erb Street and Regina Street are designated City-Wide Cycling & Multi-Use Routes (Schedule F, Active Transportation Network)
- Regina Street has a 20.0 metre ultimate road allowance (Schedule G, Road Allowances)

The Uptown Commercial Core designation is intended to strengthen the Uptown core and encourage its development as a vital component of the City's commercial structure. This area is planned to serve as a government, institutional and cultural centre for the City, supported by regional-serving retail, office, entertainment, recreation and tourism activities. Residential uses are also contemplated above the ground floor in multi-storey, mixed-use buildings. Overall, lands within this designation are intended to serve the needs of surrounding neighbourhoods.

On the lands designated Medium Density (6 Regina Street North), the maximum height and density contemplated are 20 metres and 450 bedrooms per hectare respectively. On the lands designated High Density (24, 28, and 34 Erb Street East), the maximum height and density contemplated are 81 metres and 750 bedrooms per hectare respectively. Note, height and density for 24-34 Erb Street East are further reduced in the Zoning By-law to a maximum height

of 60 metres and 18 storeys and a maximum density of 675 bedrooms per hectare, as enabled by Policy 3.4(3) in the City's Official Plan.

1.2 City of Waterloo Zoning By-law (No. 2018-050)

A portion of the site (6 Regina Street North) is currently zoned Uptown Commercial Core – 20 (U1-20), while the remainder of the site (24, 28, and 34 Erb Street East) is zoned Uptown Commercial Core – 60 (U1-60). The Uptown Commercial Core zone permits retail and office uses, in addition to dwelling units above the first storey. The U1-20 zone provides for a maximum height of 20 metres and 6 storeys, and a maximum density of 450 bedrooms per hectare. The U1-60 zone provides for a maximum height of 60 metres and 18 storeys, and a maximum density of 675 bedrooms per hectare.

2.0 PROCESS

Under typical circumstances, the following would be required to facilitate the proposed development:

A. An Official Plan Amendment (OPA) and a Zoning By-law Amendment (ZBA), to enable the proposed increase in height and density. An OPA would be required to amend Schedule B1, for a portion of the site from "Medium Density, 20 metres" to "High Density, 81 metres". The merits of the proposed increase in height and density would be determined through an OPA process. The OPA would be reviewed in the context of all relevant Official Plan policies and applicable Provincial and Regional policies and plans. The applicant would have to provide compelling rationale for the request and provide ample evidence and justification as to the appropriateness, suitability, and compatibility of the request and how it meets the policy directives in the Official Plan and constitutes good planning.

B. Height/Density Bonusing. The City's Official Plan contains provisions (Section 12.3.1) that enable Council to authorize increases in height and/or density beyond what is currently permitted in the Zoning By-law (i.e. Uptown Commercial Core U1-20 and U1-60) in exchange for facilities, services or matters of benefit to the community. Refer to Section 4.1, Height and Density (below), for more detail.

However, the subject lands are located within the regulatory floodplain, specifically the Laurel/Clair Special Policy Area (Official Plan Schedule A5). The Provincial Policy Statement (PPS) 2020 requires that changes or modifications to Official Plan policies applying to Special Policy Area lands must receive approval from the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry. Based on available information, it will likely be difficult for the applicant to satisfy the Provincial SPA requirements, and staff note that the need for Ministerial involvement would be eliminated if the proposal remained within the height and density limits set forth in Policies 3.4(1) and 3.4(2) of the City's Official Plan. Refer to Comment no. 2 under Section 3.1, Floodplain (below), for more detail.

3.0 ENVIRONMENTAL POLICY COMMENTS

3.1 Floodplain

1. A large portion of the site is within the Laurel/Clair Special Policy Area (the "Special Policy Area" or the "SPA"). The floodplain mapping for the SPA is currently being updated via a multi-year process with GRCA and Ministry staff. Following the update to the floodplain mapping, the City will be initiating a comprehensive review of the SPA policies, designations and boundaries. The comments provided herein are based on existing floodplain information. Flood flows, elevations, and limits may change as the mapping is updated. Any changes in the floodplain would need to be addressed in subsequent stages of the development process.

2. Policy 3.1.4 a) of the PPS states: "*The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications*". The site is currently designated Commercial on Schedule A and Uptown Commercial Core on Schedule A1 of the Official Plan. No change to these land use categories is proposed. However, an OPA is proposed to change the height and density limits on Schedule B1 from Medium Density, 20 metres to High Density, 81 metres for 6 Regina St. N. The City has confirmed with the Ministry of Municipal Affairs and Housing that a change to the height and density permissions would constitute a change or modification under PPS policy 3.1.4 a). Therefore, the proposed amendment to the City's Official Plan will need to align with and follow the procedures outlined in the attached procedural document to be considered by the Ministries, and the municipality will have to facilitate the process based on the procedure. Of particular relevance is Section 3.2 which outlines the criteria that have to be met for a site specific application to be considered. Note that one of the criteria listed is that the proposal does not include new or intensified development. Also note that it states: "*Generally, the Province will not consider site specific amendments to SPAs. Changes to a SPA are to occur on a comprehensive basis due to the complex nature of these areas and the greater flexibility that may be available to reduce the overall risk on a larger scale…*". Further note that it states: "*If a site specific application being proposed is seeking new or intensified development…and the municipality still wants it reviewed by the Province, the municipality will need to provide justification as to why such a proposal needs to be reviewed in advance of a comprehensive review. The review of a site specific application under these circumstances will be the exception*". As noted above, the City is currently updating the floodplain mapping for the SPA and will initiate a comprehensive review of the SPA following the floodplain mapping update. As the Ministry is aware of the comprehensive floodplain mapping update project, it will likely be difficult for the applicant to satisfy the provincial criteria and obtain a site specific approval from the Province for the proposed increase in density.

   In addition to the PPS policy noted above, the Growth Plan states that "*to protect public safety and prevent future flood risks, growth should generally be directed away from hazardous areas, including those that have been identified as Special Policy Areas in*

accordance with the PPS". It further stipulates through policy 5.2.5 (7a) that "*the minimum intensification and density targets in this Plan do not require or permit: a) in a Special Policy Area that has been approved by the Province in accordance with policy 3.1.4 of the PPS, 2020, development that is beyond what has been permitted*". This policy aligns with the Ministry of Municipal Affairs and Housing's direction on PPS policy 3.1.4 a) and based on this, development beyond what is currently permitted (e.g. contemplated in the Official Plan through its height and density permissions) should not to be permitted within the SPA unless granted Ministerial approval.

Should the applicant choose to advance an OPA in spite of the complexities outlined above, the following will need to be submitted as part of a complete application:

a) A Planning Justification Report that specifically assesses conformity with the SPA-related policies of the PPS, Growth Plan, and applicable Official Plans;
b) A Planning Brief that specifically provides justification for why the municipality should request the Province to consider a site specific proposal, in advance of the upcoming comprehensive review; and
c) A report that addresses all of the information / requirements identified in Section 3.2.1 of the Provincial procedural document (OMNR, January 2009), which include:

<u>Technical (flood related)</u>
(Any mapping should include digital files in geographical information system (GIS) format and be georeferenced)

- Flood related characteristics:
  - General information on flood susceptibility of the SPA
  - Flood depths and velocities, and any other pertinent information specific to the site
  - Site specific flood plain mapping (if available)

- Analysis of flood conditions:
  - Implication of proposal on loss of flood storage, increased velocities, depths, flow patterns, etc.
  - Identification of the minimum acceptable level of flood protection identified in the SPA policies

- Flood proofing measures proposed:
  - Detailed explanation of proposed measures
  - Any proposal involving "active" and/or "wet" floodproofing measures must be clearly explained and a detailed rationale provided as to why "dry", "passive" measures are not <u>technically</u> feasible

- Safe access/egress:
  - Explanation of how "safe" access/egress has been provided for, including any arrangements and the details of such arrangements with any adjoining property owners

- Structural integrity:
    - Confirmation on the structural integrity of the building/structure under flood conditions in general, including any situations where the building could be flooded, i.e. openings below the regulatory flood. This should be provided by a Professional Engineer stamped drawings and report(s)

- Municipal emergency management:
    - Written confirmation from the municipal emergency management program of:
        - Knowledge of the proposal and related details
        - Acceptability of the proposal related to emergency response to flood hazards
        - How generally or specifically the proposal will be incorporated into the municipal emergency management program;

<u>Risk analysis</u>

- Risk assessment report:
    - Whether the proposal creates an unacceptable increase risk to loss of life and property including infrastructure and the time and extent to which openings below the regulatory flood such as underground parking takes to fill;

<u>Land use planning</u>

- Background report:
    - Summation of existing SPA policies and schedules in the OP
    - An explanation of the proposed OPA policy changes to the SPA policies themselves and/or to the land use policies
    - Indication of what change is being requested to the OP or ZBA (including proposed densities, units, additional infrastructure requirements, etc.)
    - Demonstration of how the proposal is consistent with the PPS.

The Province's approval process for the OPA is outlined in Section 4.0 of the procedural document. It would be the City's intention to provide the documents that are required as part of a complete application (described in b) and c) above), subject to staff's review and acceptance, to the Province as the first step in the approval process (i.e. the draft submission). The procedural document should be reviewed in its entirety to understand the documentation requirements, risk, and additional steps that need to be completed to obtain Ministerial approval of the proposed amendment to the Official Plan.

The alternative to submitting the items described in b) and c) would be to provide a letter from the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry (now Ministry of Northern Development, Mines, Natural Resources and Forestry) that authorizes the proposed change to official plan policies from the Province's perspective.

Staff advise that if an OPA is pursued, the applicant will be fully responsible for all information requirements, timelines, additional process, and risks associated with the provincial review process.

Staff also advise that the Province has indicated the review of site specific applications will be the exception, and that this proposal is not the only one in Waterloo for which staff are providing this direction.

3.2 Other Environmental Considerations

Regardless of whether the applicant moves forward with an OPA and/or ZBA, the following applies:

3. It will need to be demonstrated that the applicable flooding hazard policies of the Official Plan (Section 8.4.2) can be addressed (e.g. flood proofing, the creation of uninhabitable floor space, safe access, parking, etc.). Building Code requirements, including those for access points, should also be confirmed with the City's Buildings Standards Division.

4. Consistent with best practice, a Flood Emergency Plan needs to be developed for the building prior to site plan approval. The Flood Emergency Plan will need to be prepared by a qualified professional, be coordinated with GRCA and municipal flood emergency procedures, address how residents and occupants will be informed of the safe access protocol, and set out the emergency procedures for evacuation and re-entry.

5. An Energy Strategy will be required. The purpose of the Energy Strategy will be to identify and evaluate options and design considerations for increasing the energy and carbon performance of the proposed development. At a minimum, the Energy Strategy will need to address the following:
   a) Identify and evaluate opportunities for the building to achieve at least a 15% improvement in energy efficiency above the Ontario Building Code, SB-10, Division 3 (2017).
   b) Identify and evaluate opportunities for designing the building and the site to be Solar Ready.
   c) Identify and evaluate opportunities for the partial or full replacement of conventional natural gas space heating with low carbon alternatives like air source heat pump systems, ground source heat pump systems and variable refrigerant flow systems.
   d) Identify and evaluate opportunities for maximizing low-carbon transportation measures within the building and the site, including electric vehicle charging stations and/or readiness to enable future charging station installation.
   e) Identify and evaluate opportunities for backup power systems that will improve the resilience of the building to power outages.
   f) If the total gross floor area is proposed to be 50,000 m^2 or more, identify and evaluate opportunities for district or shared energy.
   g) Provide a cost-benefit analysis of items a) through e), and if applicable f), that covers the short, medium and long term.

6. The subject properties are within Wellhead Protection Sensitivity Areas (WPSA) identified by the City's Official Plan and the Regional Official Plan. Specifically, 24-28-34 Erb St. E. are within a WPSA 4, while 6 Regina St. N. is split between a WPSA 4 and a WPSA 7. As per the Regional Official Plan, any underground parking would be subject to further study.

7. The subject properties also fall within the area covered by the Grand River Source Protection Plan. A Section 59 Notice will be required at each stage of the development process. The applicant can go to taps.regionofwaterloo.ca to complete a questionnaire to confirm what source protection-related activities are regulated on the property.

4.0 PLANNING COMMENTS

4.1 Height and Density

The development is proposed to have a:

- building height of 58 metres (18 storeys) which significantly exceeds the permitted height limit of 20 metres (6 storeys) for 6 Regina Street North, and
- density of 1,098 bedrooms per hectare which significantly exceeds the maximum permitted density of 450 bedrooms per hectare for 6 Regina Street North and the maximum permitted density of 675 bedrooms per hectare for 24-34 Erb St. E.

Please note, the applicant will need to provide planning justification for the proposed increase in height and density, in combination with the additional zoning relief requests.

If the applicant wishes to proceed with the current development proposal, the Height/Density Bonusing provisions of the Official Plan (Section 12.3.1) would apply. As previously noted, bonusing is based on any additional height and/or density above what is currently permitted in zoning. Furthermore, density is calculated using the net land area (after road widenings have been removed from the gross land area).

The City, at its sole discretion, may authorize increases in height and/or density in return for facilities, services or matters that are of benefit to the community. Section 12.3.1 of the Official Plan outlines the specific criteria related to height and density bonusing. The applicant will be required to provide compelling planning rationale in support of the above-noted requests and provide justification as to the appropriateness, suitability, and compatibility of such a request and how it meets the policy directives in the Official Plan and constitutes good planning.

If the additional height and density are deemed appropriate, the applicant will be required to provide facilities, services or matters of benefit to the community in exchange for any increase in height and density, to be secured through a Section 37 Planning Act Development Agreement, to the satisfaction of Council. The listed community benefits and a thorough evaluation of the Official Plan criteria must form part of the formal submission.

Planning applications that include a bonusing proposal also require an appraisal which addresses the development 'uplift' value associated with the proposed height and/or density increase. This appraisal will be undertaken by the City of Waterloo after receiving a complete application. The cost of the appraisal will be front-ended by the City; however, the applicant will be required to pay for the total cost of the appraisal within 30 days of a written request for

payment from the City's Planning Division. For additional information related to the City's Density Bonusing Review process, please contact the undersigned.

Staff notes that the Province has introduced changes to the Planning Act whereby height and density bonusing will be replaced with a Community Benefits Charge (CBC) By-law. The new CBC system will come into effect September 18, 2022 or upon the municipality enacting a CBC By-law. The applicability of bonusing or a CBC will depend on what framework is in place at the time of application approval.

4.2 Parking

The Uptown Commercial Core zone (within Parking Area A) requires a minimum parking rate of 0.7 spaces per dwelling unit (0.6 spaces for residential use, plus 0.1 visitor parking spaces) and 1.5 spaces per 100 square metres of non-residential space. Based on the concept plan submitted in advance of the pre-consultation meeting, 126 parking spaces are to be provided, whereas 190 parking spaces are required, resulting in a parking deficiency of 64 spaces. The applicant is proposing a shared parking model. A Parking Justification Report will be required to rationalize the reduction in parking, and to provide details about the shared parking model.

4.3 Road Widening

Regina Street North is a Minor Collector Road, while Erb Street East is a Regional Arterial Road (Official Plan Schedule E). Road widenings and daylight triangles required for Erb Street East will be identified by the Region (see attached comments).

4.4 Urban Design

Given the site's location in the Uptown, Official Plan policies require development to support a high quality, safe and attractive public realm and streetscape. Section 3.11 (Urban Design) applies, with emphasis on:

- Subsection 3.11.1 (General Urban Design policies)
- Subsection 3.11.2 (Urban Design within Nodes and Corridors)
- Subsection 3.11.3 (Urban Design within the Uptown Waterloo Urban Growth Centre)
- Subsection 3.11.5 (Urban Design Implementation)

The proposed development must demonstrate how it will achieve a high standard of urban design given the subject lands are located within the Uptown Urban Growth Centre/Primary Node.

In addition to the above, staff offer the following initial comments for your consideration:

- Where larger tower floorplates are being contemplated, staff encourage the incorporation of architectural and massing elements to reduce the overall impression of bulk, including through strategic articulation, window and balcony configurations, and stepbacks.
- As the majority of parking is within the podium, staff will be looking for a high level of design and architecture to avoid the appearance of a parking structure. Active uses fronting the streets are preferred from an urban design perspective, however, staff may consider alternatives provided such alternatives are executed in a way to enhance and not detract from the streetscape and public realm.

- Both Regina Street and Erb Street East are envisioned as Vibrant Streets in the Uptown Public Realm Strategy (UPRS). Vibrant Streets are to include revitalized streetscaping and public realm that comprises of enhanced paving, street trees, and street furnishings. The UPRS also recommends a 3 metre sidewalk on Regina Street, and a 2 metre sidewalk on Erb Street. To this end, the applicant must demonstrate that they are achieving the intent of the Strategy as part of the planning justification for a reduction in the Common Outdoor Area requirement.
- The UPRS also recommends podium stepbacks above the 4th storey on Regina Street, and the 6th storey on Erb Street to appropriately respond to the dimensions of the highway right-of-way.
- Based on the conceptual rendering provided, staff note that the high contrast between white and black is a very strong gesture, and that the black shape and size is somewhat arbitrary but very dominant in the design. Gestures as strong as this should ideally be in response to local characteristics, and be context sensitive.
- Consider how the building cap/top will be designed to add character and prominence to the city skyline.

5.0 HERITAGE COMMENTS

The property at 24 Regina Street North is listed on the Municipal Heritage Register as a non-designated property of cultural heritage value/interest. The property at 34 Erb Street East, is not designated or listed, but it is believed to be the site of a former residence of Moses Springer, a local political figure and businessman who had a significant impact on Waterloo's early development. A Heritage Impact Assessment was submitted to the City as part of a previous development application for the subject lands. Staff and the Committee supported its conclusion that the removal of 24 Erb Street East could be supported provided that a number of mitigation measures were implemented, including documentation and the development and erection of a commemorative plaque. The documentation has been carried out to the satisfaction of staff and a draft design for the plaque has been completed. Finalization of the plaque design and installation will be a condition of any future site plan application.

Regional staff have confirmed that the property is not listed as having archaeological potential, but requested that the following information be conveyed to the property owner:

Archaeological Resources Found During Construction:

- *All proponents should be aware of the possibility of unearthing archaeological remains during construction, and be prepared to follow proper procedure should any cultural or human remains be encountered.*
- *If human remains or artifacts associated with human remains are encountered during construction, all activity at the discovery site and in the immediate area of the discovery must cease immediately. The proponent is required to contact the local police and coroner. In addition, the Ministry of Culture (519-675-6898 or 416-212-8002), and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer*

and Business Services (416-326-8404) should be notified. Appropriate procedures for dealing with the human remains will be determined by these organizations.

- *If any other archaeological resources are encountered during construction all activity must cease and the Ministry of Culture (519-675-6898 or 416-212-8002) should be contacted immediately. In most cases, additional investigation and reporting of the cultural deposits will be required to be undertaken by a provincially licensed archaeologist at the expense of the proponent.*

6.0 TRANSPORTATION SERVICES COMMENTS

- A Transportation Impact Study (TIS) is required and should address the following intersections:
  - Regina Street @ Erb Street East
  - Dupont Street @ Regina Street
  - Peppler Street @ Erb Street East
  - Driveway Access on Regina Street @ Regina Street

  The consultant preparing the TIS should contact Ainsley Rego (Ainsley.Rego@waterloo.ca) to determine the terms and scope of the study.
- Regina Street driveway access, as the main residential access, has the potential to cause traffic congestion along Regina Street. This driveway access will need to be assessed as part of a TIS, as required above, and as set out in Section 9.0, Complete Application Requirements (below).
- Transportation Services have concerns with respect to the reduced parking rate proposed and the suggested shared parking model. Please explain the functionality of the shared parking model. How can the applicant ensure residential parking spaces will be used by residents and not by commercial users? Will there be signs to clearly identify parking types (commercial, residential, visitor, etc.)?
- Clearly identify visitor parking spaces on the proposed development plans.
- For the Level 1 Floor Plan, a 5% slope is reported where Accessible Parking Type A parking spaces are located. Is this compliant to AODA standards?
- Turning movements for large vehicles/garbage pickup is drawn incorrectly on the site plan. Traffic on Erb Street is limited to one-way westbound traffic. This should be corrected on future site plans.
- Construction staging is not permitted along Regina Street.

7.0 BUILDING COMMENTS

The Building Department has provided preliminary comments. While many of these comments are applicable to a future building permit application, the requirements may assist in initiating building design considerations to address various matters. Please note, these comments are not comprehensive and a full review of any future building permit application will be required.

7.1 General

- Building permit application will not be accepted until the site plan has been approved and signed by the Director of Planning.
- Drawings for permit application are to note they have been coordinated and are in compliance with the approved site plan drawings.
- All drawings (including the site plan) must be stamped by the Architect and / or Professional Engineer depending on which is required by the OAA and / or PEO.
- Fire access route signs are to be installed as per By-law 2018-007 (indicate on site plan at permit application).
- Horizontal clearances to above ground electrical conductors shall comply with Ontario Building Code (OBC) 3.1.19.1. Note, OBC requirements may differ from Waterloo North Hydro requirements – both must be verified by the applicant.
- Ensure site services are connected to public services separately where required by OBC 7.1.5.4.
- Please note that on January 1, 2022, changes to the OBC requirements (including, but not limited to, the stair requirements in Subsections 3.4 and 9.8) will come into effect and will be applicable to all building permits applied for on or after this date.

7.2 Project Specific Comments

- Provide OBC matrix including spatial separation calculations.
- Demonstrate compliance with applicable law.
  a) Obtain approval from the GRCA.
  b) Source Protection is required as per the Region of Waterloo. (http://taps.regionofwaterloo.ca)
  c) Obtain any required Heritage approvals regarding the existing listed heritage property at 24 Erb St E.
  d) Record of site condition, where required by the Ministry of Environment, Conservation and Parks. If it is determined that a record of site condition is not required, the City will require written confirmation from the Ministry of Environment, Conservation and Parks indicating it is not required for this project (existing commercial buildings, residential proposed).
- Verification of clearance to electrical conductors as required by OBC 3.1.19.1. is required.
  a) Note the voltage in the hydro wires,
  b) Dimension the horizontal clearance proposed from the building (including balconies, fire escapes, flat roofs, or other accessible projections) to the closest hydro wire, and
  c) Note the swing in the hydro wires.

  This information can be obtained from Waterloo North Hydro.
- Clarify how exiting from the building will be maintained in the event of a flood as required by Article 3.1.1.3. Please also indicate the water depth and water velocity in this area based on a hundred year storm.
- Clarify if the 4th floor is intended for a single office tenant, or if it is intended to be divided into multiple suites. Demonstrate compliance with Sentence 3.3.1.3.(8) which

requires egress into a public corridor (not directly into an exit stairwell) if more than one suite is proposed (see East wing).
- Maintain minimum 750mm wide means of egress as required by Article 3.3.1.22. Please note that parking spaces (including the hatched area of a barrier free parking space) cannot be used as a required means of egress (see exterior door from East side of parking garage).
- Provide vestibules in compliance with Article 3.3.5.7. where exit stairs open onto parking garage (see stair to exit through lobby).
- Provide access to 2 exits from all areas of the building as required by Article 3.4.2.1. (see retail, lobby, ground floor parking garage areas).
- Dimension the maximum travel distances within the building to show compliance with Article 3.4.2.5. (see bike lockers, bulk garbage, moving and mech/elec/locker rooms).
- Design exit through lobbies in compliance with Article 3.4.4.2. (mail storage room and parcel storage room opening onto lobby).
- Ensure service spaces do not open onto exit stairs as per Article 3.4.4.4. (see penthouse).
- Ensure service spaces are not designed for subsequent use as storage as per Article 3.6.1.3. (see mech/elec/storage space).
- Provide washrooms for the interior amenity space in compliance with Subsection 3.7.4.
- Identify the number and location of barrier free dwelling units designed to comply with OBC 3.8.2.1.(5).

8.0 AGENCY COMMENTS

All agency comments have been incorporated into this letter and/or are provided under separate cover.

8.1 Region of Waterloo

Refer to Attachment 'A' to this letter. If you require further clarification, please contact Sylvia Rafalski-Misch at SRafalskiMisch@regionofwaterloo.ca.

8.2 Grand River Conservation Authority

Refer to Attachment 'B' to this letter. If you require further clarification, please contact Trevor Heywood at theywood@grandriver.ca.

9.0 COMPLETE APPLICATION REQUIREMENTS

In order for City staff to consider your application complete, please submit the following:

1. **Cover Letter** outlining the nature of the application, the purpose of the Official Plan and Zoning By-law Amendments, and the contents of the complete submission.

2. **Official Plan Amendment and Zoning By-law Amendment Application Form(s)** (1 signed original and 3 copies).

3. **City of Waterloo Fees:**
    a) **Joint Official Plan Amendment and Zoning By-law Amendment Application Fee of $32,930**
    b) **Sign Deposit Fee of $704 (2 signs, $352 each)**
    c) These fees can be combined in one cheque, made payable to the City of Waterloo. **Fees are adjusted annually on September 1st.*

4. **Region of Waterloo Fees**:
    a) **Official Plan Amendment Fee of $5,750**
    b) **Zoning By-law Amendment Review Fee of $1,150**
    c) **Noise Study Review Fee (includes Traffic Forecasts) of $500**, submitted directly to the Region.
    d) Cheques for items a) and b) above to be made payable to the Region of Waterloo and submitted with application; City will send to the Region.

5. **Grand River Conservation Authority Review Fee of $430,** cheque to be made payable to the GRCA and submitted with application; City will send to GRCA.

6. **Permission to Enter Form** (1 copy) authorizing City staff to enter onto the subject lands for the purposes of evaluating the application.

7. **Owner Authorization Form** (1 copy).

8. **Environmental Site Screening Questionnaire** (2 copies).

9. **Notice of Source Protection Plan Compliance** (2 copies), for each property, issued under Section 59(2) of the Clean Water Act. Refer to http://taps.regionofwaterloo.ca for further information.

10. **Planning Justification Report** (5 copies), prepared by a Registered Professional Planner. This report shall include, but not be limited to, the following:
    a) A detailed description of the proposed development and intended use of the land.
    b) A detailed description of the requested Official Plan and Zoning By-law Amendments and planning justification/rationale for each component of the request.
    c) A planning evaluation that: (i) specifically assesses conformity with the SPA-related policies of the PPS, Growth Plan and applicable Official Plans; and (ii) demonstrates how the proposed development and applications are overall consistent with or conform to all applicable planning policies at the Provincial, Regional and Municipal levels.
    d) Outline the intended increase in height and density requested and how the request conforms to the height and density bonusing provisions of the Official Plan (Section 12.3.1). Bonusing applies to height and densities beyond what is currently permitted in the Zoning By-law. Appropriate justification must be

provided to support the rationale for the proposed increase in height and density and its appropriateness for the subject lands and surrounding context, specific to the aforementioned bonusing provisions. The community benefits that may be offered in exchange for the bonusing should also be identified.

11. **Planning Brief** (13 copies), prepared and signed by a Professional Planner, that specifically provides detailed justification for a request to the Province to consider this site specific proposal in advance of the upcoming comprehensive review of the Laurel/Clair SPA. The Planning Brief shall be completed in accordance with Section 3.2 of the *Procedures for Approval of New Special Policy Areas (SPAs) and Modifications to Existing SPAs Under the Provincial Policy Statement, 2005 (PPS, 2005), Policy 3.1.3-Natural Hazards-Special Policy Areas*, Ontario Ministry of Natural Resources, January 2009.

12. **Technical Report** (13 copies), prepared by Qualified Professionals, that addresses all of the information requirements identified in Section 3.2.1 of the *Procedures for Approval of New Special Policy Areas (SPAs) and Modifications to Existing SPAs Under the Provincial Policy Statement, 2005 (PPS, 2005), Policy 3.1.3-Natural Hazards-Special Policy Areas*, Ontario Ministry of Natural Resources, January 2009.

13. The Planning Brief (item 11) and the Technical Report (item 12) are not required if a **letter is submitted from the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry (now Ministry of Northern Development, Mines, Natural Resources and Forestry)** that authorizes the proposed change to Official Plan policies (i.e. an increase in height and/or density) from the Province's perspective.

14. **Urban Design Brief** (5 copies), prepared and signed by a Professional Planner. The report should address, at minimum, how the proposed building:
    a) Achieves high quality urban design
    b) Conforms to the Urban Design Policies of the Official Plan
    c) Aligns with and implements the City's Urban Design Manual
    d) Includes perspectives of the development from the east, west, north and south, ensuring that some of the perspectives provided illustrate the building from the street level.

15. **Wind Study** (5 copies), prepared by a qualified professional, to evaluate impacts of wind generated by the proposed buildings in combination with the surrounding context, on any outdoor terraces, on-site outdoor amenity areas, near building entrances, and within the public realm adjacent to the site. More specifically, the Wind Study is required to:
    a) Assess comfort levels for sitting, standing, strolling and walking
    b) Use appropriate wind speed ranges for each activity
    c) Assess comfort levels for all 4 seasons
    d) Use a minimum standard of 80% of the time as the test of being comfortable for that particular activity

e) Use “sitting” as the desired comfort class for all outdoor amenity areas on-site
f) Use “standing” as the desired comfort class for all building entrances
g) Provide specific recommendations to mitigate wind conditions where the desired comfort class is not achieved for the location type.

16. **Shadow Study** (5 copies), prepared by a qualified professional in accordance with the Shadow Study criteria in the City’s Urban Design Manual. The Study should also:
    a) Differentiate the shadows cast from existing surrounding buildings from the shadows cast by the proposed building
    b) Show the property boundaries of the Site and all surrounding properties, including all properties that are impacted by shadows from this building
    c) Show the entire length of the shadow for every interval
    d) Assess shadow impacts on the open spaces and public realm in proximity to the lands
    e) Include a written summary of the shadow impacts in relation to the criteria for acceptance impacts in the Urban Design Manual.

17. **Transportation Impact Study (TIS)** (5 copies), prepared by a Transportation Engineer. The following intersections are to be analyzed as part of the Study:
    a) Regina Street @ Erb Street East
    b) Dupont Street @ Regina Street
    c) Peppler Street @ Erb Street East
    d) Driveway Access on Regina Street @ Regina Street

    The Terms of Reference for the TIS are to be approved by the City’s Transportation Services prior to the commencement of the TIS. For further information on the requirements for the TIS, please contact Ainsley Rego, Traffic Technician, City of Waterloo **(**ainsley.rego@waterloo.ca).

18. **Parking Justification Report** (5 copies), prepared by a Traffic Engineer or a qualified Professional Planner.

19. **Stationary Noise Study** (5 copies), prepared by a qualified expert. Please refer to the Regional Pre-Submission Consultation Comments, dated August 26, 2021 (attached) or contact Sylvia Rafalski-Misch, Principal Planner, Region of Waterloo (SRafalskiMisch@regionofwaterloo.ca).

20. **Environmental Noise Study** (5 copies), prepared by a qualified expert who has been pre-approved by the Region of Waterloo. Please refer to the Regional Pre-Submission Consultation Comments, dated August 26, 2021 (attached) or contact Sylvia Rafalski-Misch, Principal Planner, Region of Waterloo (SRafalskiMisch@regionofwaterloo.ca).

21. **Record of Site Condition & Acknowledgement Letter** from the Ministry of the Environment, Conservation and Parks (2 copies). As noted within this letter, this may be deferred to a later stage of the planning process. Please refer to Regional Pre-Submission Consultation Comments, dated August 26, 2021 (attached).

22. **Energy Strategy** (5 copies), prepared by a qualified professional. For further information, please contact Robyn McMullen, Environmental Planning, City of Waterloo (Robyn.McMullen@waterloo.ca or 519-747 8531).

23. **Engineering Feasibility Report** (5 copies), prepared by a Professional Engineer. The report should include the following:
    a) Functional Engineering Report and Plans. This set of plans shall include, in part: Existing Conditions Plan, Functional Site Servicing Plan, and Functional Site Grading Plan.
    b) Water Distribution Analysis. This analysis shall confirm whether connection to existing water service would be sufficient enough for both the domestic and fire flow for the proposed addition.
    c) Sanitary Loading Calculations. This analysis shall confirm sanitary loading generated by the development shall be assessed with the availability of local capacity, with design sheets provided

    For further information, please contact:
    - City staff - Ronda Werner, Engineering Review, City of Waterloo (Ronda.Werner@waterloo.ca or 519-747-8720) and
    - Regional staff - Sylvia Rafalski-Misch (SRafalskiMisch@regionofwaterloo.ca).

24. **Stormwater Management Report** (5 copies), prepared by a Professional Engineer. For further information, please contact Sylvia Rafalski-Misch (SRafalskiMisch@regionofwaterloo.ca).

25. **Hydrogeological Report/Dewatering Plan and Vulnerability Assessment, if proposing more than one level (i.e., 3 metres or 10 feet) of underground construction and/or construction below the water table** (5 copies). Please refer to the Regional Pre-Submission Consultation Comments, dated August 26, 2021 (attached) or contact Sylvia Rafalski-Misch, Principal Planner, Region of Waterloo (SRafalskiMisch@regionofwaterloo.ca).

26. **Hydro Servicing Plan** (2 copies), prepared by a qualified Engineer, demonstrating how the proposed development will be serviced from a hydro perspective. The plan should consider building setbacks from hydro infrastructure, location of required transformer, flooding hazards requirements, and potential implications on zoning regulations.

27. **Preliminary Site Plan** (10 copies) – 11” x 17”.

28. **Building Elevations** (10 copies) of the building – 11” x 17”.

29. **Floor Plans** (10 copies) of the building – 11” x 17”.

30. **Perspectives** (10 copies) of the building – 11” x 17”.

31. **Digital copies** - of all reports, plans and supporting information. Please ensure the digital copies meet AODA standards.

Once the above noted information has been received to the satisfaction of Planning Approvals, a letter will be sent to your attention advising that your application is considered complete and that it will be processed in accordance with the requirements of the Planning Act and the City of Waterloo Official Plan.

Please note that the comments and submission requirements provided in this letter are based on the information provided by the applicant during the pre-consultation process. Should new details and/or information become available through the application process, submission requirements are subject to change and the City reserves the right to require additional studies and reports during the planning application process.

Should you have any questions, please do not hesitate to contact the undersigned at your convenience.

Regards,



Wendy Fisher, MA, MCIP, RPP
Senior Development Planner
Planning Approvals
Integrated Planning & Public Works
City of Waterloo
P: 519.747.4533
F: 519.747.8523
TTY: 1.866.786.3941
E: wendy.fisher@waterloo.ca

cc (by email):

Jason Malfara, Urban Legend Developments Inc.
Sylvia Rafalski-Misch, Region of Waterloo
Trevor Heywood, Grand River Conservation Authority
Tanja Curic, City of Waterloo
Robyn McMullen, City of Waterloo
Ronda Werner, City of Waterloo
Ainsley Rego, City of Waterloo

Attachments:

A – Region of Waterloo Comments
B – Grand River Conservation Authority Comments
C – Special Policy Area Procedures, Ontario Ministry of Natural Resources, January 2009

ATTACHMENT A – REGION OF WATERLOO COMMENTS

City of Waterloo Pre-Submission Consultation
August 26, 2021

Region of Waterloo

Official Plan & Zoning By-law Amendments
VanLegend Regina GP Corp./JV Planning & Development Consulting
24-34 Erb Street East and 6 Regina Street North

The applicant is proposing an Official Plan Amendment (OPA) and a Zoning By-Law Amendment (ZBA) for lands located at 81 and 85 Bridgeport Road East in the City of Waterloo to facilitate the construction of an 18 storey, mixed-use building containing 218 residential units/ (245 bedrooms), 1,860 sq. m. of office space, 503 sq. m. of retail space and 126 parking spaces.

The Regina Street property is designated 'Medium Density, 20 metres' while the Erb Street properties are designated 'High Density, 81 metres'. The lands are zoned Uptown Commercial Core (U1-20) and (U1-60) in Zoning By-law 2018-050. The OPA proposes to re-designate 6 Regina St. N. from Medium Density, 20 metres to High Density, 81 metres and the ZBA proposes to rezone 6 Regina St. N. from U1-20 to U1-60 with site-specific zoning provisions.

The lands are designated Urban Area, Built-Up Area and Urban Growth Centre in the Regional Official Plan (ROP).

Community Planning

Planning Justification Report

A Planning Justification Report (PJR) will be required and must be submitted as part of the complete Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications. The Report must provide details on the proposed development and address the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan (ROP), the City of Waterloo Official Plan and the City's Zoning By-law.

Hydrogeology and Water Programs (HWP)

The subject lands are within Wellhead Protection Sensitivity Areas 4 and 7 as identified in the ROP. HWP staff request a Hydrogeological Report/Dewatering Plan and Vulnerability Assessment as part of complete OPA/ZBA applications, if the developer proposes more than one level (i.e., 3 metres or 10 feet) of underground construction and/or construction below the water table. This includes construction of underground parking, elevator shafts, basements, footings/pilings, etc. The Hydrogeological Report should include comments on if dewatering (construction only and/or permanent/passive) is required.

A Stormwater Management Report must be submitted as part of complete OPA/ZBA applications.

The City of Waterloo prohibits geothermal wells west of Weber Street. As such, HWP staff asks that a prohibition on geothermal wells as defined in Chapter 8 of the Regional Official Plan, including vertical open and closed loop geothermal energy systems, be written into the proposed Zoning By-law for the subject lands.

Further, the subject lands are in a source protection area where Risk Management Plan or prohibition polices implemented by the Region of Waterloo may apply. A Notice of Source Protection Plan Compliance (Section 59 Notice) is required prior to formal application.

Under the 2020 Grand River Source Protection Plan,

- A Risk Management Plan for salt application may be required for proposed surface parking and vehicle driveway areas greater than eight (8) parking spaces or 200 square metres.
- A Risk Management Plan for storm water management may be required if any engineered or enhanced infiltration features are proposed. The Region of Waterloo does not support any engineered and/or enhanced infiltration of runoff originating from paved surfaces within chloride Issue Contributing Areas. Engineered and/or enhanced infiltration features may include ponds, infiltration galleries, permeable pavers, ditches, swales, oil-grit separators, etc.).
- The uncovered storage of de-icing salt directly exposed to the elements, not including salt stored in sealed bags, is prohibited across the subject properties.

The applicant should be directed to TAPS (https://taps.regionofwaterloo.ca) to determine all applicable source protection plan requirements, and to contact the Risk Management Official (rmo@regionofwaterloo.ca) as needed. Consider the timeframe to negotiate a risk management plan, if required, as a notice will not be issued until a signed risk management plan is complete.

Record of Site Condition (RSC)
The subject lands at 36 Erb St. E. are located adjacent to a known contaminated site and are identified as having high potential for contamination. In accordance with the Region of Waterloo's *Implementation Guideline for the Review of Development Applications On or Adjacent to Known and Potentially Contaminated Sites,* a Record of Site Condition (RSC) will be required for the entire development site. The RSC and an acknowledgement letter from the Ministry of the Environment, Conservation and Parks will be required prior to final approval of the Zoning By-law Amendment, or through the use of a Holding provision prohibiting the proposed development until the submission of the RSC and the Ministry's Acknowledgement. If an RSC is required through Ontario Regulation 153/04, the RSC can be deferred to the building permit stage with confirmation from the City's Chief Building Official that an RSC will be required prior to issuing a building permit.

Corridor Planning

Traffic Noise
At this location, the proposed residential development may encounter environmental noise

sources, specifically road noise from the adjacent Regional Road Erb Street East (RR #09). It is the responsibility of the applicant to ensure the proposed development is not adversely affected by anticipated noise impacts. In this regard, the applicant must prepare an Environmental Noise Study. The noise level criteria and guidelines for the preparation of the study are included in the Region of Waterloo Implementation Guideline for Noise Policies and the Ministry of Environment, Conservation and Parks Publication NPC-300.

The noise consultant must be pre-approved by the Region of Waterloo. The noise consultant is responsible for obtaining current information, applying professional expertise in performing calculations, making detailed and justified recommendations, submitting the Consultant Noise Study Declaration and Owner/Authorized Agent Statement along with one electronic copy of the report to the Region of Waterloo.

The noise consultant preparing the Environmental Noise Study must contact Region of Waterloo staff for transportation data including traffic forecasts and truck percentages for Regional roads. For the Transportation Planning Noise Assessment Fee Form and Traffic Data request, please refer to the Region's website https://rmow.permitcentral.ca/ and select Data Requests option. There is a $500 fee for this application.

Stormwater Management

Storm sewers within the Regional road right-of-way are generally sized and designed to only accommodate stormwater from the right-of-way and in some instances off road surface drainage under existing conditions. A private stormwater connection to any storm sewer on Erb Street East will be discouraged where an alternate stormwater connection is available, including infiltration if soil conditions and Source Protection under the Clean Water Act permit, or if it is determined that the Erb Street East storm sewer does not have the sufficiency (condition and capacity) to accommodate private stormwater flows from this site. It is the responsibility of the applicant's engineering consultant to determine an appropriate stormwater outlet from this site and the sufficiency of the receiving storm system if there is no other option available and to include this information in the stormwater management report.

Under the detailed engineering design, a Lot Grading, Site Servicing plans and a Stormwater Management Report (electronic copies) will be required for this development.

The site must be constructed and graded in accordance with the approved plans and the Regional Road allowance must be restored to the satisfaction of the Regional Municipality of Waterloo.

Please note that any new servicing connection(s) from Regional right-of-way would require Regional approval through a separate process of Municipal Consent and Regional Work Permit. A Region of Waterloo Work Permit must be obtained from the Region of Waterloo prior to commencing construction within the Region's right of way. In this regard, please visit https://rmow.permitcentral.ca/ for further guidance.

A Functional Servicing Report must be submitted as part of complete OPA/ZBA applications.

Regional Road Dedication
Regional Road 09 (Erb Street East) has a designated road allowance of 24.384 metres as defined in Schedule A of the Regional Official Plan. An estimated 4.5 m maximum road widening would be required along the Erb Street East frontage of the proposed development. The applicant must engage an Ontario Land Surveyor (OLS) to prepare a draft Reference Plan which illustrates the required road allowance widening. Prior to registering the Reference Plan, the OLS should submit a draft copy of the plan to the Transportation Planner for review. An electronic copy of the registered plan is to be emailed to the Region of Waterloo. The land must be dedicated to the Region of Waterloo for road allowance purposes, and must be dedicated without cost and free of encumbrance. This will be deferred to Site Plan.

An RSC is required for the entire development site but lands subject to the road widening must be excluded from the RSC and only a Phase 1 and 2 Environmental Site Assessment is to be submitted for the road widening portion of the lands.

Access Permit/TIS/Access Regulation
A Regional Access Permit ($230 fee) will be required for the proposed access to Regional Road 09 (Erb Street East) https://forms.regionofwaterloo.ca/ePay/PDLS-Online-Payment-Forms/Commercial-Access-Permit-Application. The access must comply with the Regional Access Policy in design i.e. minimum width 7.6 metres; 6.0 metres turning radii. A Regional Access Permit (no fee) will be required for the closure of the existing accesses to Regional Road 09 (Erb Street East) https://forms.regionofwaterloo.ca/Planning-and-Economic-Development/Close-an-Access-Access-Permit-Application. This will be deferred to Site Plan.

Site Plan
A $300 Site Plan Pre-consultation fee and a $805 Site Plan Application review fee will be required. This fee will need to be submitted directly to the Region of Waterloo.

Stationary Noise
A Stationary Noise Study will be required and must assess (measure or predict) stationary noise level impacts from any surrounding stationary noise sources on the proposed residential development / noise-sensitive uses. Any proposed on-site stationary noise sources (e.g. HVACs and/or PTACs, emergency generator, mechanical roof-top equipment, any ventilation associated with underground parking and the proposed commercial use, etc.) should also be assessed to ensure any potential noise impacts on the proposed residential development / noise sensitive uses will be minimized or can be mitigated. The Stationary Noise Study must be prepared in accordance with the requirements of the Ministry of the Environment, Conservation and Parks Publication NPC-300. Please ensure that a signed Owner/Authorized Agent Statement and Consultant Statutory Declaration accompany the study.

Water Services
The applicant should be made aware that no connection to the regional watermain on Erb Street East will be permitted.

Application Fees

In accordance with Regional Fee By-law 21-02, the following Regional fees are applicable:

- $5,750 – Official Plan Amendment review fee to be submitted to the Region with the application
- $1150 – Zoning By-law Amendment review fee to be submitted to the Region with the application
- $500 – Environmental Noise Study Review / Traffic Forecasts fee

The applicant is advised that any stationary noise study submitted in support of the complete application may be subject to a peer review conducted at the applicant's cost. Should Regional staff deem it necessary to do so; the applicant will be advised of this requirement following submission of the study.

Regional Development Charges

Any future development on the subject lands will be subject to provisions of Regional Development Charges By-law 19-037 or any successor thereof.

Summary

The Region will require the following as part of the complete Official Plan and Zoning By-law Amendment applications:

- Planning Justification Report (1 copy + digital copy)
- Environmental Noise Study and Stationary Noise Study (1 copy + digital copy)
- Functional Servicing Report (digital copy)
- Stormwater Management Report (digital copy)
- Hydrogeological Report/Dewatering Plan and Vulnerability Assessment, if the developer proposes more than one level (i.e., 3 metres or 10 feet) of underground construction and/or construction below the water table.
- Section 59 Notice (digital copy)
- $5,750 – Official Plan Amendment Review Fee
- $1,150 Zoning By-law Amendment Review Fee

Contact Information

Community Planning
Sylvia Rafalski-Misch, MCIP, RPP
Principal Planner
226-753-3261
SRafalski-Misch@regionofwaterloo.ca

Please note: Comments and requirements are based on the information provided by the applicant during the pre-submission process. Should new details and/or information become available through the application process, the above-noted requirements are subject to change.

ATTACHMENT B – GRAND RIVER CONSERVATION AUTHORITY COMMENTS

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Administration Centre: 400 Clyde Road, P.O. Box 729 Cambridge, ON N1R 5W6

Phone: 519-621-2761 Toll free: 1-866-900-4722 Fax: 519-621-4844 www.grandriver.ca

PLAN REVIEW REPORT:	**Wendy Fisher** **City of Waterloo**

DATE: July 26, 2021

FILE: Pre-consultation – 24-34 Erb St E and 6 Regina St N

RE: **Pre-consultation for Official Plan and Zoning Bylaw Amendment**
24-34 Erb Street East and 6 Regina Street North
VanLegend Regina GP

GRCA COMMENT*:
The Grand River Conservation Authority (GRCA) requests additional details as part of a site plan application.

BACKGROUND:

1. **Resource Issues:**

   Information currently available at our office indicates that the subject lands contain the Laurel Creek floodplain.

2. **Legislative/Policy Requirements and Implications:**

   Due to the presence of the floodplain, the GRCA regulates most of the subject lands under Ontario Regulation 150/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation). Any future development within the regulated area (as shown in yellow on the attached map) will require a permit from the GRCA pursuant to Ontario Regulation 150/06.

   This part of the floodplain is designated as the Waterloo Special Policy Area. Development may be permitted in the floodplain subject to meeting the requirements set out in the City of Waterloo Official Plan (OP). The floodproofing and safe access requirements of the OP must be supported by a topographic survey. We ask for this to be completed at the official plan and zoning bylaw amendment (OPA/ZBA) stage to confirm the extent and depth of the floodplain on the property.

   As per City OP policy, the building must be floodproofed to the Regulatory Flood Elevation (RFE), which is 323.3 m (CGVD 28) or 322.9 m (CGVD 2013). If the

applicant can provide sufficient rationale that this would impair commercial operations, floodproofing can be reduced by no more than 1 metre below the RFE.

The applicant must also demonstrate an access route for all residential users (including pedestrians and all vehicle parking) that is dry where achievable, but no less than safe. Any underground parking must be done to floodproof the entrance above the RFE.

The GRCA requests the following in support of an OPA/ZBA application:

- Site plan illustrating the extent of the proposed development;
- Floor and cross-section plans with topographic finished floor elevations;
- Topographical survey with the existing RFE.

3. Review Fees:

This application will be considered a minor OPA/ZBA, and in accordance with the GRCA's 2021 Plan Review Fee Schedule, the applicable fee will be $430 upon receipt of a formal application. A separate fee will be required for a GRCA permit.

We trust this information is of assistance. If you have any questions or require additional information, please contact me at 519-621-2763 ext. 2292 or theywood@grandriver.ca.

Sincerely,

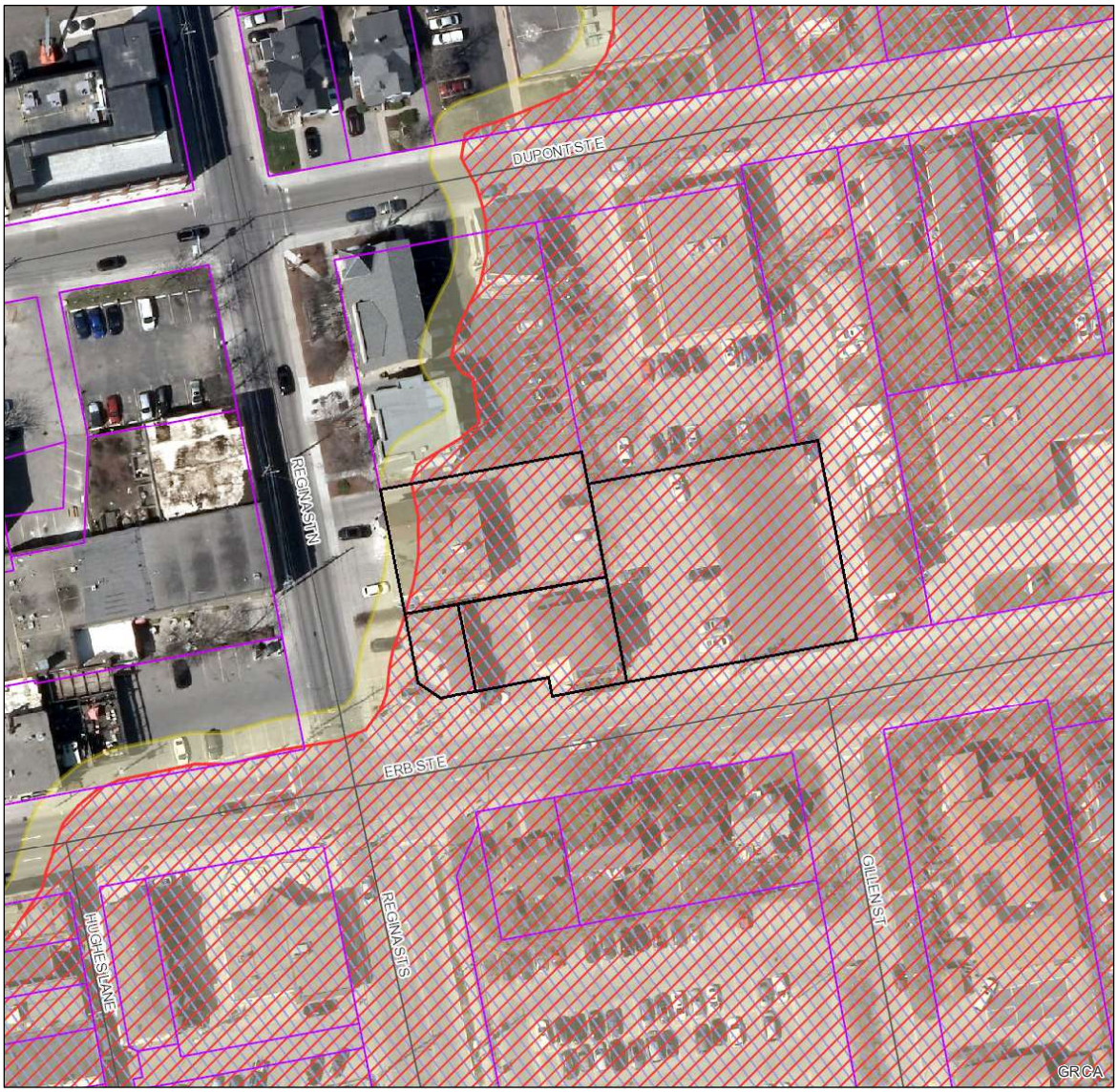


Trevor Heywood
Resource Planner
Grand River Conservation Authority

These comments are respectfully submitted as advice and reflect resource concerns within the scope and mandate of the Grand River Conservation Authority

Attachment

c.c. Jennifer Voss, JV Planning and Development Consulting



Grand River Conservation Authority

Date: Jul 23, 2021
Author: TH

24-34 Erb St E / 6 Regina St N, Waterloo

Legend

- Regulation Limit (GRCA)
- Regulated Watercourse (GRCA)
- Regulated Waterbody (GRCA)
- Wetland (GRCA)
- Floodplain (GRCA)
  - Engineered
  - Estimated
  - Approximate
  - Special Policy Area
- Slope Valley (GRCA)
  - Steep
  - Oversteep
  - Steep
- Slope Erosion (GRCA)
  - Oversteep
  - Toe
- Lake Erie Flood (GRCA)
- Lake Erie Shoreline Reach (GRCA)
- Lake Erie Dynamic Beach (GRCA)
- Lake Erie Erosion (GRCA)
- Parcel - Assessment (MPAC/MNRF)

This legend is static and may not fully reflect the layers shown on the map. The text of Ontario Regulation 150/06 supercedes the mapping as represented by these layers.

Copyright Grand River Conservation Authority, 2021.
Disclaimer: This map is for illustrative purposes only. Information contained herein is not a substitute for professional review or a site survey and is subject to change without notice. The Grand River Conservation Authority takes no responsibility for, nor guarantees, the accuracy of the information contained on this map. Any interpretations or conclusions drawn from this map are the sole responsibility of the user.
The source for each data layer is shown in parentheses in the map legend. For a complete listing of sources and citations go to: https://maps.grandriver.ca/Sources-and-Citations.pdf

0 5 10 20 30 Metres

N

Map Centre (UTM NAD83 z17): 538,763.20 4,812,642.39

This map is not to be used for navigation | 2018 Ortho (RMOW)

NAD 1983 UTM Zone 17N

Scale: 896

Appendix B
Public Realm Streetscape Design Principles

REGINA & ERB



THE PLANNING PARTNERHIP
JANUARY 28, 2022

PUBLIC REALM

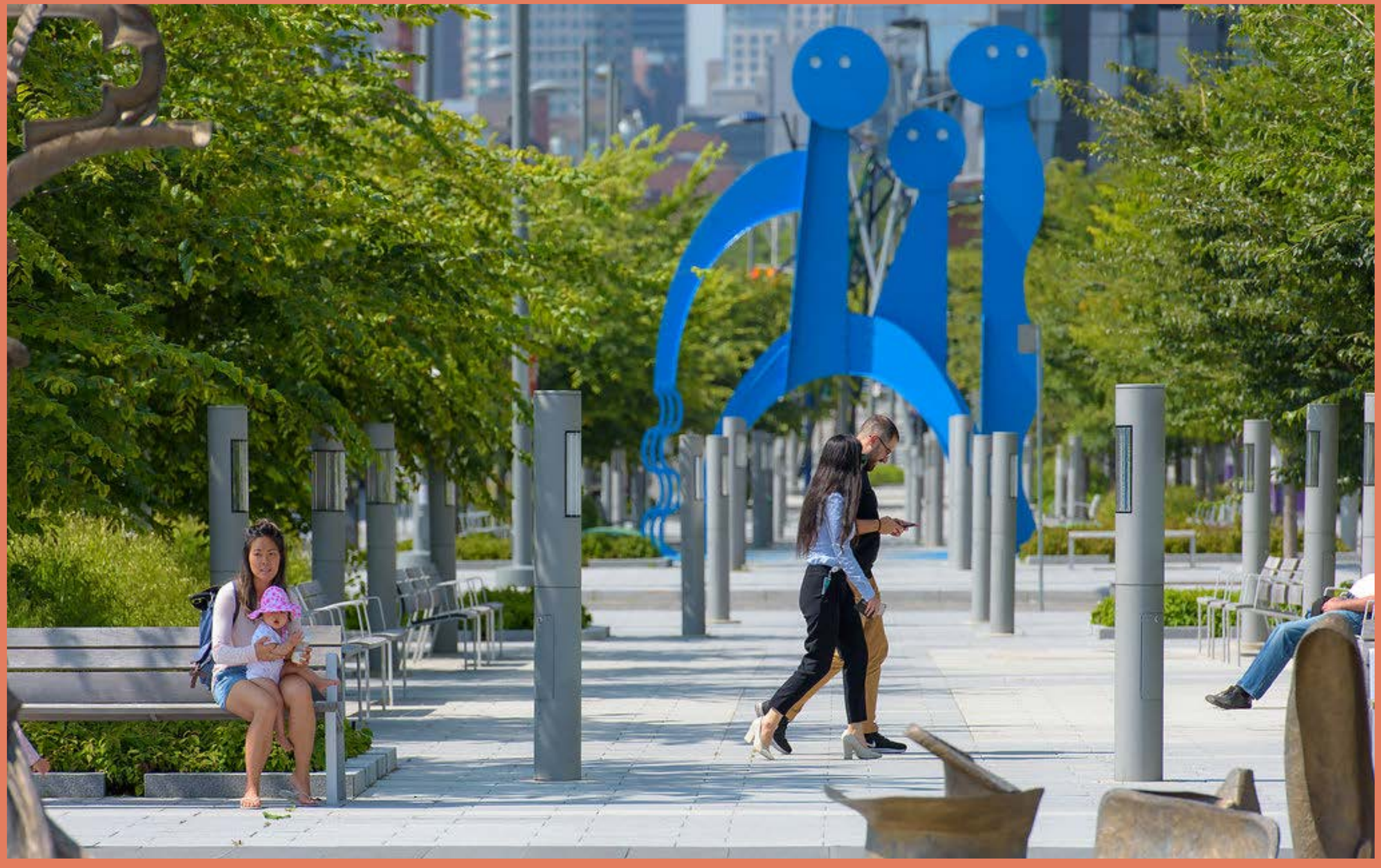


THIS IS WHERE WE

LIVE, WORK, TALK, LISTEN, EXPLORE, EAT, GET FIT, VEG, LOUNGE, CREATE, PROCRASTINATE

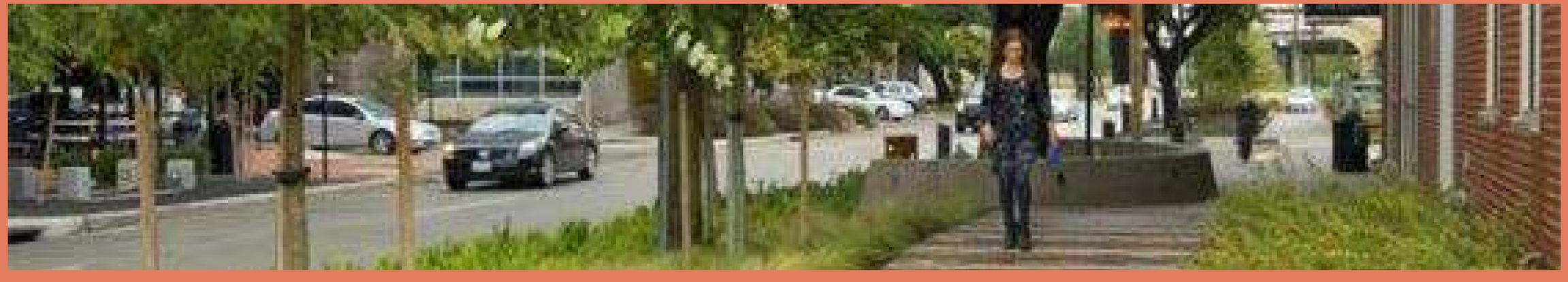
THE CITY MUST ACCOMMODATE AND SUPPORT THESE ACTIVITES IN A GROWING AND DIVERSE POPULATION

WE ARE BUILDING THAT CITY.



GREENING + AIR QUALITY

- Planting beds should be composed of functional ecological plant communities that can exponentially increase a landscape's ecological value.
- Plant resiliency is of principal importance in this landscape, and tolerance of urban stressors should be the principal species selection criteria; however in all other cases native plants should be prioritized.
- At least 50% of all woody planting (shrubs/trees) should be native in origin.
- Native plants should be prioritized as frequently as possible, while not compromising site appropriate species.
- It is not just 'native-ness' that matters; it is the diversity of the Plant material which ensures landscape resilience into the future.



GREEN STREET







STREET TREES

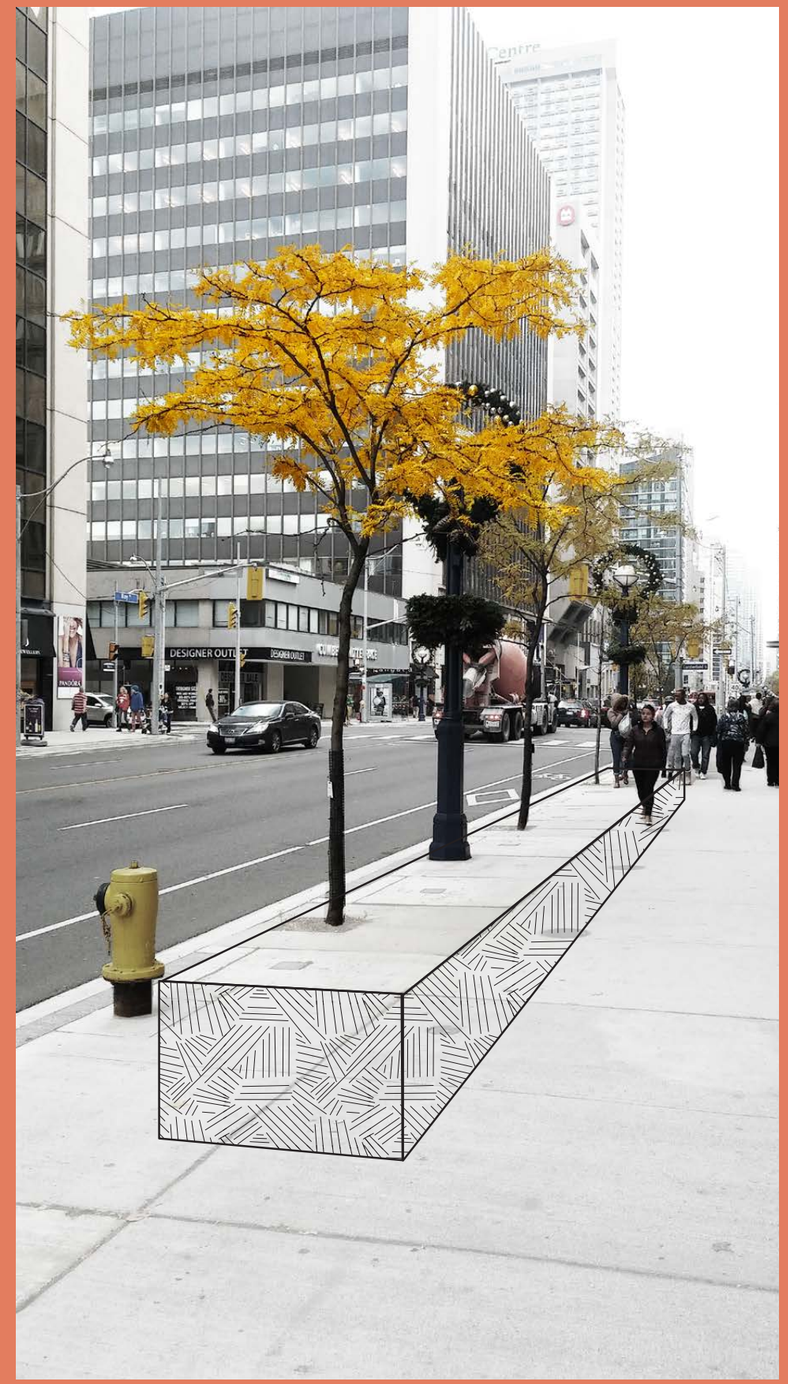
- Healthy, mature, tree-lined streets should be promoted on this project. All streets should have large canopy deciduous trees planted within the boulevard, spaced between 6m to 8m apart.
- Street tree species selection should promote sustainability and resiliency; street trees species shall be native, salt-tolerant, drought-tolerant, and disease and mold resistant.
- Plant species that aggressively develop biomass as to more quickly shade and shelter pedestrian environments
- All new development should enhance the natural environment and pedestrian experience with a strong greening strategy in the form of urban trees, food-bearing flowering shrubs, and horticultural



DON'T NEGLECT THE UNDERGROUND

- Placement and spacing of streets trees should be coordinated with above and below ground utilities and driveways and accommodate snow storage.
- Appropriate soil conditions, composition and volumes should be provided to support the tree growth and health.
- Promote canopy trees wherever soil volumes allow toward improved carbon sequestration

CONSTRAINED GROWING CONDITIONS



STORM WATER

- Passive drainage through thoughtful site grading in dense urban environments provides trees the opportunity for enhanced irrigation.
- Increased water volumes not only contribute to the wellbeing of the tree, but mitigate pressure on City stormwater systems.
- A general effort to decrease impermeable hardscape should be made by increasing the area of softscape plantings, or by using permeable or porous pavers, as opposed to the traditional impermeable paving.
- Water management solutions such as green roofs, permeable paving systems, and planted landscape beds must be designed to promote water retention, detention, and redirection from municipal storm systems



WAYFINDING & FURNITURE

- The quality of streetscapes, like the buildings, reflects the City's culture and character.
- High-quality design, choice of materials and furnishings, execution of work and regular maintenance are all important.
- Street furniture should support the needs of people walking and cycling, as well as a diverse age range, and provide visual interest to the streetscape.
- Street furniture and wayfinding complement and enhance stretscape design by adding an additional layer of detail and quality to the streetscape experience. They can increase legibility and visual quality and are, in many cases, the aspects of the streetscape that pedestrians engage with.

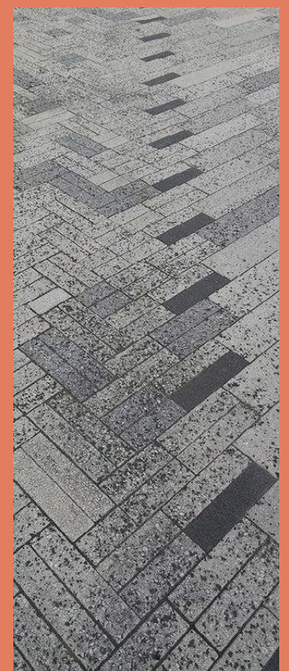


DETAILED PATTERN









Furniture should:

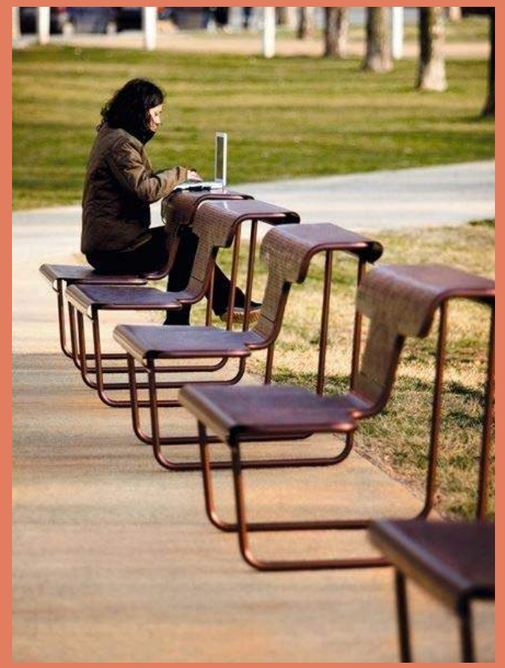
- Have a consistent standard of quality.
- Not interrupt pedestrian desire lines.
- Be carefully selected and positioned to avoid cluttering the street.
- Be adaptable to a variety of informal uses.
- Be robust and easy to maintain so that quality is retained.
- Enhance and reinforce the area's character.
- Promote areas of special interest, whether that be public art; enhanced materiality; bolder design



URBAN ROOMS



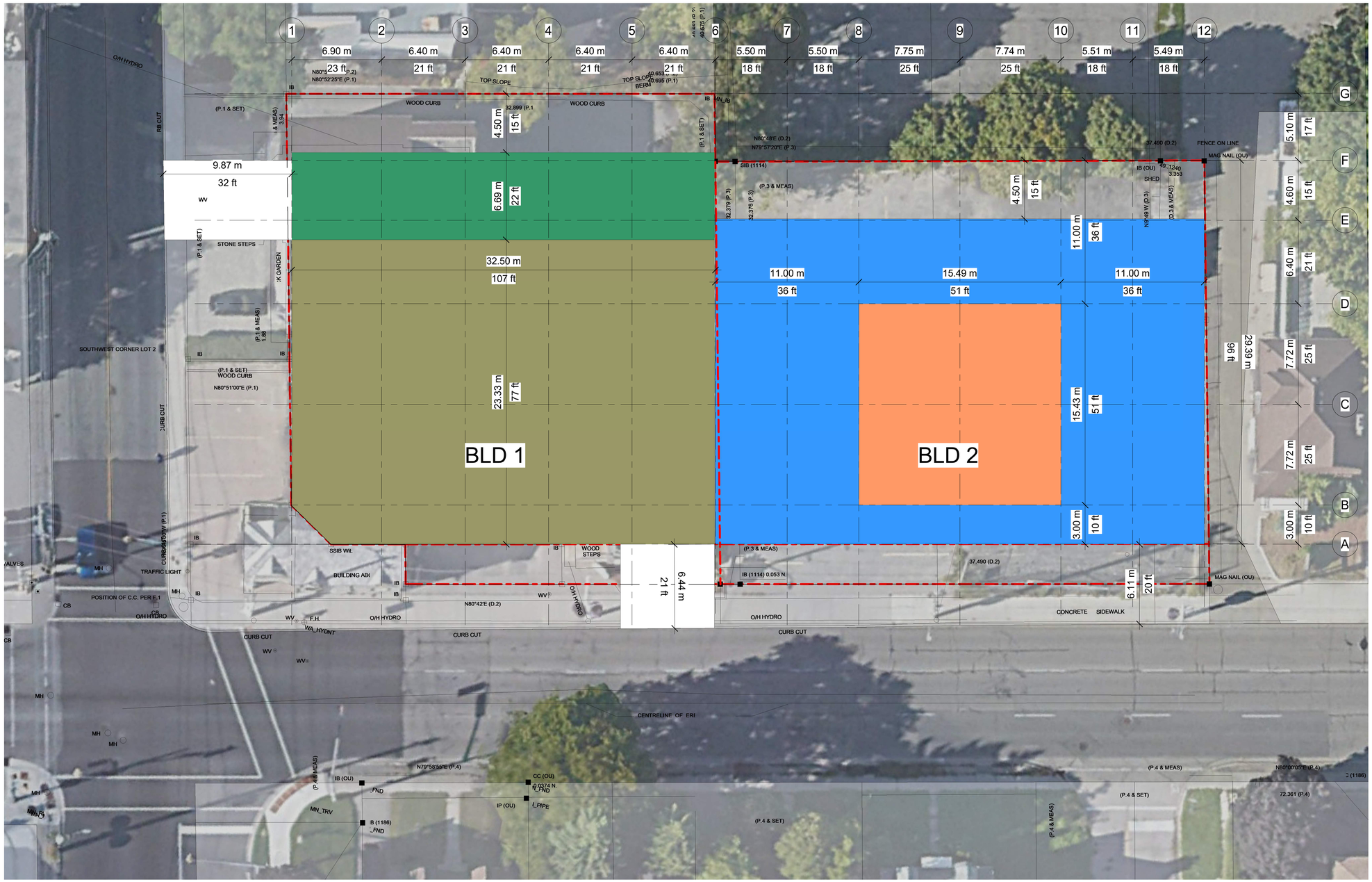








Appendix C
As-of-Right Conceptual Site Plan & Massing Model



PROJECT SITE AREA		
BLD 1	**F²**	**M²**
SITE AREA	12000 F²	1115 M²
BFA	53272 F²	4949 M²
BLD 2		
SITE AREA	11880 F²	1104 M²
BFA	117550 F²	10921 M²

GFA		
BLD 1	**F²**	**M²**
RESIDENTIAL	25661.16 F²	2384 M²
RETAIL	2927.78 F²	272 M²
TOTAL	28588.95 F²	2656 M²
BLD 2		
RESIDENTIAL	81641.5 F²	7584.74 M²
RETAIL	2734.03 F²	254 M²
TOTAL	84375.5 F²	7838.74 M²

	RATIO	UNITS	SPACES
BUILDING 1	0.5	40	20
BUILDING 2	0.7	61	43

VanMar CONSTRUCTORS INC.

NOT FOR CONSTRUCTION

NORTH.

LEGEND

NO. ISSUE DATE

ERB + REGINA

Enter address here

TITLE

SITE SETBACKS

PROECT: **0001**

SCALE: **As indicated**

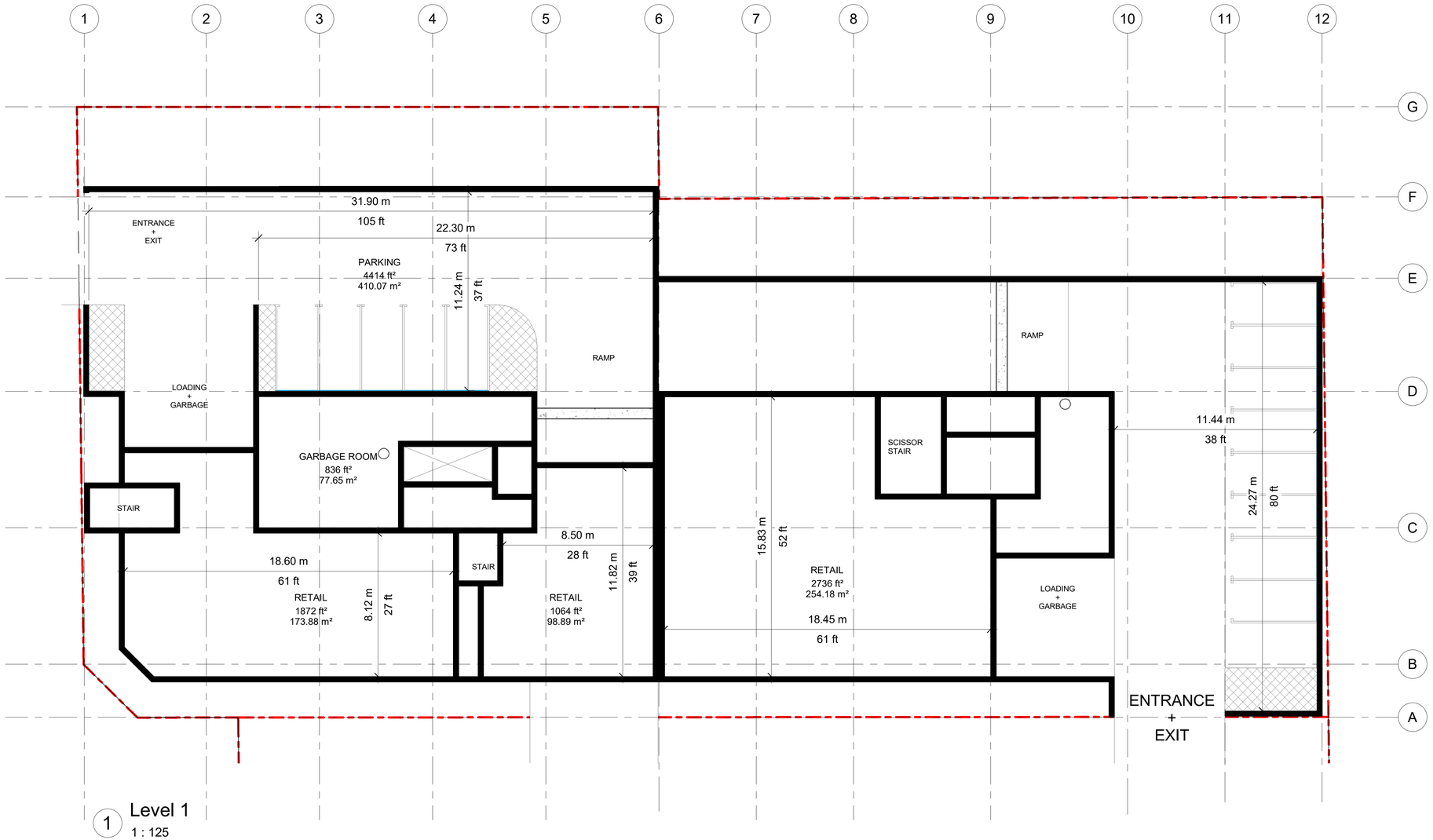
DRAWN BY: **KG**

REQUESTED BY: **UL**

ISSUE DATE: **2022-03-07**

SHEET NUMBER

A101



1 Level 1
1 : 125

VanMar CONSTRUCTORS INC.

NORTH.

LEGEND

NO. ISSUE DATE

NOT FOR CONSTRUCTION

ERB + REGINA

Enter address here

TITLE

GROUND FLOOR

PROECT: **0001**

SCALE: **1 : 125**

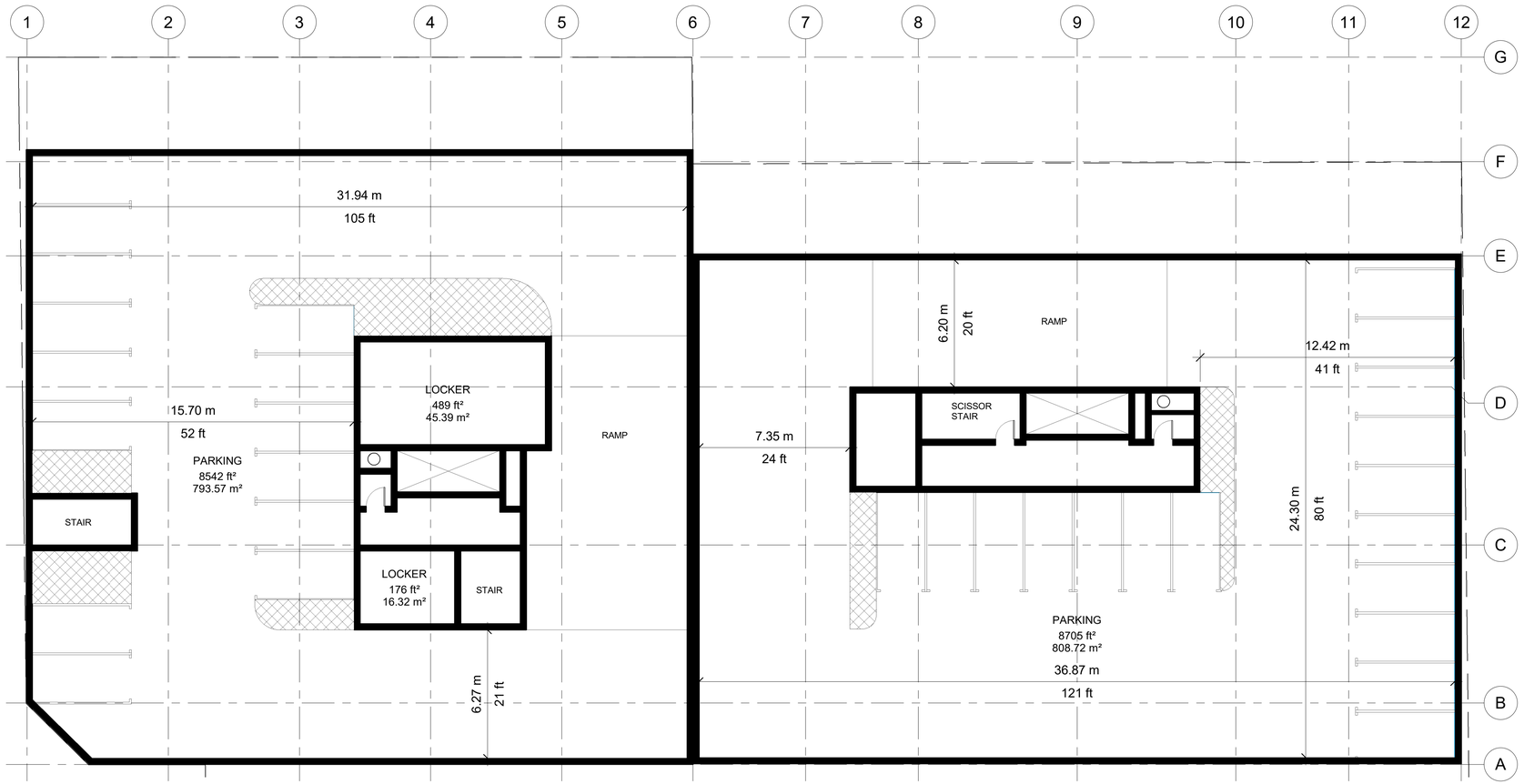
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REQUESTED BY: **UL**

ISSUE DATE: **2022-03-07**

SHEET NUMBER

A102



1 Level 2
1 : 125

VanMar CONSTRUCTORS INC.

NORTH.

LEGEND

NO. ISSUE DATE

NOT FOR CONSTRUCTION

ERB + REGINA

Enter address here

TITLE

TYPICAL PARKING

PROECT: **0001**

SCALE: **1 : 125**

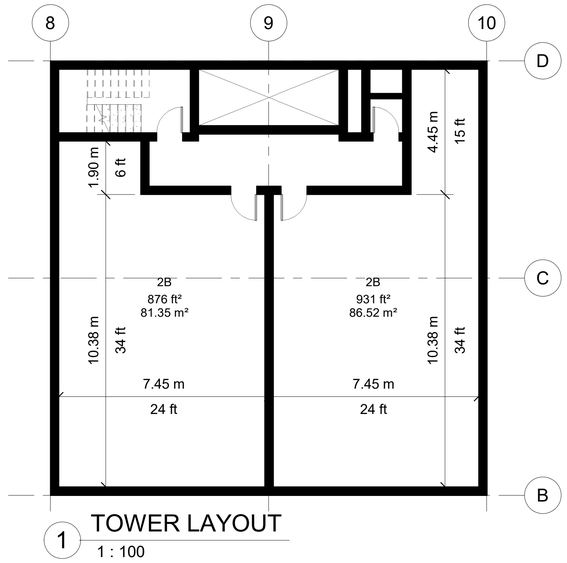
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REQUESTED BY: **UL**

ISSUE DATE: **2022-03-07**

SHEET NUMBER

A103



1 TOWER LAYOUT
1 : 100



2 PODIUM LAYOUT
1 : 100

NOT FOR CONSTRUCTION

VanMar CONSTRUCTORS INC.

NORTH.

LEGEND

NO. ISSUE DATE

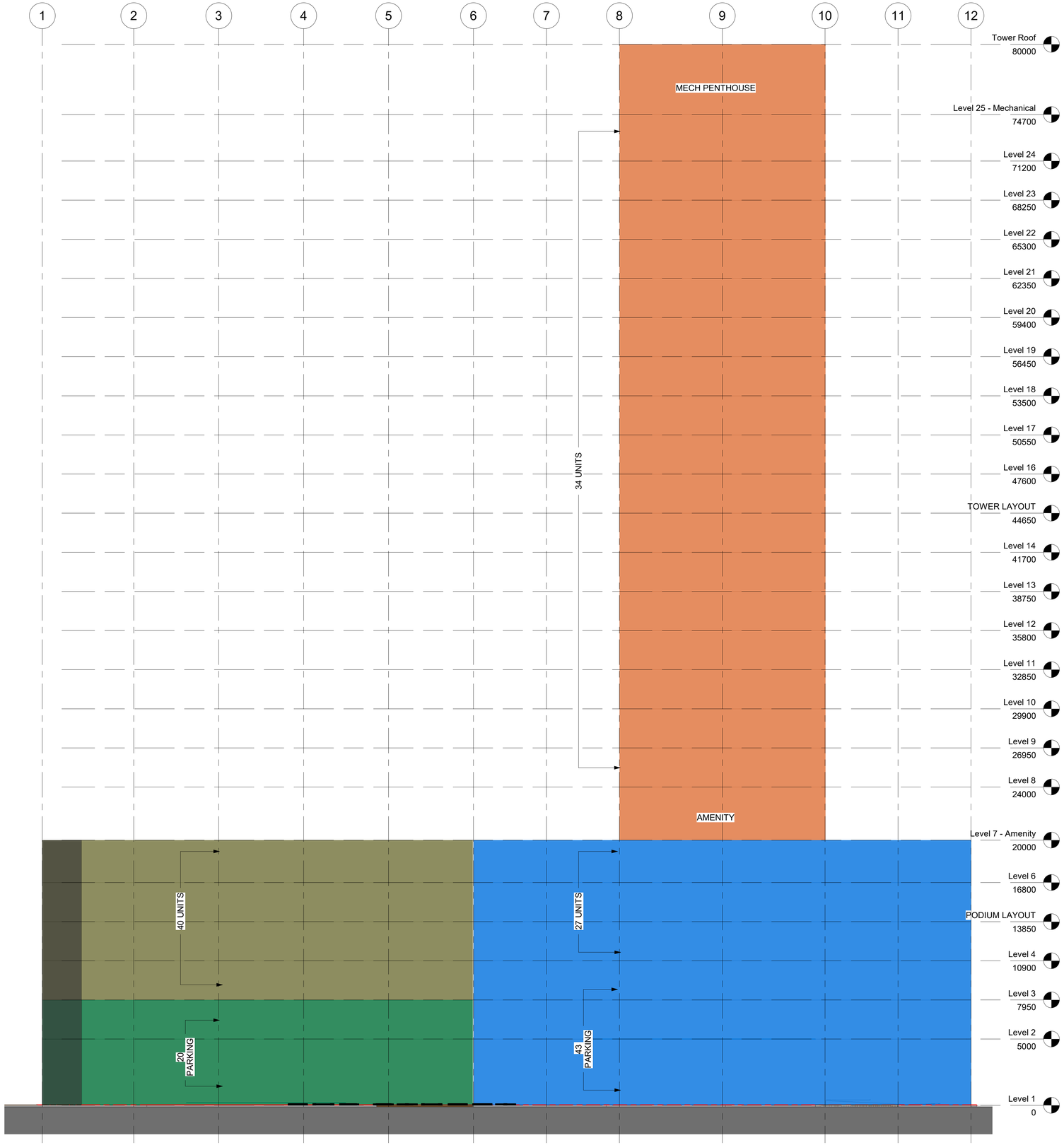
ERB + REGINA

Enter address here

TITLE
SUITE LAYOUT

PROECT: **0001**
SCALE: **1 : 100**
DRAWN BY: **KG**
REQUESTED BY: **UL**
ISSUE DATE: **2022-03-07**

SHEET NUMBER
A104



VanMar CONSTRUCTORS INC.

NORTH.

LEGEND

NO. ISSUE DATE

NOT FOR CONSTRUCTION

ERB + REGINA

Enter address here

TITLE

ELEVATIONS

PROECT: **0001**

SCALE: **1 : 150**

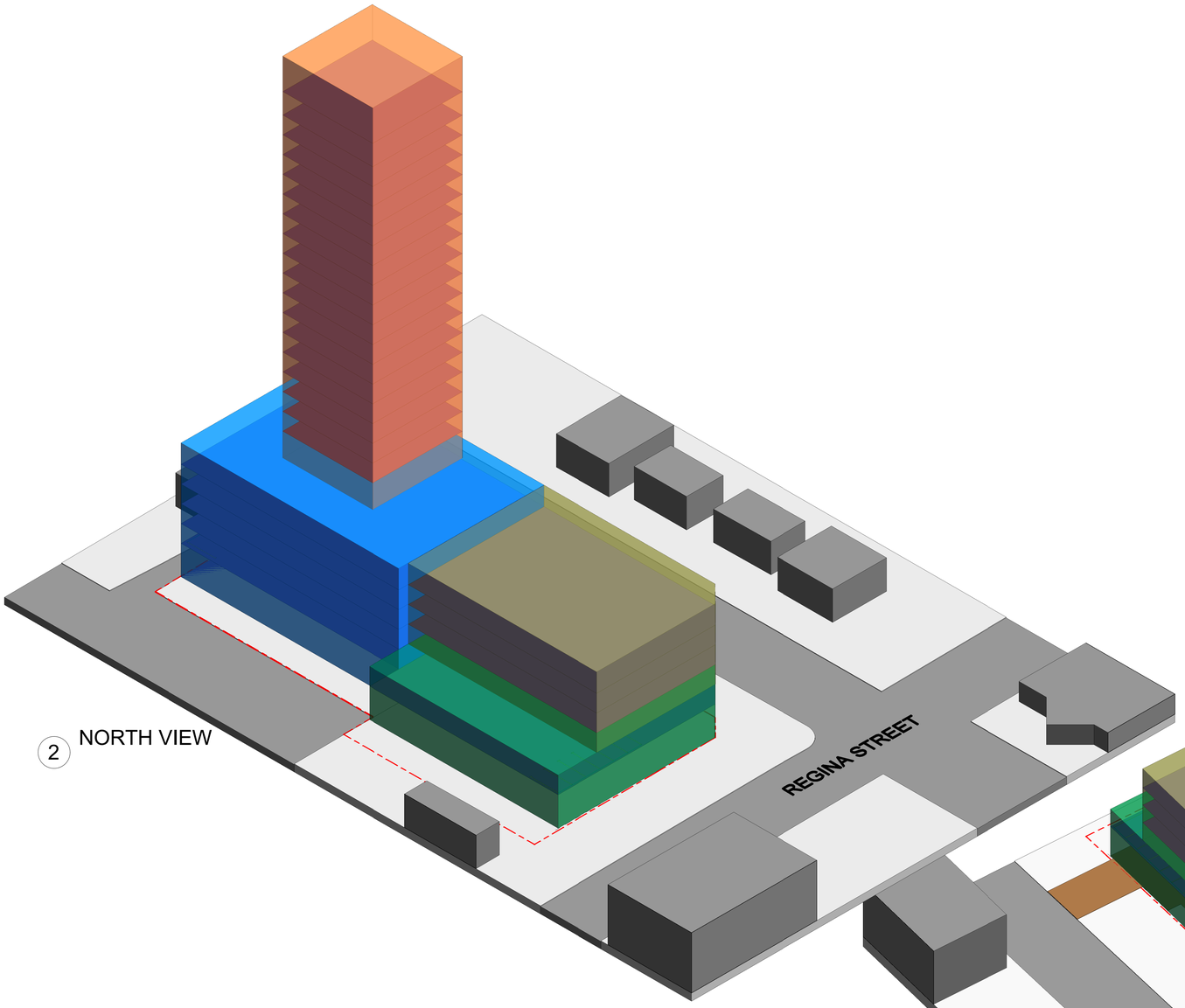
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REQUESTED BY: **UL**

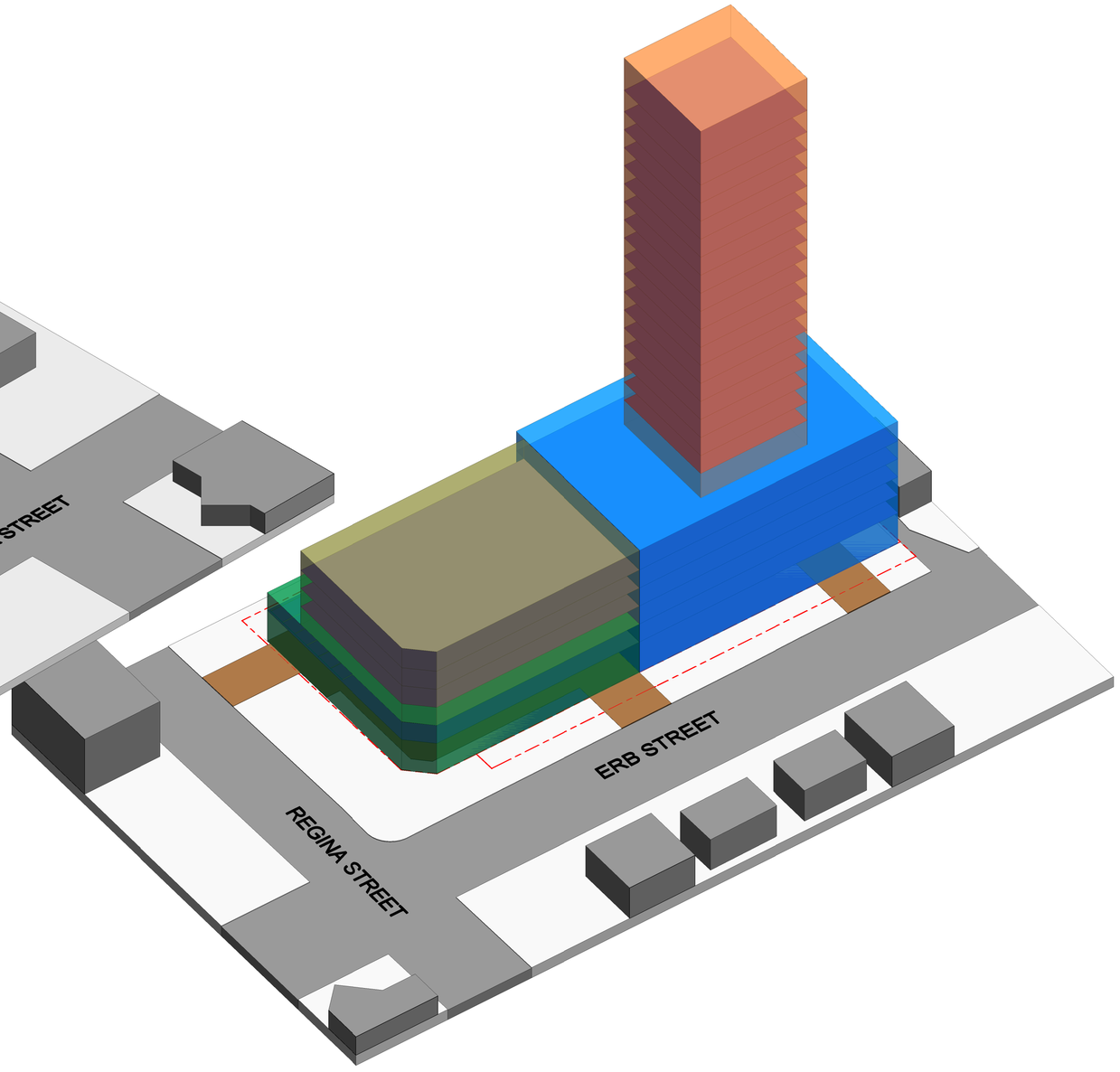
ISSUE DATE: **2022-03-07**

SHEET NUMBER

A105



2 NORTH VIEW



1 SOUTH VIEW

NOT FOR CONSTRUCTION

VanMar CONSTRUCTORS INC.

NORTH.

LEGEND

NO. ISSUE DATE

ERB + REGINA

Enter address here

TITLE

3D VIEW

PROECT: **0001**

SCALE:

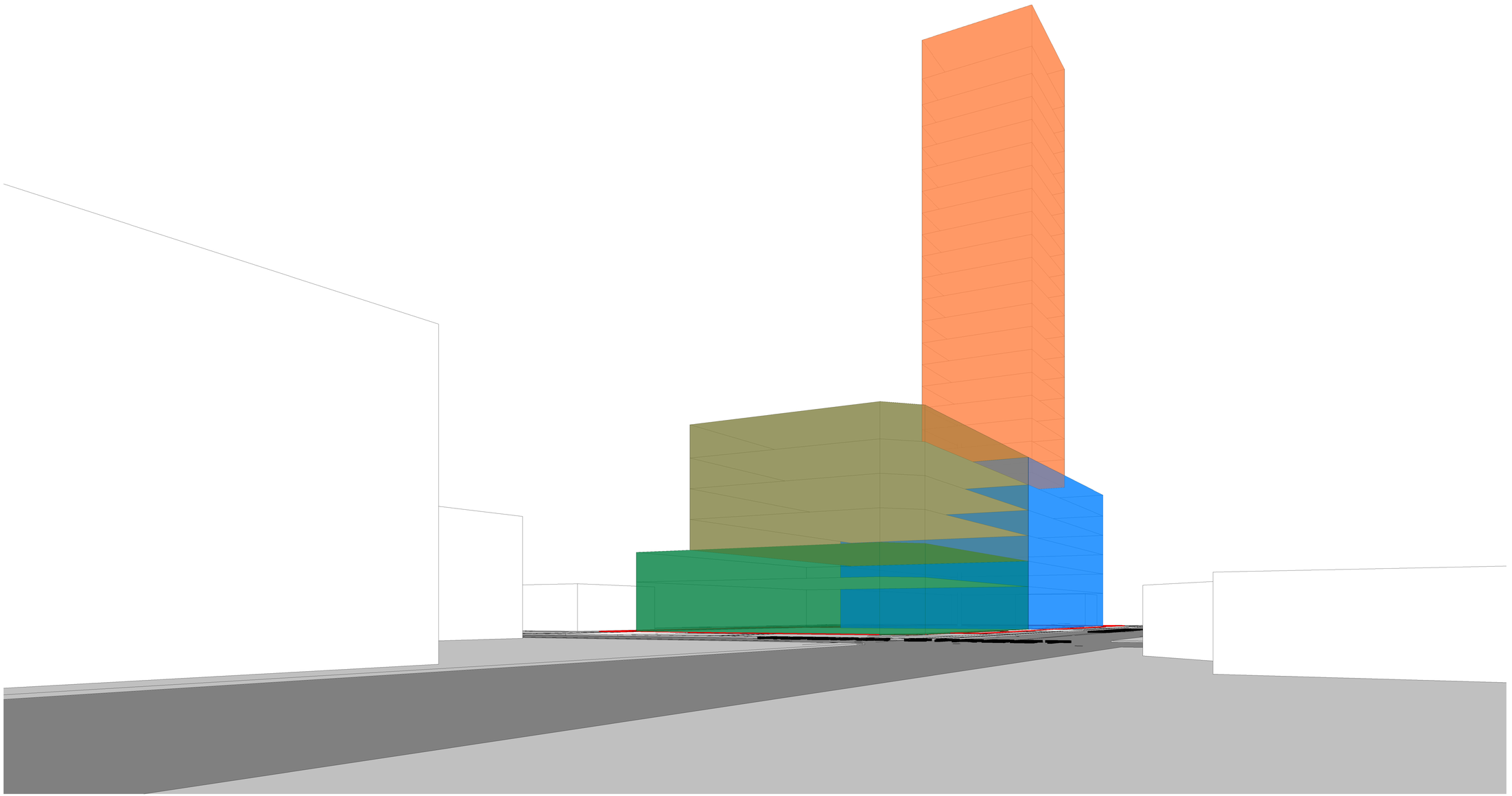
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ISSUE DATE: **2022-03-07**

SHEET NUMBER

A106



VanMar CONSTRUCTORS INC.

NOT FOR CONSTRUCTION

NORTH.

LEGEND

NO.	ISSUE	DATE

ERB + REGINA

Enter address here

TITLE

STREET VIEW ALONG ERB

PROECT: **0001**

SCALE:

DRAWN BY: **KG**

REQUESTED BY: **UL**

ISSUE DATE: **2022-03-07**

SHEET NUMBER

A107

Appendix D
Correspondence from Structural Engineer

JABLONSKY, AST AND PARTNERS
Consulting Engineers

400 - 3 Concorde Gate
Toronto, ON M3C 3N7
Telephone (416) 447-7405
www.astint.on.ca
Email jap@astint.on.ca

February 7, 2022

VanLegend Regina LP
c/o VanMar Developments Inc.
145 Goddard Crescent
Cambridge, ON N3E 0B1

Attn: Mr. Mauricio Miranda

Re: 6 Regina Street North / 24 Erb Street East
Waterloo, Ontario
Foundation Rafts
Our File No. 21236

Dear Sir,

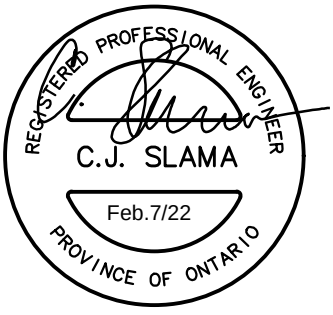
Based on architectural drawings issued June 7, 2021 by Kirkor Architects and Planners, there is no below grade structure. All foundation rafts (including at the elevator pit) shall be less than three metres below grade. Currently, ground improvement (i.e. rammed aggregate piers) and deep caissons of CFAs are being considered to augment the foundation raft capacity. While these elements will extend much deeper than three metres below grade, dewatering will not be required to install any of these options.

Should you have any questions, or require anything further, please do not hesitate to contact this office.

Yours very truly,

JABLONSKY, AST AND PARTNERS
CONSULTING ENGINEERS

Craig Slama, P.Eng., P.E.



Appendix E
Notice of Source Protection Plan Compliance

Notice of Source Protection Plan Compliance

Issued under Section 59(2) of the Clean Water Act

Region of Waterloo

	Municipal File Number:
Date: December 21, 2021	Application Type: Official Plan Amendment, Zone Change
Applicant Name: VanLegend Regina GP Corp (c/o Urban Legend Developments Ltd.)	Address of Site/Lands: 6 Regina St N, 24, 28 and 34 Erb St E, Waterloo

Based on the information submitted as to the Region of Waterloo as of the date above, it has been determined that the potential activity(s) associated with the proposed development or building on the Site/Lands are not subject to Section 57 (Prohibition) or Section 58 (Risk Management Plan) of the *Act.*

- This Notice is only effective as it relates to the above-noted Application.
- Any change to the information submitted under this Application nullifies this Notice, unless otherwise permitted by the Risk Management Official.
- This Notice is valid for 1 year from the date of issuance in respect of the above-noted Application only.
- This Notice is not valid for any subsequent applications for approvals which the proposal may require under the *Planning Act* or for any building permits that may be required under the *Building Code Act*.
- This notice only addresses requirements in the Source Protection Plan under Section 57 (Prohibition) and Section 58 (Risk Management Plan) of the Act. Other Source Protection Plan policies may still apply.
- The applicant acknowledges they provided complete and truthful information to the Region of Waterloo for the generation of this notice. Schedule 1 is an accurate summary of this information.
- The applicant acknowledges any potential prohibitions identified in Schedule 2.
- This notice does not constitute an approval(s) under the *Planning Act* or *Building Code Act*.
- The applicant acknowledges they are the owner or authorized agent of the owner of the above-noted property.

Signature of Applicant

Eric Thuss, Risk Management Official

Notice of Source Protection Plan Compliance

Issued under Section 59(2) of the Clean Water Act

Region of Waterloo

SCHEDULE 1 – SUMMARY OF ACTIVITIES PROPOSED FOR PROPERTY

The application is related to the following activities on the property:

No activities prescribed under the Clean Water Act are proposed

The following activities are either not occurring on or proposed for the property, or are not related to this application:

Winter Maintenance

- Application of road salt
- Storage of road salt
- Storage of snow (from off-site)

Farming Activities

- Application of manure
- Livestock yards or pastures
- Storage of manure
- Application of fertilizer
- Storage of fertilizer
- Application of non-agricultural source material (e.g.: compost or biosolids)
- Storage of non-agricultural source material (e.g.: compost of biosolids)
- Application of pesticides
- Storage of pesticides

Chemical Handling

- Storage of DNAPLS (dense oils)
- Aircraft de-icing
- Storage of fuel
- Storage of solvents
- Storage of fertilizer
- Storage of pesticides

Waste Handling

- Landfilling of waste
- Storage of hazardous waste
- Storage of PCB waste

Private Sewage Operations

- Septic system
- Storm water management

Notice of Source Protection Plan Compliance

Issued under Section 59(2) of the Clean Water Act

Region of Waterloo

SCHEDULE 2 – SUMMARY OF ACTIVITIES PROHIBITED AT PROPERTY

The following activities may be prohibited under Section 57 of the Clean Water Act at the location indicated on page 1 of this notice:

- The uncovered storage of de-icing salt in quantities greater than 1 tonne
- Piling of snow from other properties
- The uncovered storage of de-icing salt in quantities up to 1 tonne
- The handling and storage of dense non-aqueous phase liquids (DNAPLs)