MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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DRAFT PLAN RESUBMISSION SUPPLEMENTAL REPORT

DRAFT PLAN OF SUBDIVISION &
ZONING BY-LAW AMENDMENT
APPLICATIONS

Conservation Meadows

Conservation Drive and Roy Schmidt Road
City of Waterloo

Date:
June 2020

Prepared for:
Activa Holdings Inc.

Prepared by:
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Our File 8784Y

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC Planning") has been retained by Activa Holdings Inc. (Activa) to provide planning advice for lands owned by Activa that are located within the Beaver Creek Meadows Community in the City of Waterloo. MHBC Planning has been responsible for providing input to the Beaver Creek Meadows Community Plan, as well as the preparation of a draft plan of subdivision and related planning report on behalf of Activa. MHBC Planning has also coordinated with other disciplines, and has been responsible for on-going liaison with the City of Waterloo staff, Agency staff and the public.

Draft Plan of Subdivision and Zoning By-law Amendment applications were received by the Region of Waterloo and the City of Waterloo on September 25, 2017. The Region of Waterloo deemed the application for Draft Plan of Subdivision approval complete as of October 18, 2017, and the City of Waterloo deemed the Zoning By-law Amendment application complete as of October 19, 2017. The applications were circulated and post-circulation comments were received from the Region of Waterloo and the City of Waterloo on February 9, 2018 and February 13, 2018 respectively.

MHBC has reviewed the post-circulation comments together with Activa and other consultants retained by Activa. MHBC also met with City of Waterloo staff on April 10, 2019 to review proposed revisions to the draft plan of subdivision, and provide input to the preparation of this report. This report has been prepared in support of a formal resubmission of a revised draft plan of subdivision and Zoning By-law Amendment, and as a response to the post-circulation comments that have been received.

2.0 SUMMARY OF AGENCY FEEDBACK

Post-circulation comments provided by the Region of Waterloo (the "Region") and the City of Waterloo (the "City") have been included within this report as Appendix A. A majority of the comments have either been addressed through this resubmission and the revised draft plan, or can be addressed through a condition of draft plan approval.

2.1 Region of Waterloo

The Region's post-circulation comments, dated February 9, 2018, confirm that Regional staff have no objection "in principle" with the proposed Draft Plan of Subdivision and associated Zoning By-law Amendment application. The Region's post-circulation comments do not identify or suggest the need for any changes to be made to the overall subdivision design. Most of the Region's comments can be addressed through conditions of draft plan approval. Responses and actions to the Region's comments have been summarized in Appendix B.

As it relates to servicing for stormwater, the Region's comments make note of the requirement for additional information with respect to the infiltration trench targets and water balance presented. The Grand River Conservation Authority (GRCA) makes note of a number of items related to the communal stormwater management facility that are to be addressed or further clarified. An additional Hydrogeological Assessment, documented within a report entitled Hydrogeological Assessment, Conservation Meadows Subdivision Phase 2 (December 2019), has since been completed by Stantec Consulting Ltd. This assessment addresses comments related to the proposed stormwater management strategy, and supports the formal resubmission of the revised draft plan of subdivision and corresponding Zoning By-law Amendment.

The Region's comments also identify the requirement for additional information relating to whether or not a back-to-back condominium configuration will potentially create a non-municipal year-round residential system (NMYRRS) under the Safe Drinking Water Act (SDWA),

2002. This matter can be best addressed at the site plan stage, upon further discussion with Regional staff.

The requirement for a Record of Site Condition (RSC), has also been identified by the Region, prior to the approval of a Zoning By-law Amendment. Within section 4 of the Region of Waterloo's Implementation Guideline for the Review of Development Applications on or Adjacent to Known and Potentially Contaminated Sites, it is noted that:

> *"W**here a RSC is required in support of a…plan of subdivision, the approval of such applications will be subject to the following…:*
>
> *a) Completion of a RSC prior to registration (a condition of draft approval); or*
> *b) Where accompanied by a zoning by-law amendment, completion of a RSC prior to final approval of the zoning by-law amendment with use of holding provisions."*

The intended approach is to fulfill this requirement through a condition of draft plan approval, which is to be satisfied prior to registration.

2.2 City of Waterloo

The City's post-circulation comments dated February 13, 2018, outline details relative to the initially proposed zoning; street/transportation and engineering; trails/sidewalks; and, parks and environmental planning considerations. Most of the City's general site design comments have been addressed through revisions to the draft plan. Responses and actions to the City's comments have been included in a comment response table within Appendix C.

Within the City's general zoning comments, the requirement for the inclusion of specific traffic calming and safety measures within a Transportation Management Plan, was identified. As it relates to transportation safety measures, the City has requested that the developer contribute to the City 50% of the cost of installing future pedestrian refuge island/crossings within Conservation Drive. This matter was further addressed in separate correspondence to the City of Waterloo Finance Department, as part of the City's Development Charge By-law Background Study. We understand, based on City staff's response that a City-wide pedestrian refuge capital project exists, whereby the City assesses the need for the islands and allocates Development Charge funding accordingly.

With respect to engineering related comments, the City has also identified the need for various servicing details to be fulfilled prior to registration of the subdivision and prior to the

reconstruction of Beaver Creek Road, most importantly due to the design contributions to the Beaver Creek Road storm sewer.

The City has also provided detailed comments specific to individual blocks, which identify the need for the proposed zoning to align with the land uses identified in the Beaver Creek Meadows District Plan (the "District Plan"). It has been noted that the City's preference is for a greater mix of townhouses to be provided within areas of the District Plan that are designated Low Density Residential 2. Further, the City has identified a Mixed Use Node within the District Plan. This Mixed Use Node is intended to permit Mixed-Use Neighbourhood Commercial uses and Mixed-Use Medium Density Residential uses, which could include both townhouse and low-rise apartment buildings as permitted forms of development, with or without ancillary ground floor commercial uses. Responses and actions to the City's block specific comments have been included in a comment response table within Appendix D.

3.0 DESIGN RESPONSE

City staff have requested that an alternative subdivision design be considered which provides for the expansion of the existing park (Wasaga Park) including adjustments to proposed grades through the deletion of road connections between proposed Street 4 (Gary Cowan Drive) and Conservation Drive. The City's suggested design revisions were considered and analyzed by MHBC in consultation with Stantec Consulting Ltd and the owner. The original Draft Plan of Subdivision 30T-17403 (as originally submitted and received by the Region of Waterloo on September 25, 2017) is dated September 21, 2017. The revised Draft Plan which accompanies this report is dated November 26, 2019. For ease of comparison, the original and revised Plans of Subdivision are included as Figure 1 of this report. A copy of the revised Draft Plan of Subdivision is included as Figure 2.

3.1 Subdivision Changes

The following summarizes the main design differences between the original and revised draft plan of subdivision with corresponding numerical references shown on Figure 1:

1) Park Block 21 is now proposed as an extension of the existing park. The Park Block extends southerly through to Street Four (Gary Cowan Drive).

2) Street Two (Kawartha Street) and Street Three (Cranberry Street) connections to Conservation Drive have been deleted, in consideration of grading related issues and in recognition of the existing connection at Rideau River Street and the proposed roundabout at Beaver Creek Road and Conservation Drive.

3) Various Blocks have been adjusted and consolidated in consideration of the expanded park and the deletion of the street connections as noted above.

4) What were previously shown as two Blocks (Block 22 and Block 23) on the original Draft Plan have been consolidated as one Block (Block 18) on the revised Draft Plan. Previous Blocks 19, 20 and 21 on the original Draft Plan are now consolidated as one Block (Block 19). The consolidation of the blocks ensures design considerations can be dealt with comprehensively and without restrictions associated with the internal block lines that were previously shown.

5) A minor widening of Conservation Drive has been identified as Blocks 25 and 26.

6) Frontages have been identified for each Block.

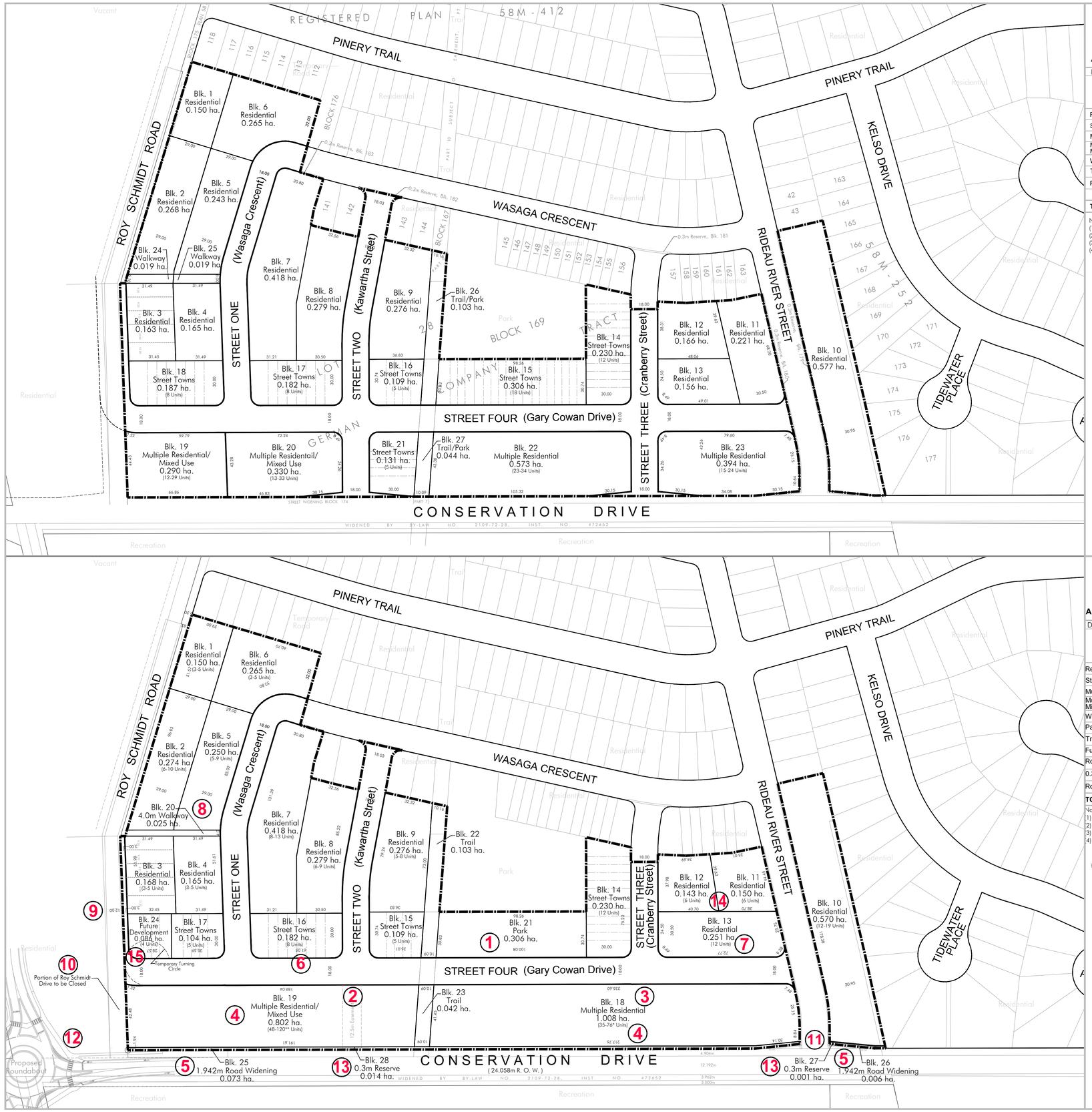
7) Minimum and maximum unit counts have been identified on each Block in addition to the Area Schedule.

8) What was previously identified as Walkway Blocks 24 and 25 was reduced in width from 6.0 metres to 4.0 metres, and is now referenced as one Walkway Block (Block 20).

9) Roy Schmidt Road is now shown as an 18 metre wide road allowance and as a result, the proposed widening has been reduced from 4 metres to 3 metres.

10) A notation has been added to the plan to the effect that the portion of Roy Schmidt Road that will become redundant, is to be closed.

11) Daylight triangles at the Rideau River Street and Conservation Drive intersection are now shown.



Orignal Draft Plan

Area Schedule (September 21,2017) **30T - 17403**

DESCRIPTION	STAGE 1					TOTAL		
	Lots/Blks	Area	Singles (min./max.)	Multiple Residential: Street Towns (min.)	Multiple Residential: Low Rise Apart's (max.)	Lots/Blks	Area	Total Units (min./max.)
Residential (1)	1-13	3.347	63-103			13	3.347	63-103
Street Towns (2)	14-18,21	1.148		56		6	1.148	56-56
Multiple Residential (2,3)	22,23	0.967		38	58	2	0.967	38-58
Multiple Residential / Mixed Use (2,4)	19,20	0.620		25	62	2	0.620	25-62
Walkways	24,25	0.038				2	0.038	
Trail / Park	26,27	0.147				2	0.147	
Roads		1.739					1.739	
TOTAL	27	8.006	63-103	119	120	27	8.006	182-279

Notes:
(1) Residential Unit Yield based on 13.7m Lots (min) and 9.0m Lots (max).
(2) Street Towns - minimum lot width 5.0m.
(3) Low Rise Apartments calculated at 60 Units per Hectare.
(4) Low Rise Apartments calculated at 100 Units per Hectare

Revised Draft Plan

Area Schedule **30T - 17403**

DESCRIPTION	STAGE 1					TOTAL		
	Lots/Blks	Area	Singles (min./max.)	Multiple Residential: Street Towns (min.)	Multiple Residential: Low Rise Apart's (max.)	Lots/Blks	Area	Total Units (min./max.)
Residential (1)	1-10	2.814	54-88			10	2.814	54-88
Street Towns (2)	11-17	1.250		54		7	1.250	54
Multiple Residential (2,3)	18	1.008		35	76*	1	1.008	35-76
Multiple Residential / Mixed Use (2,4)	19	0.802		48	120**	1	0.802	48-120
Walkways	20	0.025				1	0.025	
Park	21	0.306				1	0.306	
Trail	22,23	0.145				2	0.145	
Future Development	24	0.086		4		1	0.086	4
Road Widening	25,26	0.079				2	0.079	
0.3m Reserves	27,28	0.015				2	0.015	
Roads		1.557					1.557	
TOTAL	28	8.006	54-88	141	196	28	8.006	195-342

Notes:
1) Residential Unit Yield based on 13.7m Lots (min) and 9.0m Lots (max).
2) Street Towns - minimum lot width 5.0m.
3) Low Rise Apartments calculated at 60 Units per Hectare or 150* Bedrooms per Hectare.
4) Low Rise Apartments calculated at 100 Units per Hectare or 300** Bedrooms per Hectare.

1 Plan Revisions

Legal Description

PART OF LOT 28, GERMAN COMPANY TRACT,
(GEOGRAPHIC TOWNSHIP OF WATERLOO),
CITY OF WATERLOO,
REGIONAL MUNICIPALITY OF WATERLOO

Owner's Certificate

I AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.

DATE: June 27/17

Larry Masseo - Vice President
Planning and Development
Activa Management Corporation

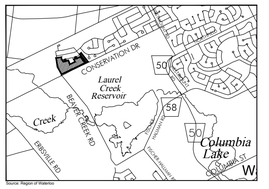
Surveyor's Certificate

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: JUNE 27/17

Brian Campbell - OLS,
Stantec Geomatics Ltd.

Key Plan



Subject Lands

north

Not to Scale

Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended

A. As Shown	B. As Shown	C. As Shown
D. Residential, Trail, Stormwater Management		
E. As Shown	F. As Shown	
G. As Shown	H. Municipal Water Supply	I. Sandy Loam
J. As Shown	K. All Services As Required	L. As Shown

No.	Date	Issued / Revision	By
1	June 24,2020	Remove Building Setback Line from Blocks 10, 18 & 19.	LHB

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Approval Stamp

Figure 1
Original & Revised Draft Plans

Date June 24 2020

File No. 8784Y

Plan Scale 1:1,000

Drawn By L.H.B.

Checked By P.B. / D.A.

Client
Activa Holdings Inc.
55 Columbia Street East,
Waterloo, Ontario
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north

File Name **DRAFT PLAN OF SUBDIVISION**

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RIDEAU RIVER PLACE

RIDEAU RIVER STREET

PINERY TRAIL

REGISTERED PLAN 58M-412

WASAGA CRESCENT

STREET ONE

STREET TWO (Kawartha Street)

STREET THREE (Cranberry Street)

STREET FOUR (Gary Cowan Drive)

ROY SCHMIDT ROAD

KELSO DRIVE

RIDEAU RIVER STREET

TIDEWATER PLACE

CONSERVATION DRIVE

(24.058m R. O. W.)

Blk. 1 Residential 0.150 ha. (3-5 Units)

Blk. 2 Residential 0.274 ha. (6-10 Units)

Blk. 3 Residential 0.168 ha. (3-5 Units)

Blk. 4 Residential 0.165 ha. (3-5 Units)

Blk. 5 Residential 0.250 ha. (5-9 Units)

Blk. 6 Residential 0.265 ha. (3-5 Units)

Blk. 7 Residential 0.418 ha. (8-13 Units)

Blk. 8 Residential 0.279 ha. (6-9 Units)

Blk. 9 Residential 0.276 ha. (5-8 Units)

Blk. 10 Residential 0.570 ha. (12-19 Units)

Blk. 11 Residential 0.150 ha. (6 Units)

Blk. 12 Residential 0.143 ha. (6 Units)

Blk. 13 Residential 0.251 ha. (12 Units)

Blk. 14 Street Towns 0.230 ha. (12 Units)

Blk. 15 Street Towns 0.109 ha. (5 Units)

Blk. 16 Street Towns 0.182 ha. (8 Units)

Blk. 17 Street Towns 0.104 ha. (5 Units)

Blk. 18 Multiple Residential 1.008 ha. (35-76* Units)

Blk. 19 Multiple Residential/ Mixed Use 0.802 ha. (48-120** Units)

Blk. 20 4.0m Walkway 0.025 ha.

Blk. 21 Park 0.306 ha.

Blk. 22 Trail 0.103 ha.

Blk. 23 Trail 0.042 ha.

Blk. 24 Future Development 0.086 ha. (4 Units)

Blk. 25 1.942m Road Widening 0.073 ha.

Blk. 26 1.942m Road Widening 0.006 ha.

Blk. 27 0.3m Reserve 0.001 ha.

Blk. 28 0.3m Reserve 0.014 ha.

Temporary Turning Circle

Portion of Roy Schmidt Drive to be Closed

Proposed Roundabout

Open Space/ Storm Water Management

Open Space

Storm Water Management

Vacant

Residential

Park

Trail

Walkway

Recreation

LOT 28 GERMAN COMPANY TRACT

BLOCK 167

BLOCK 169

BLOCK 176

PART 10 SUBJECT

EASEMENT, PT. INST. 58R-12752

PART 1 PLAN 58R-14754

PART 2 PLAN 58R-14754

PART 8

PART 6

STREET WIDENING BLOCK 174

12.5m Easement

0.3m Reserve, Blk. 183

0.3m Reserve, Blk. 182

0.3m Reserve, Blk. 181

0.3m Reserve, Blk. 180

WIDENED BY BY-LAW NO. 2109-72-28, INST. NO. 472265?

Legal Description

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(GEOGRAPHIC TOWNSHIP OF WATERLOO),
CITY OF WATERLOO,
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Lara Masseo - Vice President
Planning and Development
Activa Management Corporation

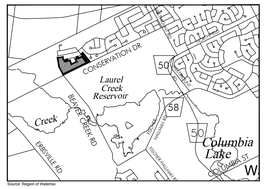
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DATE: JUNE 27/17

Brian Campbell - OLS,
Stantec Geomatics Ltd.

Key Plan



Subject Lands

north

Not to Scale

Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended

A. As Shown	B. As Shown	C. As Shown
D. Residential, Trail, Stormwater Management		
E. As Shown	F. As Shown	
G. As Shown	H. Municipal Water Supply	I. Sandy Loam
J. As Shown	K. All Services As Required	L. As Shown

Area Schedule

30T - 17403

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Roads		1.557					1.557	
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(2) Street Towns - minimum lot width 5.0m.
(3) Low Rise Apartments calculated at 60 Units per Hectare or 150* Bedrooms per Hectare.
(4) Low Rise Apartments calculated at 100 Units per Hectare or 300** Bedrooms per Hectare.

No.	Date	Issued / Revision	By
13	June 24,2020	Remove Building Setback Line from Blocks 10, 18 & 19.	LHB
12	November 26,2019	Revise Blocks 11-13. Revise Area Schedule.	LHB
11	November 4,2019	Merge Blocks 18-19 & 20-21. Add Future Devlopment Block. Revise Block Numbering, Unit Yields & Area Schedule.	LHB
10	September 6,2019	Remove Block 26, Infiltration Gallery.	LHB
9	August 20,2019	Revisions per Post Circulation Comments.	LHB
8	April 15,2019	Add Infiltration Gallery Block.	LHB
7	January 30,2019	Edits to Area Schedule and Park Block.	LHB
6	October 10,2018	Remove Street Three Road Stub to Conservation Drive	LHB
5	July 25,2018	Remove Street Two Road Stub to Conservation Drive	LHB
4	May 31,2018	Redesign Park and Revise Area Schedule	LHB
3	January 18,2018	Add Park Blocks. Delete Portion of Street Three. Edits to Area Schedule and Unit Yields	LHB
2	September 21,2017	Edits to Area Schedule	LHB
1	September 11,2017	Edits to Area Schedule and Units Yields	LHB

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Approval Stamp

Date June 24,2020

File No. 8784Y

Plan Scale 1:1,000

Drawn By L.H.B.

Checked By P.B. / D.A.

north

Client

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File Name

DRAFT PLAN OF SUBDIVISION

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12) Staff's request for a widening to accommodate a roundabout at the intersection of Conservation Drive and Beaver Creek Road is acknowledged. The most current roundabout design has been superimposed on the revised draft plan of subdivision. Subject to City staff's consideration, an additional widening to accommodate the roundabout is not required.

13) 0.3 metre reserve Blocks (Blocks 27 and 28) are shown along Conservation Drive.

14) Blocks 11, 12 and 13 have been reconfigured to accommodate the change in unit types proposed on these Blocks from single detached residential dwelling units to street townhouse units.

15) What was previously identified as Block 18, to accommodate street townhouse units, is now identified as Blocks 24 and 17, to accommodate future development and street townhouse units, respectively. A temporary turning circle has been included within Block 24 until such time as Roy Schmidt Road is reconstructed and open for travel.

These design changes provide for an appropriate response to input received, having regard for the approved land use policy framework and a range of interrelated planning, development, design and process related considerations.

3.2 Statistical Comparison – Revised & Current Draft Plans of Subdivision

Table 1 of this report provides a summary of the main statistical changes between the original and revised draft Plans of Subdivision.

Table 1 Original and Revised Draft Plans of Subdivision Comparison		
CONSIDERATION	Original Plan (September 21, 2017)	Revised Plan (November 26, 2019)
Total Single/Semi Detached Units	63-103 units	54-88 units
Total Townhouse Units	56 units	54 units
Total Multiple/Mixed-Use Units	63-120 units	83-196 units
Future Development	*Not shown*	4 units (Block 24)
Total Units	182-279 units	195-342 units
Walkways	2 Blocks (0.038 ha)	1 Block (0.025 ha)
Park/Trail	0.147 ha	0.451 ha
Roads	1.739 ha	1.557 ha
Road Widening	*Not shown*	Blocks 25 and 26 (0.079 ha)
0.3m Reserves	*Not shown*	Blocks 27 and 28 (0.015 ha)
Total Area	8.006 ha	8.006 ha

As a result of the revisions to the draft plan, the total number of units was adjusted to account for the provision of more townhouse units and the consolidation of the Blocks along Conservation Drive. The consolidation of these Blocks results in efficiencies in the unit yields in those Blocks. The revised density is included in Table 2, on the following page.

Table 2: Density

Use	Units	Persons per Unit*	Total Persons	Total Jobs**
Single/Semi Detached	54-88	3.45	186-304	5 – 8.5
Townhomes	54	2.58	139	4
Multiple Residential/Mixed Use Node	83-196	1.9	158-372	4.4-10.4
Future Development	4	3.45	14	0.4
GRAND TOTAL	195-342	-	497 - 829	14 - 23
TOTAL PERSONS AND JOBS	511 - 852			
Net Land Area (ha)	8.006			
NET PERSONS AND JOBS PER HECTARE	64-106			

*Persons per Unit values as per the Region's Land Budget.
**Population Related Employment was calculated at 2.8% of total persons, per the Region's Land Budget.

The following lists the applicable density targets as contained in provincial and municipal plans:

- 2019 Growth Plan – Greenfield Density Target (Section 2.2.7.2(a)) = 50 persons and jobs per hectare
- ROP (Section 2.D.17(b)) Greenfield Density Target = 55 persons and jobs per hectare
- City OP (Section 3.5(2)) Greenfield Density Target = 55 persons and jobs per hectare (noted as deferred)
- City OP Specific Provision Area (SPA) 62 = 58 persons and jobs per hectare for Beaver Creek Meadows District
- District Plan (Section 3.1.2) = 58 persons and jobs per hectare

As Table 2 demonstrates the draft plan of subdivision exceeds the density target (minimum) within the Growth Plan, Regional Official Plan and the specific density target for the Beaver Creek Meadows District (included as Specific Provision Area 62 in the City's Official Plan). In summary, the draft plan of subdivision will assist the City in achieving the Beaver Creek Meadows density target (58 persons and jobs per hectare), which is measured across the entire community.

4.0 PROPOSED ZONING BY-LAW AMENDMENT

In response to the City's general requirement for the proposed land uses to be consistent with the Beaver Creek Meadows District Plan, and in recognition that the City's new Comprehensive Zoning By-law (2018-050) has since been approved, the initially proposed zones have been revised. The general approach for the proposed draft plan of subdivision is to utilize zones that exist within By-law 2018-050, with appropriate site specific performance standards to align with the District Plan and in response to the site context. The following is a summary of the (revised) proposed zones, and the currently proposed Zoning By-law amendment schedule, as illustrated on Figure 4 and within Appendix E.

Residential Five (R5) Zone

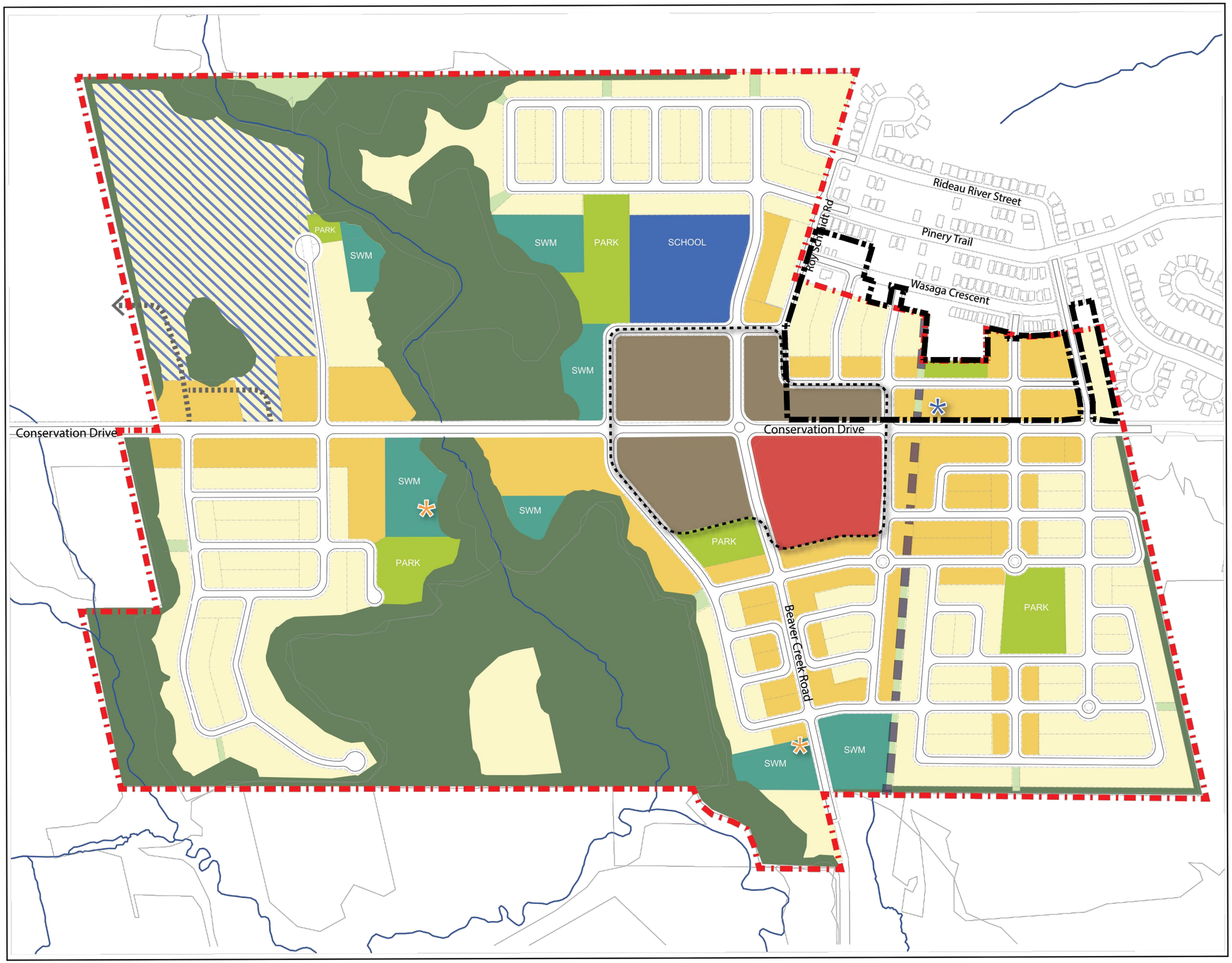
The portion of the lands that are designated Low Density Residential 1 are proposed to be zoned Residential Five (R5), a new zone within By-law 2018-050. This includes Blocks 1 through 10. The proposed R5 zone permits single detached and semi-detached dwellings. Site specific performance standards are proposed that align with the District Plan, including minimum lot frontage and area and a site specific side yard. The site specific side yard will allow for a more efficient pattern of development, and will assist the proposed plan of subdivision in contributing towards the District Plan objective of a minimum of 58 persons and jobs per hectare. There remains sufficient space between two dwellings (at least 1.8 metres) to ensure visible separation from the streetscape. Further, one side of each lot will have a minimum 1.2 metre side yard, allowing for the movement of people and equipment (e.g. lawn mowers) from the front of a property to the rear. If air conditioners are proposed, they can either be located in the side or rear yard, ensuring that movement between the front and rear yards is maintained.

The existing development within Conservation Meadows abutting the subject lands are zoned either R4 or R5. These lands require a minimum 1.2 metre side yard. As such, to ensure consistency for the lots that would abut existing development, a minimum 1.2 metre side yard would be required the northern most lot in Block 10 (on the north side of the lot). The remaining

Figure 3

BEAVER CREEK MEADOWS DISTRICT PLAN

MAP 3
LAND USES



Subject Lands

LEGEND

- District Plan Boundary
- Mixed Use Node

Residential Designations

- Low Density Residential 1
- Low Density Residential 2
- Mixed Use Medium Density Residential

Commercial Designations

- Mixed-Use Neighbourhood Commercial

Open Space Designations

- Open Space Land Uses - Park
- Other Green Spaces
- Natural System (includes buffers)

Other Lands and Features

- SWM — Stormwater Management Facility
- Temporary Stormwater Management Facility
- Spiritual Use
- Elementary School
- Potential New Road Connection
- Hydro Corridor
- Pumping Station

0 50 100 200 300 metres

Last Updated: January 19, 2016

Blocks are oriented such that the side yards of the new homes would abut the rear yards of existing homes (e.g. Blocks 1, 8 and 9) or rear yards would abut one another (e.g. Block 6).
As a portion of Block 10 will abut Conservation Drive, the proposes zoning includes a minimum setback of 21.5 metres from the centreline of Conservation Drive for outdoor amenity areas, to implement the recommendations of the Noise Assessment Report prepared by Stantec. This will permit the development of outdoor amenity areas without the need for a noise barrier.

Residential Eight (R8) Zone

The portion of the draft plan that is designated Low Density Residential 2 in the District Plan, is proposed to be zoned Residential Eight (R8), including Blocks 11-17, and 24 (Block 18 is also designated Low Density Residential 2, but is discussed separately below). Site specific performance standards are proposed to align the Zone with the District Plan (e.g. minimum lot frontage and area). The Residential Eight (R8) zone permits uses that are consistent with the Low Density Residential 2 designation and has been further revised to limit permitted uses to *townhouse, triplex* and *freehold townhouse*, as the "Stacked Townhouse" built form is not conducive to the Block sizes and configurations.

Residential Nine (R9) Zone

Block 18 is proposed to be zoned Residential Nine (R9), which permits more intensive, low rise built forms, consistent with the District Plan and the Block's frontage on Conservation Drive. In this regard, "townhouse" and "freehold townhouse" are not permitted. New built form types, "Back-to-Back" and "Stacked Back-to-Back Townhouse" are proposed, which would allow for more efficient use of the Block size and achievement of density objectives, while maintaining a low-rise massing, similar to a low-rise apartment. Definitions are also included for both new housing forms, as they are not currently defined in the By-law.

Section 10.1.3 (7) of the Official Plan includes policies that evaluate appropriate locations and building heights for apartments and stacked townhomes (referred to as terrace dwellings in the Official Plan and District Plan). More specifically, subsection (9) includes additional criteria, listed below, with a response regarding how Block 18 satisfies the policies:

a) The property is located on the periphery of a low density residential neighbourhood, or is adjacent to a school site;
    i. Block 18 is located on the periphery of the neighbourhood and is separated from surrounding (existing) development by either other Blocks within the draft plan, or roads.

b) The property abuts a designated Node or Corridor and buffers other properties designated Low Density Residential from properties within the designated Node or Corridor; and
    i. Block 18 abuts Block 19, which is located within the Beaver Creek Meadows Minor Node. Block 18 provides a transition from the Minor Node to the low-rise residential development further to the east.
c) The property has direct vehicular access onto an arterial or major collector road.
    i. Block 18 abuts Conservation Drive, which is a minor collector road.

Section 3.4.8(a) of the District Plan permits a range of housing types, with a maximum height of 4 storeys. In this regard, the proposed R9 zone permits a maximum height of 12 metres (intended to permit a 4 storey building). The proposed site specific zone permits 4 storeys/12 metres for both an apartment building and a stacked back-to-back townhouse, which are similar in scale, massing and density.

As discussed earlier (for the R5 zone), an additional site specific regulation for an increased minimum setback from the centerline of Conservation Drive is also required to implement the recommendations of the Noise Study. In this regard, outdoor amenity areas will be required to be located a minimum of 21.5 metres from the centreline of Conservation Drive.

The placement of buildings within Block 18 is challenged by the significant grade change between Street Four and Conservation Drive. In order to accommodate a building type with appropriate driveway access, parking will be required to be located between the building and Conservation Drive. A site specific regulation is also proposed to allow parking between the building and Conservation Drive.

Residential Mixed-Use-20 (RMU-20) Zone

In response to the City's comments to accommodate the planned intent of the Mixed-Use Node, Block 19 is proposed to be zoned Residential Mixed-Use-20 (RMU-20) zone, with site specific performance standards. The proposed RMU-20 zone will permit both residential and mixed-use buildings, with performance standards generally consistent with the RMU-20 zone contained in By-law 2018-050. Three additional building types are proposed, including:

- Back-to-Back Townhouse Building
- Stacked Back-to-Back Townhouse Building
- Live-Work Building

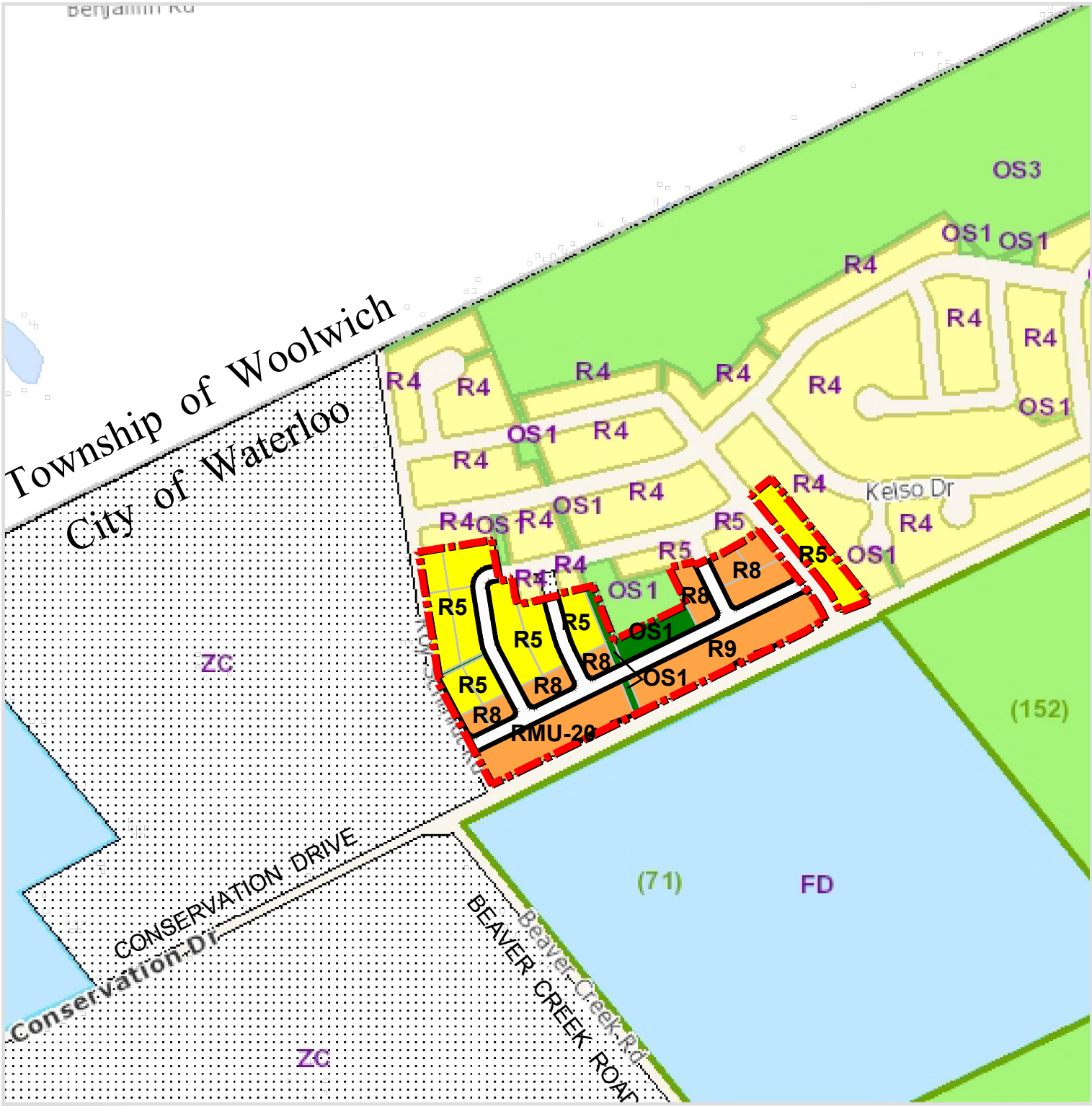


Figure 11

City of Waterloo, Proposed Zoning

Activa Holdings Inc.
City of Waterloo,
Region of Waterloo

LEGEND

Subject Lands

BYLAW 2018-050

R4	Residential Four Zone
R5	Residential Five Zone
OS1	Parks and Recreation Zone
OS3	Conservation Zone
FD	Future Development Zone
ZC	Active Zoning Amendment Zone

PROPOSED ZONING

R5	Residential Five Zone with Site Specfic Provisions
R8	Residential Eight Zone with Site Specfic Provisions
R9	Residential Nine Zone with Site Specfic Provisions
RMU-20	Residential Mixed Use (20) Zone with Site Specfic Provisions
OS1	Parks & Recreation Zone

DATE:	June 24,2020
SCALE	Not to Scale
FILE:	8784Y
DRN:	LHB

north

K:\8784Y_ACTIVA_CONSERVATIONDR\REPORT JUNE 2017\ZONING PROPOSED JUNE 24 2020 - REPORT.DWG

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9
P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Back-to-Back and Stacked Back-to-Back Townhouse Buildings were defined in the R9 Zone described above. A new definition is included for a "Live-Work Building" as it is not currently defined in By-law 2018-050.

Site specific provisions are included to implement the maximum density permitted for the Node in the Official Plan, as well as to recognize the scope of permitted non-residential ancillary uses. Similar to the provisions required for Block 18, a minimum setback from the centreline of Conservation Drive related to the recommendations in the Noise Assessment is proposed, as is permission for parking to be located between the building and Conservation Drive.

Parks & Recreation (OS1) Zone

The proposed Park and the trail/walkway are proposed to be zoned OS1, which is widely used throughout the City for parks and trails and is the most appropriate zone to apply. No changes to the zone are proposed.

5.0 SUMMARY OF REVISED STORMWATER MANAGEMENT STRATEGY

The Region provided comments with respect to the requirement for a revised stormwater management report.

5.1 Communal SWM Facility

Stormwater outletting from the subject lands will utilize the proposed communal stormwater management facility located on the east side of Beaver Creek Road, south of Conservation Drive. MTE consultants has been working on behalf of multiple land owners in Beaver Creek Meadows District regarding the evaluation of alternatives, and the subsequent preliminary design of the stormwater management facility.

The modelling used by MTE, which is consistent with the North Waterloo Scoped Subwatershed Study, has been used for the subject lands. The infiltration targets established in the Subwatershed Study can be achieved. For further analysis, please see the enclosed Revised Functional Servicing and Stormwater Management Report

5.2 Functional Servicing and Stormwater Management Report

A revised Functional Servicing and Stormwater Management report, dated May 2020 has been prepared by Stantec Ltd., in support of this resubmission. The Report is included with this resubmission.

Stormwater Management

Stormwater from the subject lands is being managed through the Communal Stormwater Management facility, proposed on the east side of Beaver Creek Road, in the southern portion of the District. The infiltration targets established for the subwatershed, which are being used for other developments in the District were also used for the subject lands. A separate report and review process is proceeding, in consultation with the City and other agencies, with regard to the Communal facility.

Lot level infiltration trenches and amended soils are proposed, to maintain water balance, improve annual infiltration volumes and meet the design criteria established in the North Waterloo Scoped Subwatershed Study. Stormwater is being collected and conveyed via a new storm sewer, within an easement along the southern limits of the subdivision, adjacent to Conservation Drive. The storm sewer will have the dual purpose of conveying the subdivision flows and acting as an overflow outlet for the multiple residential development within Blocks 18 and 19. This sewer connects to a proposed storm sewer that will be installed in conjunction with the reconstruction of Conservation Drive and Beaver Creek Road. This portion of Conservation Drive is part of the City's reconstruction project, and as such, road works can be coordinated.

While it is anticipated that the Communal Stormwater Management Facility will receive stormwater flows from the subject lands, Activa may consider implementing a temporary stormwater management facility, as provided for in the District Plan, in the event that implementation of the Communal Facility is delayed.

Water and Sanitary

The subject lands are serviced with municipal water from the Lakeshore West booster pumping area (Pressure Zone 4C). An existing 300mm diameter watermain on Conservation Drive connects to a 200mm watermain on Rideau River Street. These watermains, together with the existing 150mm watermains on Kawartha Street and Cranberry Street and the 200mm watermain on Wasaga Crescent will be extended through the subdivision to provide water services.

A sanitary sewer was installed in 2010 as part of the partial reconstruction of Conservation Drive between Rideau River Street and Roy Schmidt Road. The subdivision will outlet to this sewer via the proposed easement, and eventually to the proposed pumping station located on Beaver Creek Road to the south.

In summary, the development can be adequately serviced by municipal sewage, storm drainage, water services and related utilities.

6.0 SUMMARY AND CONCLUSIONS

In summary, the revised Draft Plan of Subdivision and implementing Zoning By-law Amendment are reflective of sound land use planning practices and respond to staff and agency comments. The revised Draft Plan of Subdivision and Zoning By-law Amendment applications are consistent with the Provincial Policy Statement, conform to the Growth Plan, the Regional Official Plan, and to the City of Waterloo Official Plan and implement the direction provided in the Beaver Creek Meadows District Plan, for the following reasons:

- The proposed subdivision will contribute to the greenfield density target of the Growth Plan (2019), Region of Waterloo Official Plan and City of Waterloo Official Plan;
- The proposed subdivision will contribute to the range and type of dwelling units available within the Beaver Creek Meadows community, including provision for a mix of uses within the Node;
- The proposed subdivision will contribute to the future build-out of the Beaver Creek Meadows District, including the logical extension of the existing Conservation Meadows community and the expansion of the park on Wasaga Crescent;
- The proposed subdivision can be adequately serviced with planned municipal infrastructure;
- The proposed subdivision has been designed to be pedestrian-oriented, cyclist-friendly and will provide support for the future extension of transit services;
- The proposed subdivision will provide direct pedestrian connections to existing parks, and will provide an active transportation connection between the Conservation Meadows community, Conservation Drive and the broader development occurring within the Beaver Creek Meadows Node.

Accordingly, it is concluded that the revised Plan of Subdivision and Zoning By-law Amendment applications are appropriate and represent good planning.

Appendix A

Post-Circulation Comments

Region of Waterloo and City of Waterloo

87844

Region of Waterloo

PLANNING, DEVELOPMENT
AND LEGISLATIVE SERVICES
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www.regionofwaterloo.ca

Paul Britton
MHBC Planning
200-540 Bingemans Centre Drive
Kitchener ON
N2B 3X9
(Sent via email: pbritton@mhbcplan.com)

File: D18-20/17403
C14-60/4/17020

February 9, 2018

Dear Mr. Britton:

Re: Post Circulation Comments
Subdivision Plan 30T-17403
Zoning By-law Amendment Application Z-17-20
Activa Holdings Inc./MHBC Planning
n/s Conservation Dr., w/s and e/s Rideau River St.
City of Waterloo

The subject applications were received by the Region on September 25, 2017 from MHBC Planning; application 30T-17403 was deemed complete by the Region's Director of Community Planning on October 18, 2017. The City of Waterloo's Director of Planning Approvals accepted Zoning By-law Amendment Application Z-17-20 as complete as of October 19, 2017. Regional staff have reviewed the above-noted applications and can provide the following comments.

The approximately 8 ha (19.77 ac) site is situated on the north side of Conservation Drive immediately east of Roy Schmidt Road, extending to the east side of Rideau River Street in the new Beaver Creek Meadows District area of the City. The subdivision plan dated September 21, 2017 (File No. 8784Y) from MHBC Planning provides development of primarily residential uses to be developed in a single stage and on full municipal services as follows:

Residential:
a) 13 blocks for 63-103 single detached dwelling units;
b) 6 blocks to contain a total of 56 street fronting townhouse dwelling units;
c) 2 blocks for 38-58 Multiple Residential units; and,
d) 2 blocks for 25-62 Multiple Residential/Mixed Use units.
Total Units (Min/Max): 182-279

Park/Open Space:
a) 2 blocks (approx. 0.038 ha total) for public walkways; and,
b) 2 blocks (approx. 0.147 ha total) for trail/park.

The comments below pertain to review of the submitted plan titled "Draft Plan of Subdivision", prepared by MHBC Planning and dated September 21, 2017 (file no. 8784Y), and associated reports submitted. The comments below have been numbered for discussion purposes.

DELEGATED AUTHORITY COMMENTS

1. Township of Woolwich and Telecon Design (Telus) have no concerns regarding the applications.

2. Rogers Cable, Bell Canada, Ontario Power Generation Inc., Waterloo Catholic District School Board, Conseil scolaire de district catholique Centre-Sud, and Le Conseil scolaire de district du Centre-Sud-Quest have not responded to this circulation. By separate letter including a copy of these comments, these agencies are asked to respond at their earliest opportunity if they have any comments.

3. City of Waterloo
As of the date of this letter the City of Waterloo has not provided comments on the application for draft plan of subdivision. The Region will require comments from the City prior to approval.

4. Waterloo-North Hydro Inc.
In a letter dated November 8, 2017 (Appendix A), WNH has advised that the Developer will be required to comply with its requirements and/or conditions of electrical service including the establishment of necessary easements, agreement(s), and detailed engineering design and construction. Furthermore, if necessary, the Developer will be responsible for all costs associated with relocation of any existing WNH facilities as a result of this development.

5. Union Gas
Union Gas has not provided comment as of the date of writing, but typically requires the necessary easements and/or agreements for the provision of gas services for this project be provided to the satisfaction of Union Gas.

6. Canada Post
In comments dated November 9, 2017 (Appendix B), Canada Post provided general requirements for the location and construction of centralized Community Mail Boxes. Canada Post has requirements that can be secured through conditions of draft plan approval.

7. Grand River Conservation Authority
The Grand River Conservation Authority (GRCA) has reviewed the application and supporting documentation and have identified in a letter dated November 22, 2017 (Appendix C) that a number of items need to be addressed and/or clarified by the applicant.

8. Hydro One
In a letter dated November 22, 2017 (Appendix D), Hydro One has advised that the Developer will be required to comply with its requirements and/or conditions.

9. Waterloo Region District School Board
The WRDSB stated in its letter dated November 13, 2017 that it has no current needs for a school site within this plan, however does require the following as conditions of draft approval:

a. That the owner supply, erect, and maintain a sign (at its expense and according to the

Board's specifications) affixed to the permanent development sign for the plan advising prospective residents that students may be directed to schools outside the neighbourhoods within the plan;

b. That the owner agree in the Subdivision/Condo Agreement to notify all purchasers of residential units and/or renters of same, by inserting the following clauses in all offers of Purchase and Sale/Lease, and that this remain on Title to the property/unit for heirs, successors and assigns:

> "Whereas the Waterloo Region District School Board may designate this subdivision as a Development Area for the purposes of school accommodation, and despite the best efforts of the Board, sufficient accommodation may not be available for all anticipated students. You are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside the area, and further, that students may, in future, be transferred to another school."

REGIONAL COMMENTS

Water Services

10. Engineering and Planning staff have reviewed the Functional Servicing and Stormwater Management Report prepared by Stantec Consulting Ltd. September 2017. We have no concerns with the proposed water servicing.

11. The chosen back-to-back condo configuration shown in Figure 5 of the Functional Servicing and Stormwater Management Report was identified as potentially creating a Non-Municipal Year-Round Residential System (NMYRRS) under the Safe Drinking Water Act (SDWA), 2002. Whether the following parcel and servicing designs constitute a NMYRRS must be confirmed prior to draft plan approval and in consultation with the City of Waterloo; additional requirements may be applicable under the SDWA if a NMYRRS is confirmed.

Corridor Planning

Road Traffic Noise Study

12. Regional Corridor Planning staff have reviewed the Noise Assessment Report authored by Stantec, dated July 2017, and generally concur with the conclusions. The study indicated that with noise mitigation (provision for air conditioning, noise warning clauses) the proposed development location is appropriate provided the recommended setbacks are adhered to.

13. As a condition of draft plan approval, the applicant will be required to complete a detailed noise study prior to registration, once the finished grades, house locations and OLA's are established.

Transit Planning

14. In 2018 transit service will be operating on Pinery Trail in this subdivision with the Route 73 Northlake (busPLUS). Transit is requesting 3 transit landing pads within this subdivision with the exact locations to be confirmed in the very near future. The final routing options for the 2018 network are being finalized. Once the final routing is determined we can identify more exact locations. The current cost of each transit landing pad is $2,800; the total required from developer will be $8,400.

Stationary Noise

15. Planning Staff have reviewed the report entitled, "Stationary Noise Study, Conservation Meadows Subdivision Phase 2, Waterloo, Ontario" (HGC Engineering , July 11, 2017) and finds the conclusions and recommendations acceptable. The report refers to the subject subdivision land as 499 Conservation Drive. This municipal address is actually the address of the noise source being assessed (Martin's Customizing, an automotive repair business) situated on the south side of Conservation Drive.

16. Martin's Customizing hours of operation are limited to daytime hours. Based on the noise modelling results, predicted worst case sound level at the closest proposed residential dwelling was determined to 39 dBA. The Ministry of the Environment and Climate Change NPC-300 guideline noise level objective to be met for an urban Class 2 acoustical environment is 50 dBA for the daytime period (07:00 to 19:00). The guideline limit is 45 dBA for both the evening (19:00 to 23:00) and nighttime (23:00 to 07:00) hours. The predicted results are below the Ministry's guideline limits for stationary noise on the development site. The report also notes on p. 4 (2nd paragraph) that the automotive repair business may in the future be leaving this site, and that it is anticipated the shop building will be used for the storage and maintenance of vehicles associated with a landscape business.

17. Notwithstanding the above results, the report has recommended a warning clause to advise residents of potential incompatible uses in proximity to sensitive uses. This is consistent with the Region's (and Ministry's) practice to address compatibility between sensitive and non-sensitive uses. The warning clause, to be included in the registered subdivision agreement between the Developer and the City of Waterloo, shall be as follows:

"Purchasers are advised that due to the proximity of the neighbouring industrial facility, sound levels from that facility may at times be audible and that operations at the facility may change in the future."

18. The report has not indicated which residential Blocks on the plan of subdivision to apply the warning clause. As such, staff is recommending this clause be included in all the residential blocks immediately adjacent to Conservation Drive.

19. The Consultant's statutory declaration has been included in the report. Unless the Owner's Statement was submitted under separate cover, this Statement is still required.

Source Water Protection

Regional Hydrogeology and Source Water (HSW) staff has reviewed the application and the accompanying technical information provided. HSW offers the following comments:

20. Application for Approval of a Draft Plan of Subdivision

    a. Information contained within the application indicated that there are one or more domestic wells at the existing property. The proponent will be required to decommission these wells using a licensed well contractor in accordance with Ontario Regulation 903 (as amended). This shall be secured through a future condition of draft plan approval.

    b. The proponent will be required to decommission the existing septic systems at the subject property in accordance with provincial legislative requirements, also to be secured through a future condition of draft plan approval.

c. A Salt Management Plan (SMP) will need to be prepared for the multi-res/mixed use blocks. This will be a condition of draft plan approval that the SMP is submitted at the Site Plan Control stage.

21. Planning Justification Report (MHBC, 2017)

No comments.

22. Hydrogeological Assessment (Stantec, 2017a)

a. The water balance presented in the report indicated a slight decrease in post-development infiltration volumes compared to pre-development conditions. The deficit is very small (34 m^3).

b. LID infiltration trenches are proposed to infiltrate roof top runoff and runoff from front lawn areas within the multiple-residential parcels.

i. HSW requires more detail regarding these infiltration trenches, including location, sizing, and all of the proposed sources of runoff. This information should have been presented in a Preliminary Stormwater Management (SWM) Report, which was not submitted. HSW recognizes that a consolidated SWM report will be prepared for runoff being directed to an off-site SWM pond, however, additional SWM controls are being proposed for this development and need to be summarized in a SWM Report. A Preliminary SWM Report needs to be submitted, to the satisfaction of the Region, City and Grand River Conservation Authority (GRCA), prior to draft plan approval.

ii. Prior to draft plan approval HSW would like clarification (through a Preliminary SWM Report) as to why individual lot-level infiltration galleries were not considered for single residential properties in the development. HSW may require individual lot-level infiltration galleries to promote distributed recharge across the proposed development.

iii. The proposed consolidated SWM facility is still being negotiated with the Region, City, GRCA and developer group. The detailed design of the consolidated SWM facility needs to be approved by the Region, City and GRCA prior to draft plan approval.

iv. All legal assurances and agreements need to be obtained for the proposed consolidated SWM facility prior to draft plan approval.

c. As part of a future condition of draft plan approval the LID infiltration trenches will need to be oversized by 15% to account for decreased performance and/or roof leader disconnections over time.

d. The during- and post-construction groundwater monitoring program proposes monthly manual water level monitoring. Continuous water levels should be monitored in BH12, BH104 and BH105. In addition, due to potential well construction issues at BH12, groundwater monitoring should continue from at least one additional monitoring well noted in the Stage III report (Stantec, 2017b), or one of the system monitoring wells, to continue to characterize groundwater flow direction. The well should be identified in an updated Hydrogeological Assessment. In addition, annual water quality monitoring should

be completed at BH12, BH104 and BH105 as a condition of draft plan approval.

General

23. A Record of Site Condition will be required by the Region prior to the approval of any zoning by-law.

24. Regional staff has no objection in principle with the proposed draft plan of subdivision, and associated zone change application. As stated in the aforementioned comments, Regional staff will require additional information prior to granting draft approval.

Region Planning Fees

25. Regional staff acknowledges receipt of the application fees for the plan of subdivision, and zone change and EIS review. The developer should be advised of the following fees and charges (subject to annual change by By-law):

Subdivision Plans:
Draft Approval - $4,025.00 Registration Release - $2,000.00

If you have any questions, please call.

Yours truly,

Adam Betteridge, MCIP, RPP
Principal Planner

cc. Dave Aston, MCIP, RPP, MHBC Planning
Laura Dewar, MCIP, RPP, City of Waterloo Planning

Appendix A

WATERLOO NORTH HYDRO INC.
PO Box 640
526 Country Squire Road
Waterloo ON, N2J 4G8
Tel: 519-888-5551
Fax: 519-888-7049

Engineering Department
Rocket Wei, P.Eng.
Engineering Supervisor, Underground Distribution & GIS

DRAFT PLAN REVIEW COMMENTS

Nov 8, 2017

To: **Adam Betteridge**
Principal Planner
150 Frederick St, 8th Floor
Kitchener, Ontario N2G 4J3
abetteridge@regionofwaterloo.ca
519-575-4500 x 4449

Cc:

Re: **30T-403 for Activa Holdings Inc.** (the "**Customer**")
Conservation Dr & Rideau River St, Waterloo – 182-223 Units

Waterloo North Hydro Inc. ("**WNH**") has reviewed the Customer's draft plan application to The Regional Municipality of Waterloo for the referenced project and has the following comments:

1. **Conditions of Services**: WNH standard conditions in effect at the time of servicing will apply.

2. **Existing System**: WNH has 3-phase primary overhead distribution lines on Conservation Dr and Rideau River St and 1-phase overhead primary line on Roy Schmidt Rd. WNH WNH intends to maintain the overhead distribution system on all abutting streets.

3. **Expansion and Upgrade**: If modifications or additions to WNH existing distribution system triggered by a subdivision development are necessary otherwise customer connections cannot be made, WNH will conduct an economic evaluation outlined in *OEB Distribution System Code*. Such expansion cost will be stated in a Subdivision Agreement between WNH and the Customer and shall be signed by bother parties prior to construction.

4. **Set Back**: The proposed building(s) must be set back a minimum of 5.0m from all overhead primary conductors. Decreased setbacks (if proposed) may necessitate the installation of non-combustible barrier walls between WNH padmount transformers and the housing unit as per the Ontario Electrical Safety Code, Section 26-014. This installation would be at 100% the developer's cost and may require a revised right of way cross section to facilitate the installation due to the proximity of the padmount transformer to the sidewalk.

5. **Clearance**: Any objects (crane, similar hoisting device, backhoe, power shovel or other vehicle or equipment) shall not be brought closer than 3 meters to an energized overhead conductor owned by WNH.

6. **Access**: WNH requires a minimum 1.2 m (4') wide clear access in front of and around a single meter location on the side of the lot where the service stub is located. If less than 1.2m (4') is provided, a registered easement on the adjacent lot must be granted at cost to WNH. If this access/easement cannot be provided, the meter must be placed on the front face of the house. For on-street townhouse blocks, ganged meter bases must be placed on the end units in accordance with WNH's final design.

7. **Easement**: In a townhouse blocks subdivision if there is no public right-of-way, a blanket easement over all townhouse blocks is required by WNH in order to construct and maintain hydro owned facilities. Whereas there is public right-of-way in a townhouse block subdivision, individual easement to ganged meter base is

Engineering Department
Rocket Wei, P.Eng.
Engineering Supervisor, Underground Distribution & GIS

WATERLOO NORTH HYDRO INC.
PO Box 640
526 Country Squire Road
Waterloo ON, N2J 4G8
Tel: 519-888-5551
Fax: 519-888-7049

required. Easement shall be at no cost to WNH and be free of encumbrances, including fences and shall be granted to WNH prior to connection.

8. **Road Widening**: The Regional Municipality of Waterloo should review the pole locations in relation to any planned road widening. A larger building set back may be required to facilitate the relocation of WNH's poles.

9. **Grading**: Any grading changes by the developer which will affect existing WNH facilities shall be reviewed and approved by WNH prior to starting any site grading.

10. **Relocation of Facilities**: Relocation of WNH facilities on north side of Gerber Road is required due to road widening or grading changes and will be at 100% expense of the requesting party.

11. **Landscaping**: The customer is to ensure any landscaping that will be within the vicinity of WNH infrastructure complies with the ESA *Planting Under or Around Powerlines & Electrical Equipment* guideline.

12. **What Happens Next**: WNH may conduct a high level hydro plan once receiving the 1st submission package. WNH will only stat the detail engineering design upon the reception of the 2nd submission package. Typical 13 weeks is required from the date of WNH receiving the 2nd submission package to the date of WNH issuing the subdivision agreement to Customer. Customer shall install road crossings as per WNH design and then install road base and curbs prior to start of hydro civil construction.

Regards,

Rocket Wei, P.Eng.
Engineering Supervisor, Underground Distribution & GIS
rwei@yahoo.ca

Appendix B

CANADA POST
2701 RIVERSIDE DRIVE SUITE N0820
OTTAWA ON K1A 0B1

CANADAPOST CA

POSTES CANADA
2701 PROM RIVERSIDE BUREAU N0820
OTTAWA ON K1A 0B1

POSTESCANADA CA

November 9, 2017

Adam Betteridge
Principal Planner
Planning, Development and Legislative Services
Region of Waterloo
PO Box 9051
Kitchener ON N2G 4J3

Reference: Application for Draft Approval – Plan of Subdivision
File No.: 30T-17403
Municipality : Waterloo
Location : Conservation Drive & Rideau River St
Owner and Applicant: Activa Holdings Inc/MHBC Planning

Adam:

Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following:

Canada Post has reviewed the proposal for the above noted Development Application and has determined that the completed project will be serviced by centralized mail delivery provided through Canada Post Community Mail Boxes.

In order to provide mail service to this development, Canada Post requests that the owner/developer comply with the following conditions:

⇒ The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.

⇒ The Builder/Owner/Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.

⇒ The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.

⇒ The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.

⇒ The owner/developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.

⇒ The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the Region of Waterloo.

⇒ The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.

⇒ The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.

Canada Post further requests the owner/developer be notified of the following:

1 The owner/developer of any condominiums will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mailbox locations

2 Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy

3 There will be no more than one mail delivery point to each unique address assigned by the Municipality

4 Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project

5 **The complete guide to Canada Post's Delivery Standards can be found at:**
https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Regards,

Jamie Bere
Delivery Services Officer | Delivery Planning
Canada Post
955 Highbury Ave N
London ON N5Y 1A3
519-280-7968
james.bere@canadapost.ca

Appendix C

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

November 22, 2017

Adam Betteridge, MCIP, RPP
Planning, Development and Legislative Services
Regional Municipality of Waterloo
150 Frederick Street, 8th Floor
Kitchener, ON
N2G 4J3

Re: Draft Plan of Subdivision: 30T-17403
Zone Change Application: Z-17-14
Conservation Meadows Phase 2
Activa Holdings Inc. / MHBC Planning

Dear Mr. Betteridge,

GRCA staff have now completed our review of the first submission for the above-noted applications. While we recognize that there are no GRCA regulated features present on the subject lands, we have completed a detailed review of the following materials, in order to provide comments to the Region and City in an advisory capacity:

- MHBC, ***Draft Plan of Subdivision***, Part Lot 28, German Company Tract, City of Waterloo, Activa Holdings Inc., (September 21, 2017).
- Stantec, ***Functional Servicing and Stormwater Management Report***, Conservation Meadows Subdivision - Phase 2, City of Waterloo (September 2017)
- Stantec, ***Hydrogeological Assessment***, Conservation Meadows Subdivision – Phase 2, Waterloo, Ontario (September 19, 2107)

Based on the comments provided below, GRCA staff are not in a position to recommend approval of the applications at this time. We look forward to receiving a response and revised materials that address the following:

1. The proposed water quality approach relies on the communal Stormwater Management (SWM) facility proposed on the trailer park lands to the south; however, information has on this SWM facility has not been provided. Details regarding the communal SWM facility are required in order for the GRCA to support the Draft Plan of Subdivision. GRCA staff have provided comments on a Terms of Reference (MTE) for the communal SWM study to the City of Waterloo under a separate cover (October 17, 2017).

2. A plan has not been provided depicting the revision to the subcatchment boundaries under developed conditions (Section 7.5.1 of the SWM report, second paragraph). Estimated flows have not been provided in the report either. Please provide the plan depicting the revised boundaries and also provided estimated flows in tabular format.

Furthermore, please confirm if the model parameters for developed condition have been kept similar to the North Waterloo Scoped Subwatershed Study (NWSSS) values or if they have been updated. If updated, please document all revisions.

3. GRCA requires monthly water balance calculations to demonstrate that ground water recharge targets have been properly satisfied. These have not been provided by the applicant. Attached for reference is a general checklist of GRCA requirements for review of a proposed development, including the monthly water balance calculations.

4. Seasonally high groundwater mapping has not been provided. In addition, further justification is required for excluding the result of BH12. Based on the results provided in Figure #7 of the Hydrology Assessment, it appears that only the values for 2015 are showing erratic pattern, while other years appear to show a seasonal pattern with spring levels being around 355 at this location. Based on the Grading Plan, most of the proposed infiltration galleries along Street Four will have seasonally high groundwater water above their bottom elevation. As such, they may require a revised depth. Further assessment is needed to demonstrate that the proposed infiltration galleries will have no issues with regards to seasonally high ground water levels.

Additional Advisory Comments for Consideration:

a. We note that calculations for the design of the proposed Storm Sewer System have not been provided.

b. Section 7.5.2 of the SWM Report states that overland flow draining south may bypass catch basins at some locations, due to steep slope. The intersection of Kawartha Street and Conservation Drive will also experience some ponding of major flows based on the Grading Plans provided. Grading and catch basin deigns may need to be revised to avoid ponding and to ensure the proposed sewer system will adequately convey up to 100 year flows.

We trust this information is of assitance to you. Please be advised that the GRCA applies Plan Review Fees for review of *Planning Act* applications as circulated by the municipality. The Plan Review Fee for a Draft Plan of Subdivision is comprised of a base fee ($2,130) and a per net hectare fee ($1,010). The subject lands are 8.006 hectares; therefore the fee is calculated as follows: $2,130 + ($1,010 x 8.006) = $10,216. With a copy of this correspondence, the applicant will be invoiced for the amount of $10,216.

If you have any questions or concerns regarding this letter, please do not hesitate to contact the undersigned.

Sincerely,

Kaitlyn Rosebrugh
Resource Planner - Grand River Conservation Authority
519-621-2763 ext. 2292 | krosebrugh@grandriver.ca

c.c. Laura Dewar – City of Waterloo (email)
Paul Britton – MHBC (email)
(applicant) Activa Holdings Inc., 55 Columbia Street East, Waterloo ON, N2J 4N7

GRCA PRECONSULTATION CHECKLIST

The objective of the Preconsultation process is the definition of a terms of reference for the reporting and analysis required to support a proposed development application. This checklist is intended to provide a brief synopsis of the expectations of both the GRCA and the Consultant team, and should be completed jointly, prior to the initiation of studies and/or detailed design work. It is anticipated that the preparation of this checklist will help ensure complete submissions thereby minimizing the time and effort spent in the review / approval process. This checklist should be included with all submissions. The checklist was created in conjunction with the Waterloo Region Homebuilders Association Liaison Committee and will be updated periodically, with the current version available for download from the GRCA website (www.grandriver.ca).

Project Description

Project Name / Type of Application (sub'n, sev, condo,...)					ID #		General Location (attach Plan)			
Watershed Study or Master Drainage Plan / Watercourse Name					Development Area (ha)		Legal Outlet Available? Yes No			
Natural Hazard and Heritage	Watercourse	Regulatory Floodplain	Regulated Slope	Wetland	ESPA	ANSI	Woodlands	Wildlife Habitat	Endangered Species Habitat	
Surface Runoff Receiver	Major River	Creek	Municipal Drain	Storm Sewer	Wetland	Internally Drained	Other :			
Watercourse Sensitivity	Cold Water	Warm Water	Water Supply	Other :						
Groundwater Receiver	Local watercourse	Wetland	Regional Groundwater	Wellhead	Other :					
Development Concept	Residential	Commercial	Industrial	Other:						

SWM Criteria

Water Quantity	Match Pre-dev Flows for 2 5 10 25 50 100 Regional			Unit Flow Targets	Downstream Constraints:		Other :		
Water Quality	Enhanced	Normal	Thermal Mitigation	Other :					
Stream Erosion	25 mm ext det over 24 hrs	2 yr Vol 5 yr Vol	Existing Water Balance	Shear Stress	Critical Velocity	Impulse	Distributed Runoff Control	N/A	Other :
Recharge Quantity - Monthly water balance for site and features	Match Pre-development Infiltration	Match Pre-development Runoff	25 mm Rooftop	Other :					
Recharge Quality	Roads	Rooftops	Other :						
Predevelopment Monitoring Requirements									

Hazard Delineation

Please ensure all relevant resource issues and environmental constraint lines are shown on associated Plans (Draft Plan, Constraint Mapping, Grading Plans, etc.)

Floodplain Analysis	One Zone	Two Zone	Special Policy Area	Other :		
Geotechnical Slope Analysis	Development Setback	Other :				
EIS required based on known Environmental Features listed above?	Yes	No	EIS Terms of Ref Required?	Yes	No	

Other Criteria & Additional Notes (attach additional information as required)

Consultant Team Contact Info:	Landowner Contact Info:	Checklist Prepared by::
	GRCA Contact Info:	Date:

Appendix D

Hydro One Networks Inc.
Facilities & Real Estate
P.O. Box 4300
Markham, Ontario L3R 5Z5
www.HydroOne.com

Courier:
185 Clegg Road
Markham, Ontario L6G 1B7

VIA E-MAIL ONLY TO ABETTERIDGE@REGIONOFWATERLOO.CA

November 22, 2017

City of Waterloo
Planning, Development and Legislative Services
150 Frederick St
Kitchener, ON N2G 4J3

Attention: Adam Betteridge

Dear Mr. Betteridge:

Re: Draft Plan of Subdivision, Activa Holdings Inc./MHBC Planning
Conservation Dr and Rideau River St
City of Waterloo
File: 30T-17403

Please be advised that Hydro One Networks Inc. ("HONI") has completed a preliminary review of the proposed plan of the above noted subdivision application. As the subject property is abutting and/or encroaching onto a HONI high voltage transmission corridor (the "transmission corridor"), HONI **does not** approve of the proposed subdivision at this time, **pending review and approval of the required information** (see Conditions 1 and 2).

The comments detailed herein **do not** constitute an endorsement of any element of the subdivision design or road layout, nor do they grant any permission to access, use, proceed with works on, or in any way alter the transmission corridor lands, without the express written permission of HONI.

The following should be included as **Conditions of Draft Approval:**

1. The developer must contact Lana Kegel, HONI Senior Real Estate Coordinator at 905-946-6277 to discuss all aspects of the subdivision design, ensure all of HONI's technical requirements are met to its satisfaction, and acquire the applicable agreements.

2. Prior to HONI providing its final approval, the developer must make arrangements satisfactory to HONI for lot grading and drainage. Two copies of the lot grading and drainage plans (true scale), showing existing and proposed final grades, must be submitted to HONI for review and approval. The drawings must identify the transmission corridor, location of towers within the corridor and any proposed uses within the transmission corridor. Drainage must be controlled and directed away from the transmission corridor.

3. Any development in conjunction with the subdivision must not block vehicular access to any HONI facilities located on the transmission corridor. During construction, there must be no storage of materials or mounding of earth, snow or other debris on the transmission corridor.

4. At the developer's expense, temporary fencing must be placed along the transmission corridor prior to construction, and permanent fencing must be erected where subdivision lots directly abut the transmission corridor after construction is completed.

5. The costs of any relocations or revisions to HONI facilities which are necessary to accommodate this subdivision will be borne by the developer. The developer will be responsible for restoration of any damage to the transmission corridor or HONI facilities thereon resulting from construction of the subdivision.

6. HONI's easement rights are to be protected and maintained.

In addition, HONI requires the following be conveyed to the developer as a precaution:

7. The transmission lines abutting the subject lands operate at either 500,000, 230,000 or 115,000 volts. Section 188 of Regulation 213/91 pursuant to the *Occupational Health and Safety Act*, require that no object be brought closer than 6 metres (20 feet) to an energized 500 kV conductor. The distance for 230 kV conductors is 4.5 metres (15 feet), and for 115 kV conductors it is 3 metres (10 feet). It is the developer's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the *Act*. They should also be aware that the conductors can raise and lower without warning, depending on the electrical demand placed on the line.

Our preliminary review only considers issues affecting HONI's transmission facilities and transmission corridor lands. For any proposals affecting distribution facilities (low voltage), the developer should consult the local distribution supplier.

If you have any questions please call me at the number below.

Yours truly,

Dennis De Rango

Dennis De Rango
Specialized Services Team Lead, Real Estate
Hydro One Networks Inc.
905-946-6237

Cc: Lana Kegel – Hydro One Networks Inc.
Patricia Beland – Hydro One Networks Inc.

THE CITY OF Waterloo

INTEGRATED PLANNING & PUBLIC WORKS
Planning Approvals Division

February 13, 2018

Adam Betteridge
Planning, Development and Legislative Services
Regional Municipality of Waterloo
150 Frederick Street
Kitchener, ON
N2G 4J3

Paul Britton
MHBC Planning
540 Bingemans Centre Drive
Kitchener, ON
N2B 3X9

Re: Post Circulation Comments
Zone Change Application Z-17-20 and Subdivision Application 30T-17403
(Activa Holdings Inc.)

City of Waterloo staff has had the opportunity to complete a preliminary review of the material listed below for Zone Change Application Z-17-20 and Draft Plan of Subdivision Application 30T-17403. Comments received from the GRCA are included.

- *Draft Plan of Subdivision,* prepared by MHBC Planning Ltd. Kitchener. Dated: September 21, 2017
- *Planning Justification Report, Plan of Subdivision & Zoning By-Law Amendment Applications Conservation Drive and Roy Schmidt Road City of Waterloo*, prepared by MHBC Planning Ltd. Kitchener. Dated: September 2017
- *Transportation Assessment of Left Turn Lane Requirements, Activa Subdivision, Conservation Drive, Waterloo, ON,* prepared by Stantec Consulting Ltd. Dated: September 19, 2017
- *Conservation Meadows Subdivision – Phase 2, City of Waterloo, Functional Servicing and Stormwater Management Report,* prepared by Stantec Consulting Ltd. Dated: September 2017
- *Activa Conservation Drive, Stage III, Post-Construction Monitoring Report – 2016, City of Waterloo*, prepared by Stantec Consulting Ltd. Dated: April 13, 2017
- *Conservation Meadows Subdivision – Phase 2, City of Waterloo, Noise Assessment Report,* prepared by Stantec Consulting Ltd. Dated: July 2017
- *Stationary Noise Study Conservation Meadows Subdivision Phase 2, Waterloo, Ontario,* prepared by HGC Engineering, Dated July 11, 2017.

Before the City would be in a position to recommend draft approval of the subdivision to the Region, or approval of the Zone Change to Waterloo City Council, we ask that the following be addressed and responded to in a letter format.

The City of Waterloo is committed to providing accessible formats and communication supports for persons with disabilities. If another format would work better for you, please contact Integrated Planning & Public Works at 1.519.747.8752 or TTY at 1.866.786.3941.

A. ZONING BY-LAW AMENDMENT REVIEW, comments provided by Laura Dewar:

A customized (specific to the Beaver Creek Meadows District) approach to zoning for this new neighbourhood is considered appropriate to align with the District Plan land use framework and allow the specific types of housing and mixed-use built forms that are planned.

Below is a summary of zoning comments specific to blocks on the draft plan of subdivision, and also general comments that supplement the specific comments. Please note there may be some duplication between the block specific zoning comments and the general zoning comments. The following acronyms are used in the comments below.

- LDR1 = Low Density Residential One
- LDR2 = Low Density Residential Two
- MUMDR/N = Mixed Use Medium Density Residential within the Mixed-Use Node.

BLOCK SPECIFIC ZONING COMMENTS

Blocks 1 though 10

	District Plan Designation: ***Low Density Residential 1***	Proposed Zoning Category: ***Semi-Detached (SD)***
Land Uses	Contemplated: Singles Semis Duplexes Towns	Proposed: Singles Semis Duplexes Class A Group Homes Bed and Breakfasts
Comments	a) None – see general comments below.	

Block 11 through 13

	District Plan Designation: ***Low Density Residential 2***	Proposed Zoning Category: ***Semi-Detached (SD)***
Land Uses	Contemplated: Towns Triplexes Terrace Dwellings Apartments *along Conservation Drive only	Proposed: Singles Semis Duplexes Class A Group Homes Bed and Breakfasts
Comments	a) The SD zone is not appropriate as singles and semis are not contemplated land uses under the District Plan framework. b) Consider reconfiguring these blocks for a more efficient layout. c) If the only building type that can be accommodated on these lands are townhouses, staff recommends applying a 'townhouse zone', such as Medium Density – One (MD1). Review MD1 zoning regulations and advise what should be amended, if any.	

Blocks 14, 16, 17 and 18

District Plan Designation/ Proposed Zoning Category	District Plan Designation: ***Low Density Residential 2***	Proposed Zoning Category: ***Medium Density- Three (MD3)***
Land Uses	Contemplated: Towns Triplexes Terrace Dwellings Apartments *along Conservation Drive only	Proposed: Townhouse-linear Townhouse Terrace Dwelling Back-to-back townhouse (3 or more dwelling units divided vertically with common side and rear walls
Comments	a) Given the block depths proposed of 30 metres, these lands could not accommodate back to back townhouses and apartments are only permitted along Conservation Drive. A concept plan should be provided to demonstrate how terrace dwellings could be accommodated on these blocks. If the only building type that can be accommodated on these lands are townhouses, staff recommends applying a 'townhouse zone', such as Medium Density – One (MD1). Review MD1 zoning regulations and advise what should be amended, if any.	

Block 15

a) The District Plan designates this block Open Space – Park, whereas the lands are proposed to be zoned Medium Density Three (MD3) for residential uses with site specific provisions.
b) Staff recommends an alternative subdivision design where this block is an extension of Wasaga Park, in accordance with the District Plan. The lands would be zoned Green Two (G2).
c) Refer to further comments in Section H): Parks

Block 21 through 23

District Plan Designation/ Proposed Zoning Category	District Plan Designation: ***Low Density Residential 2***	Proposed Zoning Category: ***Medium Density- Three (MD3)***
Land Uses	Contemplated: Towns Triplexes Terrace Dwellings Apartments *along Conservation Drive only	Proposed: Townhouse-linear Townhouse Terrace Dwelling Back-to-back townhouse (3 or more dwelling units divided vertically with common side and rear walls) Apartments
Comments	a) Apartments are a permitted use on LDR2 lands along Conservation Drive and the zoning should permit this land use also. Provide appropriate zoning regulations for apartments for staffs consideration. b) Linear and Cluster Townhouses should be removed from this zone. c) The concepts submitted for these blocks (as shown on the Preliminary Servicing Plan) shows internal private roadways parallel to Conservation Drive. Staff is concerned with this design option for these blocks. Parking areas should not be oriented to or visible from Conservation Drive. Staff would recommend minimum and maximum setbacks requirements from Conservation Drive to	

	ensure buildings address the street and sufficient street enclosure is achieved as directed by the policies of the District Plan.

Blocks 19 and 20

District Plan Designation/ Proposed Zoning Category	District Plan Designation: ***Mixed Use Medium Density Residential within the Node***	Proposed Zoning Category: ***Medium Density- Three (MD3)***
Land Uses	Contemplated: Towns Triplexes Terrace Dwellings Apartments *along Conservation Drive only Ancillary (non-residential) Uses: d) Offices e) Medical Clinics f) Convenience Retail g) Restaurants h) Child Care Centres i) Personal Services	Proposed: Townhouse-linear Townhouse Terrace Dwelling Back-to-back townhouse (3 or more dwelling units divided vertically with common side and rear walls
	a) Staff recommends applying a different zoning category on these blocks, rather than MD3, which better reflects the range of housing types and allows ancillary uses in mixed use buildings. b) Linear and Cluster Townhouses should be removed from this zone. c) There should be a minimum density on each block of 60 units per hectare, in addition to a maximum of 100 units/ha. d) Apartments are a permitted use on LDR2 lands along Conservation Drive and the zoning should permit this land use also. Provide appropriate zoning regulations for apartments for staffs consideration. e) Staff are of the opinion this is not an appropriate location for linear or cluster townhouses, given the amount of lands in this subdivision that would permit that building typology. This building type should be excluded from the zoning of these lands. f) The concepts submitted for these blocks (as shown on the Preliminary Servicing Plan) shows internal private roadways parallel to Conservation Drive. Staff does not support this as an appropriate design option for these blocks. Parking areas should not be oriented to or visible from Conservation Drive. Staff would recommend minimum and maximum setbacks requirements from Conservation Drive to ensure buildings address the street and sufficient street enclosure is achieved as directed by the policies of the District Plan. g) Section 3.4.14 of the District Plan contemplates the following range of ancillary (non-residential) uses (in a mixed use building) through the zoning by-law: o Offices o Medical Clinic o Convenience Retail o Restaurants	

District Plan Designation/ Proposed Zoning Category	District Plan Designation: ***Mixed Use Medium Density Residential within the Node***	Proposed Zoning Category: ***Medium Density- Three (MD3)***
	o Child Care Centres o Personal Services Provide a zoning framework for staffs consideration that would implement the built form and ancillary use policies 3.4.11 (c), 3.4.12 and 3.4.14 of the District Plan.	

Blocks 24 and 25

a) The District Plan assumed that a road would extend in this location through to Roy Schmidt Road. The applicant has proposed this road connection be moved further south, between Blocks 18 and 19 and these walkway blocks be in its place. The Proposed Zoning Schedule in the Planning Justification Report does not reflect the location of these walkway blocks on the Draft Plan.

GENERAL ZONING COMMENTS:

a) Staff does not support changes to the definition of "building height" for this subdivision.
b) New Zone 1 - Staff recommends applying a 'townhouse zone', such as MD1 rather than SD or MD3, to Blocks 11 to 18 (excluding Block 15) which are designated LDR2 in the District Plan and are labelled and lotted as Street Towns on the draft plan.
c) New Zone 2 - Staff recommends applying a 'Mixed Use Node zone', rather than MD3, to blocks 19 and 20. The zoning on these lands should permit ancillary uses in mixed use buildings.
d) Provide an updated density/unit yield breakdown for the entire subdivision that reflects any adjustments made to the draft plan in response to post-circulation comments.
e) Please provide an updated Proposed Zoning Schedule in response to post-circulation comments.

Within the Semi-Detached (SD) Zone:

1	**Building Types**	a) Appropriate Uses/Building Typologies: Singles, Semis, Duplexes, Bed and Breakfast establishments, Group Home Class A (as proposed)
2	**Lot Area**	a) No comment, where all remain as blocks, rather than lotted.
3	**Lot Frontage**	a) Each building type should have a minimum and maximum street frontage that aligns with the range given in the District Plan. This will ensure a certain minimum density is achieved on those blocks. b) Provide a conceptual plan to demonstrate how a duplex could be constructed and comply with the proposed regulations on a 9 metre wide lot.
4	**Building Height**	a) The maximum height in the District Plan for these lands is 3 storeys (Policy 3.4.7 (a)). The Official Plan allows up to 10 metres in height (Policy 10.1.3.3). Therefore, staff does not support a maximum height of 12 metres for these lands. b) Staff does not support changes to the definition of "building height" for this subdivision.
5	**Setbacks**	a) Staff has concerns with the proposed minimum front yard and flankage yard setbacks and the impact this will have on the streetscape. b) Provide real examples or concept plans showing what this type of setback would look like for a block of singles, semi's

#5 Cont'd		and or duplexes and include the porch/deck and stair encroachments requested.
6	Coverage	a) Based on the minimum lot area and setback regulations proposed for semi-detached dwellings, the maximum coverage is closer to 47% than the 60% proposed. Accessory structures are permitted to occupy 5% of the lot area for semis. A more realistic maximum coverage for semis, including accessory structures, would be 55%. b) Based on the minimum lot area setback regulations proposed for singles and duplexes, the maximum coverage is closer to 50% than the 60% proposed. Accessory structures are permitted to occupy 10% of the lot area for singles however given the scale of the minimum backyard, staff would recommend capping this at 5%. A more realistic maximum coverage for singles and duplexes, including accessory structures, would be 55%.
7	Encroachments	a) The By-law already allows architectural encroachments of 0.6 metres. b) Stairs may be up to 2 feet in height within any minimum setback. c) Landings are also permitted to encroach for exterior exits, in accordance with the minimum building code requirements. **d)** Additional encroachments, particularly those that are roofed, and not supported.

Within the Medium Density Three (MD3) Zone:

1	Building Types/Land Uses	a) Staff recommends applying this zone along Conservation Drive, outside of the Node. b) Given the extent to which street (linear) towns are proposed (Blocks 14, 16, 17, 18), staff recommend linear and cluster townhouses be removed from this zone. c) The application proposes freehold back-to-back townhouses in this zone. Please identify where and how this building type would be feasible? d) Apartments are permitted in this zone, and are contemplated in the District Plan only along Conservation Drive. Will the apartment regulations in the MD3 zone be sufficient, without any site-specific changes through the zoning application? e) On Blocks 21, 22 and 23, provide a concept plan of a terrace dwelling development and a back to back condominium townhouse that does not include the internal driveway parallel to Conservation Drive. f) A zoning framework to accommodate live-work built forms should be addressed.
2	Lot Area	a) No comment, where all remain as blocks, rather than lotted. b) Does it make sense to have a minimum lot area requirement for condominium back to back towns?
3	Lot Frontage	a) Freehold building types should have a minimum and maximum street frontage that aligns with the range given in the District Plan. This will ensure a certain minimum density is achieved on those blocks. b) Does it make sense to have a minimum lot frontage

#3 Cont'd		requirement for condominium back to back towns?
4	Building Height	a) The maximum height in the District Plan for these lands is 3 storeys (Policy 3.4.7 (a)), except for apartments which are permitted up to 6 storeys (20 metres). The Official Plan allows up to 10 metres in height (Policy 10.1.3.3). Therefore, staff does not support a maximum height of 12 metres for terrace dwelling or back to back towns, except for apartments. b) There should be a minimum height of 9 metres for apartments, with permission for up to a maximum of 20 metres (6 storeys). The minimum ground floor height should be 4.5 metres. c) Staff does not support changes to the definition of "building height" for this subdivision.
5	Setbacks	a) From Conservation Drive, a minimum and maximum streetline setback and possibly at minimum % streetline build out should be applied. b) A 3 metre front yard setback is too small for terrace dwelling and apartment buildings.
6	Parking	a) A visitor parking rate should be included in the zoning by-law. Please recommend a rate for staffs consideration.
7	Density	a) There should be a minimum density of 35 units per hectare, in addition to a maximum of 60 units/ha.
8	Landscape Open Space	a) Rooftop Patios for terrace dwellings, back to back towns and apartments may only contribute a maximum % of the total landscape open space. Please recommend a %.
9	Encroachments	a) The By-law already allows architectural encroachments of 0.6 metres. b) Stairs may be up to 2 feet in height within any minimum setback. c) Landings are also permitted to encroach for exterior exits, in accordance with the minimum building code requirements. **d)** Additional encroachments, particularly those that are roofed, and not supported.

B. NOISE

1. City Staff do not support the use of noise walls to mitigate noise levels generated by traffic. Acceptable measures include building orientation/site layout, berms and setbacks (physical separation).

2. The Traffic Noise Assessment Report, dated July 2017, recommends a setback for buildings fronting onto Conservation Drive of 22 metres from the centreline of Conservation Drive and a setback for buildings that side onto Conservation Drive of 19.5 meters from the centreline of Conservation Drive. Please advise what this recommendation should translate into for the zoning by-law as it applies to those blocks adjacent to Conservation Drive.

C. GRAPHICAL

1. Label the street frontage dimension on all blocks.

2. Label the types of uses intended on each block, and the unit range.

D. UTILITIES

a) Hydro switchgears and other hydro infrastructure will be required to service this development. Staff note the easement required for switchgears is 7 metres x 7 metres. Provide a Preliminary Hydro Servicing Plan that shows where hydro infrastructure will be located.

E. SAFETY

1. The subdivision will be required to meet minimum fire safety standards.

F. STREETS/TRANSPORTATION

1. Road Design, Reserves and Widenings

a) One foot reserves should be applied along Conservation Drive to restrict driveway access.

b) The existing road allowance of Roy Schmidt Drive appears to be 12 metres wide; the future road allowance should be 18 metres wide. The developer shall convey to the City a road widening of approximately 3m on the east side of Roy Schmidt Drive, between Street Four and the existing property line south of Pinery Trail to establish the new property line at 9m from the historic centreline of Roy Schmidt Dr. A similar widening will be requested from the developer of the proposed subdivision on the west side of the road. **Should the City determine that a 20 metre road allowance is preferred along Roy Schmidt Road, staff will advise of the rationale for this alternative requirement in a timely manner.

c) Roy Schmidt Drive is to be closed from Conservation Drive to Street Four, but the City will retain a 4m walkway block for a multi-use trail. If additional land is required to provide proper grading and drainage of the trail, this additional land will be included in the walkway block and conveyed to the City. City land outside that needed for the walkway block may be declared surplus. Such lands may be sold by the City in accordance with the City's Disposition of Property process.

d) The developer shall coordinate the design of Roy Schmidt Rd. and cost-share on the reconstruction with owner/developer of the lands on the west side of the road, including a new multi-use trail extending from Conservation Drive to the City of Waterloo boundary north of Pinery Trail.

e) Please confirm that the north limit of Conservation Drive is 13m from the historic centreline of the road, to facilitate the ultimate road allowance of 26m as per the City's Official Plan.

f) A road widening is required from Block 19 for the roundabout at Beaver Creek Road and Conservation Drive. Please update the plan to include any widening requirements based on the most current roundabout design provided by the City.

g) Please provide dimensions for the daylight triangles at any intersections with Conservation Drive. Demonstrate how these daylight triangles comply with TAC specifications.

h) Staff requests an alternative subdivision design without the road connections of Kawartha Street (Street Two) and Cranberry Street (Street Three) to Conservation Drive, for several reasons including:

    1. The proposed intersection of Street Three (Cranberry Street) and Conservation Drive and the existing intersection of Rideau River Street and Conservation Drive are too close together (making the proposed connection redundant) and could pose certain safety

risks. That section of Street Three between Conservation Drive and Street Four should be removed and the land incorporated into Blocks 22 and/or 23 for residential purposes.

2. Introducing steeper grades across those Blocks along Conservation Drive would provide the opportunity for an extension to Wasaga Park, as planned for in the District Plan, and which meets the City's grading standards (being at least 80% of the Park has a slope of 2% or less).
3. Street Four could be shifted slightly north. The blocks on the north side of Street 4 could be reconfigured and the blocks on the south side of Block Four could be enlarged.
4. Street One (Wasaga Crescent) could be extended through to Conservation Drive provided the access is restricted to right-in, right-out only, and subject to a technical evaluation.

2. Transportation Study and Implementation

1. The Developer shall submit a Transportation Study prepared by a qualified Transportation Engineer, for the review and approval of the City's Director of Engineering, to:
    i. address the needs of all road users: pedestrians, cyclists, transit users, and drivers; and
    ii. provide projected peak hour and AADT volumes for each transportation mode on Rideau River Street, Street Two, Street Four and Roy Schmidt Drive;
    iii. address where turning circles may be warranted within the subdivision, particularly along Street Four.

    Please contact Phil Hewitson to discuss the full terms of reference for this study and also to discuss which background information is available to use.

2. The Developer shall submit a Traffic Management Plan, which recommends the appropriate type and location for traffic calming and safety measures and includes an on-street parking plan. The outcome of this plan may influence the subdivision design.

3. Multi-Use Trails (MUT's) and Sidewalks

a) All design and construction to be undertaken by the Developer shall be to the satisfaction of the City's Director of Engineering Services;

b) The detailed design of City sidewalks, trails and parks shall address all grading and drainage issues to meet AODA requirements. Should additional land or easements be required to accommodate City infrastructure needs, the developer shall convey these to the City at the time of Engineering approvals;

c) The developer shall design and construct the following 1.8 metre concrete sidewalks:
- on both sides of Streets One, Two, Three and Four, and Rideau River Street from Conservation Drive to Wasaga Crescent;
- on the east side of Roy Schmidt Road from Street Four to Pinery Trail;

d) The developer shall design and construct the following 3m wide Multi-Use Trails:
- on the west side of Roy Schmidt Road from Street Four to Conservation Drive, including on the closed road allowance of Roy Schmidt Rd;
- within Blocks 26 and 27 to connect the existing trail south of Wasaga Crescent to the sidewalk and bike lanes on Conservation Drive;

e) The width of Blocks 24 & 25 can be reduced to 4m. At 4m, the full width should be paved to accommodate a 3m multi-use trail and fencing set 0.5m inside the property lines. This design will eliminate City grass cutting and trimming, and facilitate future resurfacing of the walkway and fence replacement by the City, all with minimal disruption to the adjacent private properties.

f) The developer shall contribute to the City 50% of the cost of installing (future) pedestrian refuge islands/crossings within Conservation Drive opposite:
   (a) Rideau River Road; and
   (b) Trail Block 27.

g) Bike Lanes
   1. 1.5m painted bike lanes with a 0.3m painted buffer are required on the following streets:
      a) Rideau River Street from Conservation Drive to Wasaga Crescent;
      b) Street Two from Conservation Drive to Wasaga Crescent.

G. ENGINEERING

1. The Beaver Creek Road Sewage Pumping Station must be in place prior to registration / issuance of building permits.

2. The Communal SWM Facility must be constructed prior to servicing of the subdivision for water quality control.

3. Please include storm sewer design calculation sheets for review.

4. With respect to the conveyance of the 100-year storm event, please compare the 100-year pre-development storm event to the 100-year post development storm event minus the 5-year post development storm event. Storm sewers need not only be upsized to contain the difference between the above noted rates. We can allow pre-development 100-year storm flow rates to continue to drain to the south to the Martin lands under post development conditions. Depending on the results of the comparison, this may allow a reduction in currently proposed storm sewer sizing.

5. Blocks 1, 2, and 3 are to be frozen until such time that Roy Schmidt Road is upgraded to an urban cross-section.

6. Block 18 is to be frozen and contain a turning circle until such time that Roy Schmidt Road is upgraded to an urban cross-section.

7. The limits of the Engineering Plans should be revised to include additional lands shown on the Draft Plan – specifically around Walkway Block 26. Please revise the draft plan accordingly and resubmit.

H. PARKS

1. It is always the City's preference to receive a land contribution for parks, rather than cash in lieu of parkland. The Parkland By-law requires a parkland contribution equal to 5% of the net land area or 0.4 hectares for this particular subdivision. It would appear that no public parkland is proposed within this version of the draft plan of subdivision and that a 100% cash in lieu of parkland contribution if proposed.

2. Blocks 26 and 27 are identified as “Trail/Park”. These lands are encumbered by the hydro corridor and are not eligible as parkland contribution. These blocks should be relabelled “Trail” or “Walkway”. The MUT on these blocks must be designed in accordance with AODA standards.

3. The District Plan identifies a southward extension of Wasaga Park, between the existing limits of the park and Street Four, generally where Block 15 is located. However, the proposed subdivision design shows these lands as residential, with a retaining wall across the side and rear of Block 15 and a portion of the rear of Block 14, abutting Wasaga Park. Staff recognizes there are two conditions that have pushed the design in this direction:

    - a grade difference between the southern limit of Wasaga Park and Conservation Drive of approximately 4 to 5 metres; and
    - new road connections between Wasaga Crescent and Conservation Drive (Street Two/Kawartha Street and Street Three/Cranberry Street) which cannot exceed a slope of 6%, as shown on the District Plan.

4. The retaining wall is up to 2 metres in height in certain places and would require a guard rail where it is 1 metre or greater in height. Staff has concerns with this design for a number of reasons:
    a. No parkland proposed within the limits of the subdivision
    b. Proposed retaining wall poses certain constraints on the existing Park,
    c. Wasaga Park is smaller than was ultimately planned
    d. Less street frontage than planned, poses safety and visibility challenges.

5. Staff requests that an alternative subdivision design be considered where:
    a. Block 15 is parkland, without any retaining walls
    b. Some regrading of the existing Wasaga Park, south of the playground, may be undertaken to ensure the overall park meets grading requirements (80% of the park is 2% slope or less).
    c. The road connections of Kawartha and Cranberry Streets between Street Four and Conservation Drive are removed. These lands would be consolidated with Blocks 21, 22 and/or 23.
    d. A significant grade change would be achieved across Blocks 21 to 23. These blocks would be suited for walkout style housing, being 3 storeys from Street Four and 4 Storeys from Conservation Drive.
    e. Street Four may be shifted northward, requiring some reconfiguration of Blocks fronting or siding Street Four, allowing Blocks 21 to 23 to be enlarged.

6. Examples of active components within Wasaga Park are baseball fields, soccer fields, basketball courts, and winter ice rinks. Passive components are covered more generally in the Landscape Design Manual but would include benches, appropriate landscaping etc. AODA compliance is mandatory for any active or passive park installations.

7. Standard plans will be required. This includes but is not limited to Vegetation Management Plans, Park Landscape Plans, Street Tree planting plans (unless the Developer decides to engage the City to undertake the planting), Property Demarcation Plans, trail/walkway plans.

I. ENVIRONMENTAL PLANNING

1. Section 11.4 of the Planning Justification Report speaks to the final post-construction monitoring report that was submitted for the lands to the north (Plan 58M412). That monitoring program included groundwater monitoring wells located on both those lands as well as the lands subject to the current Draft Plan of Subdivision application. Consistent with the City's Development Monitoring Protocol, and the recommendations of the Hydrogeological Assessment, monitoring of the remaining wells (BH 12, BH 104 and BH 105) needs to continue through pre-, during and post-construction. The details of each phase will be determined at the transition point (e.g. inclusion of the LID measures as part of the during construction phase).

2. Section 2.4 of the Hydrogeological Assessment speaks to the applicability of the Grand River Source Protection Plan. The subject property is partly located within a Wellhead Protection Area C where the vulnerability is equal to 4 and partly within a Wellhead Protection Area D where the vulnerability is equal to 2. There is no Issue Contributing Area associated with W5A. While Schedule D of the Grand River Source Protection Plan indicates that the DNAPL policies are applicable to the area, based on the vulnerability scores, it appears the only applicable policy relates to the Region developing and implementing an education and outreach program.

3. Section 4.1 of the Hydrogeological Assessment speaks to groundwater recharge and notes that LID measures in the form of infiltration trenches are proposed to augment recharge in the post-development scenario. However, it is also noted that the low permeability of the clayey silt to silt soils at surface, and potential for shallow perched water levels, may limit the amount of recharge augmentation that can occur through LID. What are the key options for overcoming those limitations? Is there a potential for the infiltration trenches to contribute to the perched groundwater conditions? An appropriate approach needs to be confirmed prior to the detailed design stage.

4. Section 4.2 of the Hydrogeological Assessment speaks to construction dewatering. Since the groundwater flow from the site may contribute baseflow to nearby creeks and wetlands, does the dewatering have the potential to impact those natural features?

5. Section 7.5.3 of the Functional Servicing and Stormwater Management Report proposes large, shared infiltration trenches within the multiblocks and individual trenches within single lots. How will the functionality of the trenches be ensured under private ownership?

6. As per the direction provided by Specific Provision Area 37 of the City's Official Plan (11.1.37), the incorporation of sustainable design elements in the Node is encouraged. This includes, but is not limited to, the standard to which buildings are constructed, the inclusion of LID measures and water efficient landscaping as well as energy production and conservation.

J. GRAND RIVER CONSERVATION AUTHORITY, comments provided by Kaitlyn Rosebrugh, dated November 22, 2017:

Based on the comments provided below, GRCA staff are not in a position to recommend approval of the applications at this time. We look forward to receiving a response and revised materials that address the following:

1. The proposed water quality approach relies on the communal Stormwater Management (SWM) facility proposed on the trailer park lands to the south; however, information has on this SWM facility has not been provided. Details regarding the communal SWM facility are required in order for the GRCA to support the Draft Plan of Subdivision. GRCA staff has provided comments on a Terms of Reference (MTE) for the communal SWM study to the City of Waterloo under a separate cover (October 17, 2017).

2. A plan has not been provided depicting the revision to the subcatchment boundaries under developed conditions (Section 7.5.1 of the SWM report, second paragraph). Estimated flows have not been provided in the report either. Please provide the plan depicting the revised boundaries and also provided estimated flows in tabular format.

3. Furthermore, please confirm if the model parameters for developed condition have been kept similar to the North Waterloo Scoped Subwatershed Study (NWSSS) values or if they have been updated. If updated, please document all revisions.

4. GRCA requires monthly water balance calculations to demonstrate that ground water recharge targets have been properly satisfied. These have not been provided by the applicant. Attached for reference is a general checklist of GRCA requirements for review of a proposed development, including the monthly water balance calculations.

5. Seasonally high groundwater mapping has not been provided. In addition, further justification is required for excluding the result of BH12. Based on the results provided in Figure #7 of the Hydrology Assessment, it appears that only the values for 2015 are showing erratic pattern, while other years appear to show a seasonal pattern with spring levels being around 355 at this location. Based on the Grading Plan, most of the proposed infiltration galleries along Street Four will have seasonally high groundwater water above their bottom elevation. As such, they may require a revised depth. Further assessment is needed to demonstrate that the proposed infiltration galleries will have no issues with regards to seasonally high ground water levels.

6. We note that calculations for the design of the proposed Storm Sewer System have not been provided.

7. Section 7.5.2 of the SWM Report states that overland flow draining south may bypass catch basins at some locations, due to steep slope. The intersection of Kawartha Street and Conservation Drive will also experience some ponding of major flows based on the Grading Plans provided. Grading and catch basin deigns may need to be revised to avoid ponding and to ensure the proposed sewer system will adequately convey up to 100 year flows.

Staff reserves the right to add additional comments or modify these comments based on further review and/or additional information. Should you have any questions, please do not hesitate to contact me.

Sincerely,

Laura Dewar

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Integrated Planning & Public Works Department
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Cc: Joel Cotter, Director of Planning Approvals, City of Waterloo

Appendix B

Comment Response Table

Region of Waterloo

Table 2 Response to Region of Waterloo Post-Circulation Comments (dated February 9, 2018)		
COMMENT	RESPONSE	ACTIONS
DELEGATED AUTHORITY COMMENTS		
1. Township of Woolwich and Telecon Design (Telus) have no concerns regarding the applications.	Noted.	Propose standard telecommunication condition of draft plan approval.
2. Rogers Cable, Bell Canada, Ontario Power Generation Inc., Waterloo Catholic District School Board, Conseil scolaire de district catholique Centre-Sud, and Le Conseil scolaire de district du Centre-Sud-Quest have not responded to this circulation. By separate letter including a copy of these comments, these agencies are asked to respond at their earliest opportunity if they have any comments.	Noted.	The need for an elementary school site on the Activa lands was not identified during the district planning process. Matters pertaining to telecommunications and utilities can be addressed through standard conditions of draft plan approval
3. As of the date of this letter the City of Waterloo has not provided comments on the application for draft plan of subdivision. The Region will require comments from the City prior to approval.	Comments have since been received from the City of Waterloo, and are dated February 13, 2018.	The City's comments, which include revisions to the proposed draft plan of subdivision, are addressed in Appendix C and Appendix D.
4. In a letter dated November 8, 2017 (Appendix A), WNH has advised that the Developer will be required to comply with its requirements and/or conditions of electrical service including the establishment of necessary easements, agreement(s), and detailed engineering design and construction. Furthermore, if necessary, the Developer will be responsible for all costs associated with relocation of any existing WNH facilities as a result of this development.	Noted.	The standard WNH conditions of draft plan approval to be included as part of the Region's decision.
5. Union Gas has not provided comment as of the date of writing, but typically requires the necessary easements and/or agreements for the provision of gas services for this project be provided to the satisfaction of Union Gas.	Noted.	The standard easement and servicing condition should be included in the Region's conditions of draft plan approval.
6. In comments dated November 9, 2017 (Appendix B), Canada Post provided general requirements for the location and construction of centralized Community Mail Boxes. Canada Post has requirements that can be secured through conditions of draft plan approval.	Noted.	The comments from Canada Post can be addressed as a condition of draft plan approval.
7. The Grand River Conservation Authority (GRCA) has reviewed the application and supporting documentation and have identified in a letter dated November 22, 2017 (Appendix C) that a number of	Noted.	Agency support to achieve distributed infiltration is noted. Stantec have further considered this direction in updating the FSR and SWM report.

items need to be addressed and/or clarified by the applicant.		The communal storm water management (SWM) is under review.
8. In a letter dated November 22, 2017 (Appendix D), Hydro One has advised that the Developer will be required to comply with its requirements and/or conditions.	Noted.	Hydro One's requirements can be addressed as conditions of draft plan approval.
9. The WRDSB stated in its letter dated November 13, 2017 that it has no current needs for a school site within this plan, however does require the following as conditions of draft approval: a) That the owner supply, erect, and maintain a sign (at its expense and according to the Board's specifications) affixed to the permanent development sign for the plan advising prospective residents that students may be directed to schools outside the neighbourhoods within the plan; b) That the owner agree in the Subdivision/Condo Agreement to notify all purchasers of residential units and/or renters of same, by inserting the following clauses in all offers of Purchase and Sale/Lease, and that this remain on Title to the property/unit for heirs, successors and assigns: *"Whereas the Waterloo Region District School Board may designate this subdivision as a Development Area for the purposes of school accommodation, and despite the best efforts of the Board, sufficient accommodation may not be available for all anticipated students. You are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside the area, and further, that students may, in future, be transferred to another school."*	Noted.	WRDSB'S comments can be addressed as a condition of draft plan approval.
REGIONAL COMMENTS		
Water Services 10. Engineering and Planning staff have reviewed the Functional Servicing and Stormwater Management Report prepared by Stantec Consulting Ltd. September 2017. We have no concerns with the proposed water servicing.	Noted.	No further actions required at this time.
11. The chosen back-to-back condo configuration shown in Figure 5 of the Functional Servicing and Stormwater Management Report was identified as	Noted.	Whether or not servicing constitutes a NMYRRS can be addressed at the site plan stage, rather than the draft

potentially creating a Non Municipal Year-Round Residential System (NMYRRS) under the Safe Drinking Water Act (SOWA), 2002. Whether the following parcel and servicing designs constitute a NMYRRS must be confirmed prior to draft plan approval and in consultation with the City of Waterloo; additional requirements may be applicable under the SOWA if a NMYRRS is confirmed.		plan approval stage when building type and design are known and conceptual plans more advanced.
Corridor Planning Road Traffic Noise Study 12. Regional Corridor Planning staff have reviewed the Noise Assessment Report authored by Stantec, dated July 2017, and generally concur with the conclusions. The study indicated that with noise mitigation (provision for air conditioning, noise warning clauses) the proposed development location is appropriate provided the recommended setbacks are adhered to.	Noted.	Setbacks from Conservation Drive have been incorporated in the proposed Zoning By-law Amendment to implement the recommendations of the Noise Study. Noise mitigation measures (e.g. warning clauses) can be addressed as a condition of draft plan approval and secured through a Regional Subdivision Agreement.
13. As a condition of draft plan approval, the applicant will be required to complete a detailed noise study prior to registration, once the finished grades, house locations and OLA's are established.	Recommend that the Regional Subdivision Agreement defers the detailed noise study to the site plan stage.	This matter can be addressed as a condition of draft plan approval.
Transit Planning 14. In 2018 transit service will be operating on Pinery Trail in this subdivision with the Route 73 Northlake (busPLUS). Transit is requesting 3 transit landing pads within this subdivision with the exact locations to be confirmed in the very near future. The final routing options for the 2018 network are being finalized. Once the final routing is determined we can identify more exact locations. The current cost of each transit landing pad is $2,800; the total required from developer will be $8,400.	Pinery trail is located outside the limits of the plan of subdivision.	Discussion with the Region is required regarding the proposed requirement.
Stationary Noise 15. Planning Staff have reviewed the report entitled, "Stationary Noise Study, Conservation Meadows Subdivision Phase 2, Waterloo, Ontario" (HGC Engineering, July 11, 2017) and finds the conclusions and recommendations acceptable. The report refers to the subject subdivision land as 499 Conservation Drive. This municipal address is actually the address of the noise source being assessed (Martin's Customizing, an automotive repair	Noted.	The Stationary Noise Study has been revised to correct the municipal address of the subject lands.

business) situated on the south side of Conservation Drive.		
16. Martin's Customizing hours of operation are limited to daytime hours. Based on the noise modelling results, predicted worst case sound level at the closest proposed residential dwelling was determined to 39 dBA. The Ministry of the Environment and Climate Change NPC-300 guideline noise level objective to be met for an urban Class 2 acoustical environment is 50 dBA for the daytime period (07:00 to 19:00). The guideline limit is 45 dBA for both the evening (19:00 to 23:00) and nighttime (23:00 to 07:00) hours. The predicted results are below the Ministry's guideline limits for stationary noise on the development site. The report also notes on p. 4 (2nd paragraph) that the automotive repair business may in the future be leaving this site, and that it is anticipated the shop building will be used for the storage and maintenance of vehicles associated with a landscape business. Notwithstanding the above results, the report has recommended a warning clause to advise residents of potential incompatible uses in proximity to sensitive uses. This is consistent with the Region's (and Ministry's) practice to address compatibility between sensitive and non-sensitive uses. The warning clause, to be included in the registered subdivision agreement between the Developer and the City of Waterloo, shall be as follows: *"Purchasers are advised that due to the proximity of the neighbouring industrial facility, sound levels from that facility may at times be audible and that operations at the facility may change in the future."*	Noted.	The requirement for a warning clause can be addressed as a condition of draft plan approval, and secured by the City of Waterloo's Subdivision Agreement.
17. The report has not indicated which residential Blocks on the plan of subdivision to apply the warning clause. As such, staff is recommending this clause be included in all the residential blocks immediately adjacent to Conservation Drive.	The owner's preference is for the warning clause to apply to the effected Blocks only.	The Stationary Noise Study has been updated to identify the residential Blocks subject to the warning clause.
18. The Consultant's statutory declaration has been included in the report. Unless the Owner's Statement was submitted under separate cover, this Statement is still required.	Noted.	The noise report has been updated to include the owner's statement.

Source Water Protection Regional Hydrogeology and Source Water (HSW) staff has reviewed the application and the accompanying technical information provided. HSW offers the following comments: 19. Application for Approval of a Draft Plan of Subdivision a) Information contained within the application indicated that there are one or more domestic wells at the existing property. The proponent will be required to decommission these wells using a licensed well contractor in accordance with Ontario Regulation 903 (as amended). This shall be secured through a future condition of draft plan approval. b) The proponent will be required to decommission the existing septic systems at the subject property in accordance with provincial legislative requirements, also to be secured through a future condition of draft plan approval. c) A Salt Management Plan (SMP) will need to be prepared for the multi-res/mixed use blocks. This will be a condition of draft plan approval that the SMP is submitted at the Site Plan Control stage.	Noted.	Source water protection comments can be addressed as a condition of draft plan approval.
20. Planning Justification Report (MHBC, 2017) *No comments.*	Noted.	This supplementary report has been prepared to address and respond to the comments received, and has also been prepared in support of revisions to the draft plan of subdivision.
21. Hydrogeological Assessment (Stantec, 2017a) a) The water balance presented in the report indicated a slight decrease in post-development infiltration volumes compared to pre-development conditions. The deficit is very small (34 m3). b) LID infiltration trenches are proposed to infiltrate roof top runoff and runoff from front lawn areas within the multiple-residential parcels. I. HSW requires more detail regarding these infiltration		a) Stantec have updated their analysis to address additional infiltration requirements.

trenches, including location, sizing, and all of the proposed sources of runoff. This information should have been presented in a Preliminary Stormwater Management (SWM) Report, which was not submitted. HSW recognizes that a consolidated SWM report will be prepared for runoff being directed to an off-site SWM pond, however, additional SWM controls are being proposed for this development and need to be summarized in a SWM Report. A Preliminary SWM Report needs to be submitted, to the satisfaction of the Region, City and Grand River Conservation Authority (GRCA), prior to draft plan approval. II. Prior to draft plan approval HSW would like clarification (through a Preliminary SWM Report) as to why individual lot-level infiltration galleries were not considered for single residential properties in the development. HSW may require individual lot-level infiltration galleries to promote distributed recharge across the proposed development. III. The proposed consolidated SWM facility is still being negotiated with the Region, City, GRCA and developer group. The detailed design of the consolidated SWM facility needs to be approved by the Region, City and GRCA prior to draft plan approval. IV. All legal assurances and agreements need to be obtained for the proposed consolidated SWM facility prior to draft plan approval.	ii) Individual lot-level infiltration galleries were considered and included in the submitted Functional Servicing and Stormwater Management Report. iii) Discussion is required with the Region, City of Waterloo and GRCA. iv) Discussion is required with the Region to determine if required agreements can be addressed as a condition of draft plan approval.	
c) As part of a future condition of draft plan approval the LID infiltration trenches will need to be oversized by	Noted.	Oversizing of infiltration trenches can be addressed as a condition of draft plan approval.

15% to account for decreased performance and/or roof leader disconnections over time.		
d) The during- and post-construction groundwater monitoring program proposes monthly manual water level monitoring. Continuous water levels should be monitored in BH12, BH104 and BH105. In addition, due to potential well construction issues at BH12, groundwater monitoring should continue from at least one additional monitoring well noted in the Stage 111 report (Stantec, 2017b), or one of the system monitoring wells, to continue to characterize groundwater flow direction. The well should be identified in an updated Hydrogeological Assessment. In addition, annual water quality monitoring should be completed at BH12, BH104 and BH105 as a condition of draft plan approval.	Noted.	During and post construction groundwater monitoring can be addressed as a condition of draft plan approval.
<u>General</u> 22. A Record of Site Condition will be required by the Region prior to the approval of any zoning by-law.	The owner's preference is to fulfill this requirement through a condition of draft plan approval.	The Record of Site Condition can be imposed as a condition of draft plan approval to be satisfied prior to registration, as identified within the Region's Implementation Guideline for the Review of Development Applications on or Adjacent to Known and Potentially Contaminated Sites.
23. Regional staff has no objection in principle with the proposed draft plan of subdivision, and associated zone change application. As stated in the aforementioned comments, Regional staff will require additional information prior to granting draft approval.	Noted.	
Region Planning Fees 24. Regional staff acknowledges receipt of the application fees for the plan of subdivision, and zone change and EIS review. The developer should be advised of the following fees and charges (subject to annual change by By-law): Subdivision Plans: Draft Approval - $4,025.00 Registration Release - $2,000.00	Noted.	The Region's registration release fee will be submitted together with the formal release for registration.

Appendix C

Comment Response Table

City of Waterloo

Table 3 Response to City of Waterloo Post-Circulation Comments (February 13, 2018)		
COMMENT	**RESPONSE**	**ACTIONS**
NOISE		
1. City Staff do not support the use of noise walls to mitigate noise levels generated by traffic. Acceptable measures include building orientation/site layout, berms and setbacks (physical separation).	Noise walls are not proposed or required for outdoor amenity areas, provided the minimum setback from the centreline of Conservation Drive is achieved.	A minimum setback from the centreline of Conservation Drive has been incorporated in the Zoning By-law Amendment to implement the recommendations of the Noise Assessment. The subdivision agreement is to provide for noise mitigation measures to be addressed at the site plan approval stage.
2. The Traffic Noise Assessment Report, dated July 2017, recommends a setback for buildings fronting onto Conservation Drive of 22 metres from the centreline of Conservation Drive and a setback for buildings that side onto Conservation Drive of 19.5 meters from the centreline of Conservation Drive. Please advise what this recommendation should translate into for the zoning by-law as it applies to those blocks adjacent to Conservation Drive.	The revised Noise Assessment recommends a minimum 21.5 metre setback from the centerline of Conservation Drive for outdoor amenity areas.	The recommended setback from the centreline of Conservation Drive has been incorporated into the proposed Zoning By-law Amendment as a site specific requirement for the R5, R9 and RMU-20 zones, which apply to the Blocks that abut Conservation Drive.
GRAPHICAL		
1. Label the street frontage dimension on all blocks.	Noted.	The draft plan has been revised to label street frontage dimensions.
2. Label the types of uses intended on each block, and the unit range.	Noted.	The draft plan has been revised to identify uses and unit ranges on each block (where a range is proposed).
UTILITIES		
1. Hydro switchgears and other hydro infrastructure will be required to service this development. Staff note the easement required for switchgears is 7 metres x 7 metres. Provide a Preliminary Hydro Servicing Plan that shows where hydro infrastructure will be located.	Noted.	Hydro easement requirements can be addressed as a condition of draft plan approval and similarly, hydro infrastructure design can be coordinated together with the servicing design. Design approval to occur prior to commencement of servicing.
SAFETY		
1. The subdivision will be required to meet minimum fire safety standards.	Noted.	The subdivision has been designed to ensure two means of access are provided.
ROAD DESIGN, RESERVES AND WIDENINGS		
1. One foot reserves should be applied along Conservation Drive to restrict driveway access.	Noted.	The draft plan has been revised to include 0.3 metre reserves (Blocks 27 and 28)

2. The existing road allowance of Roy Schmidt Drive appears to be 12 metres wide; the future road allowance should be 18 metres wide. The developer shall convey to the City a road widening of approximately 3m on the east side of Roy Schmidt Drive, between Street Four and the existing property line south of Pinery Trail to establish the new property line at 9m from the historic centreline of Roy Schmidt Dr. A similar widening will be requested from the developer of the proposed subdivision on the west side of the road. **Should the City determine that a 20 metre road allowance is preferred along Roy Schmidt Road, staff will advise of the rationale for this alternative requirement in a timely manner.	Noted.	The draft plan has been revised to show Roy Schmidt Road as an 18 metre wide road allowance.
3. Roy Schmidt Drive is to be closed from Conservation Drive to Street Four, but the City will retain a 4m walkway block for a multi-use trail. If additional land is required to provide proper grading and drainage of the trail, this additional land will be included in the walkway block and conveyed to the City. City land outside that needed for the walkway block may be declared surplus. Such lands may be sold by the City in accordance with the City's Disposition of Property process.	Noted.	The draft plan has been revised to include a notation to the effect that the portion of Roy Schmidt Road that will become redundant is to be closed.
4. The developer shall coordinate the design of Roy Schmidt Rd. and cost-share on the reconstruction with owner/developer of the lands on the west side of the road, including a new multi-use trail extending from Conservation Drive to the City of Waterloo boundary north of Pinery Trail.	Noted.	The reconstruction of Roy Schmidt Road can be addresses as a condition of draft plan approval.
5. Please confirm that the north limit of Conservation Drive is 13m from the historic centreline of the road, to facilitate the ultimate road allowance of 26m as per the City's Official Plan.		The draft plan has been revised to show the north limit of Conservation Drive as measured from the historic centerline of the road. A road widening along Conservation Drive is included in Blocks 25 and 26.
6. A road widening is required from Block 19 for the roundabout at Beaver Creek Road and Conservation Drive. Please update the plan to include any widening requirements based on the most current roundabout design provided by the City.	The draft plan has been revised to include the most current roundabout design.	Subject to City staff's further consideration, an additional widening to accommodate the roundabout is not required.
7. Please provide dimensions for the daylight triangles at any intersections with Conservation Drive. Demonstrate how these	Noted.	The draft plan has been revised to identify daylight triangles at the Rideau River Street and Conservation Drive intersection.

daylight triangles comply with TAC specifications.		
8. Staff requests an alternative subdivision design without the road connections of Kawartha Street (Street Two) and Cranberry Street (Street Three) to Conservation Drive, for several reasons including: a. The proposed intersection of Street Three (Cranberry Street) and Conservation Drive and the existing intersection of Rideau River Street and Conservation Drive are too close together (making the proposed connection redundant) and could pose certain safety risks. That section of Street Three between Conservation Drive and Street Four should be removed and the land incorporated into Blocks 22 and/or 23 for residential purposes. b. Introducing steeper grades across those Blocks along Conservation Drive would provide the opportunity for an extension to Wasaga Park, as planned for in the District Plan, and which meets the City's grading standards (being at least 80% of the Park has a slope of 2% or less). c. Street Four could be shifted slightly north. The blocks on the north side of Street 4 could be reconfigured and the blocks on the south side of Block Four could be enlarged. d. Street One (Wasaga Crescent) could be extended through to Conservation Drive provided the access is restricted to right-in, right-out only, and subject to a technical evaluation.	Noted.	The draft plan has been revised to delete the road connections of Kawartha Street and Cranberry Street to Conservation Drive. Wasaga Park has been expanded through the inclusion of Park Block 21.
TRANSPORTATION STUDY AND IMPLEMENTATION		
1. The Developer shall submit a Transportation Study prepared by a qualified Transportation Engineer, for the review and approval of the City's Director of Engineering, to: a) address the needs of all road users: pedestrians, cyclists, transit users, and drivers; and b) provide projected peak hour and AADT volumes for each transportation mode on Rideau River Street, Street Two, Street Four and Roy Schmidt Drive; c) address where turning circles may be warranted within the subdivision, particularly along Street Four.	(a) The Draft Plan includes an active transportation connection (Blocks 22 and 23) that provides access for the proposed development, as well as existing homes in Conservation Meadows, out to	City staff to review the revised Draft Plan that eliminated Street Two and Street Three intersections with Conservation Drive. A Traffic Management Plan and related traffic calming and safety measures can be addressed as a condition of draft plan approval, and required prior to registration or servicing (whichever occurs first).

Please contact Phil Hewitson to discuss the full terms of reference for this study and also to discuss which background information is available to use.	Conservation Drive, where pedestrian and cycling facilities exist, or are proposed. (b) Only Rideau River Street connects directly with Conservation Drive. Other connections were removed in accordance with City comments. (c) A Traffic Calming Plan can assess appropriate locations for traffic calming measures, including potential turning circles.	
2. The Developer shall submit a Traffic Management Plan, which recommends the appropriate type and location for traffic calming and safety measures and includes an on-street parking plan. The outcome of this plan may influence the subdivision design.	Noted.	A Traffic Management Plan and related traffic calming and safety measures can be addressed as a condition of draft plan approval, and required prior to registration or servicing (whichever occurs first).
MULTI-USE TRAILS (MUT'S) AND SIDEWALKS		
1. All design and construction to be undertaken by the Developer shall be to the satisfaction of the City's Director of Engineering Services;	Noted.	This can be addressed as a condition of draft plan approval.
2. The detailed design of City sidewalks, trails and parks shall address all grading and drainage issues to meet AODA requirements. Should additional land or easements be required to accommodate City infrastructure needs, the developer shall convey these to the City at the time of Engineering approvals;	Further consideration will be made for the grade changes along Street Four.	This can be addressed as a condition of draft plan approval.
3. The developer shall design and construct the following 1.8 metre concrete sidewalks:	Noted.	This can be addressed as a condition of draft plan approval.

a) on both sides of Streets One, Two, Three and Four, and Rideau River Street from Conservation Drive to Wasaga Crescent; b) on the east side of Roy Schmidt Road from Street Four to Pinery Trail;		
4. The developer shall design and construct the following 3m wide Multi-Use Trails: a) on the west side of Roy Schmidt Road from Street Four to Conservation Drive, including on the closed road allowance of Roy Schmidt Rd; b) within Blocks 26 and 27 to connect the existing trail south of Wasaga Crescent to the sidewalk and bike lanes on Conservation Drive;	a) The west side of Roy Schmidt Road is located outside the limits of the draft plan of subdivision.	b) Blocks 26 and 27 have been renumbered to Blocks 22 and 23. The design requirement associated with Blocks 22 and 23 can be addressed as a condition of draft plan approval.
5. The width of Blocks 24 & 25 can be reduced to 4m. At 4m, the full width should be paved to accommodate a 3m multi-use trail and fencing set 0.5m inside the property lines. This design will eliminate City grass cutting and trimming, and facilitate future resurfacing of the walkway and fence replacement by the City, all with minimal disruption to the adjacent private properties.	Noted.	Blocks 24 and 25 have been renumbered to Block 20. The draft plan has been revised to identify the width of Walkway Block 20 as 4.0 metres from the previous 6.0 metres.
6. The developer shall contribute to the City 50% of the cost of installing (future) pedestrian refuge islands/crossings within Conservation Drive opposite: a) Rideau River Road; and b) Trail Block 27.	It has been requested that the City include the pedestrian refuge island/crossings as a DC eligible item.	This matter was addressed in separate correspondence to the City of Waterloo through the Development Charges Background Study (2019).
7. Bike Lanes a) 1.5m painted bike lanes with a 0.3m painted buffer are required on the following streets: I. Rideau River Street from Conservation Drive to Wasaga Crescent; II. Street Two from Conservation Drive to Wasaga Crescent.	Noted.	Street Two no longer connects Conservation Drive and Wasaga Crescent. The preferred bike route from Wasaga Crescent to Conservation Drive would be via the multi-use pathway on Blocks 22 and 23. This can be addressed as a condition of draft plan approval.
ENGINEERING		
1. The Beaver Creek Road Sewage Pumping Station must be in place prior to registration / issuance of building permits.	Noted.	Further discussions are required, with respect to the timeframes associated with the completion of the Sewage Pumping Station (SPS), such that an appropriate condition of draft plan approval be satisfied.

2. The Communal SWM Facility must be constructed prior to servicing of the subdivision for water quality control.	Agree, storm sewer design contributions to the Beaver Creek Road storm sewer should be clarified prior to reconstruction of Beaver Creek Road.	This can be addressed as a condition of draft plan approval.
3. Please include storm sewer design calculation sheets for review.	Noted.	Further discussion is required regarding the timeframes associated with this level of design detail, particularly with respect to internal storm sewer design.
4. With respect to the conveyance of the 100-year storm event, please compare the 100-year pre- development storm event to the 100-year post development storm event minus the 5-year post development storm event. Storm sewers need not only be upsized to contain the difference between the above noted rates. We can allow pre-development 100-year storm flow rates to continue to drain to the south to the Martin lands under post development conditions. Depending on the results of the comparison, this may allow a reduction in currently proposed storm sewer sizing.	Noted.	Please see comments above.
5. Blocks 1, 2, and 3 are to be frozen until such time that Roy Schmidt Road is upgraded to an urban cross-section.	Suggest that permits be withheld pending a residential subdivision agreement which provides for the upgrades to Roy Schmidt Road.	This can be addressed as a condition of draft plan approval.
6. Block 18 is to be frozen and contain a turning circle until such time that Roy Schmidt Road is upgraded to an urban cross-section.	Noted.	Block 18 has now been divided into two blocks (now Blocks 17 and 24), such that the turning circle encumbers only lands necessary for the construction of the turning circle (Block 24).
7. The limits of the Engineering Plans should be revised to include additional lands shown on the Draft Plan – specifically around Walkway Block 26. Please revise the draft plan accordingly and resubmit.	Noted.	Block 26 has now been renumbered to Block 22. The final engineering plans can provide additional detail. This can be addressed as a condition of draft plan approval and included on final engineering plans to be approved, prior to commencement of servicing.

PARKS		
1. It is always the City's preference to receive a land contribution for parks, rather than cash in lieu of parkland. The Parkland By-law requires a parkland contribution equal to 5% of the net land area or 0.4 hectares for this particular subdivision. It would appear that no public parkland is proposed within this version of the draft plan of subdivision and that a 100% cash in lieu of parkland contribution if proposed.	Noted.	The draft plan has been revised to include a park, identified on the plan as Block 21.
2. Blocks 26 and 27 are identified as "Trail/Park". These lands are encumbered by the hydro corridor and are not eligible as parkland contribution. These blocks should be relabelled "Trail" or "Walkway". The MUT on these blocks must be designed in accordance with AODA standards.	Noted.	Blocks 26 and 27 have now been renumbered to Blocks 22 and 23. The draft plan has been revised to identify Blocks 22 and 23 as Walkway Blocks.
3. The District Plan identifies a southward extension of Wasaga Park, between the existing limits of the park and Street Four, generally where Block 15 is located. However, the proposed subdivision design shows these lands as residential, with a retaining wall across the side and rear of Block 15 and a portion of the rear of Block 14, abutting Wasaga Park. Staff recognizes there are two conditions that have pushed the design in this direction: a) a grade difference between the southern limit of Wasaga Park and Conservation Drive of approximately 4 to 5 metres; and b) new road connections between Wasaga Crescent and Conservation Drive (Street Two/Kawartha Street and Street Three/Cranberry Street) which cannot exceed a slope of 6%, as shown on the District Plan.	Noted.	The draft plan has been revised to identify Block 21 (formerly Block 15) as a park Block.
4. The retaining wall is up to 2 metres in height in certain places and would require a guard rail where it is 1 metre or greater in height. Staff has concerns with this design for a number of reasons: a) No parkland proposed within the limits of the subdivision b) Proposed retaining wall poses certain constraints on the existing Park, c) Wasaga Park is smaller than was ultimately planned	Noted.	The draft plan has been revised to identify Block 21 (formerly Block 15) as a park Block. a) The subdivision includes parkland b) The expansion of the park allows for appropriate grades c) The size of Wasaga Park is consistent with the District Plan d) The park has approximately 100 metres of frontage on Street Four.

d) Less street frontage than planned, poses safety and visibility challenges.		
5. Staff requests that an alternative subdivision design be considered where: a) Block 15 is parkland, without any retaining walls b) Some regrading of the existing Wasaga Park, south of the playground, may be undertaken to ensure the overall park meets grading requirements (80% of the park is 2% slope or less).	Noted.	a) The draft plan has been revised to identify Block 21 (formerly Block 15) as a park block. b) The grading plan has been revised to identify a 2.5% grade throughout the park Block.
c) The road connections of Kawartha and Cranberry Streets between Street Four and Conservation Drive are removed. These lands would be consolidated with Blocks 21, 22 and/or 23.		c) Blocks 21, 22 and 23 have been renumbered to Block 18. The draft plan has been revised to delete the street connections of Kawartha and Cranberry Streets between Street Four and Conservation Drive.
d) A significant grade change would be achieved across Blocks 21 to 23. These blocks would be suited for walkout style housing, being 3 storeys from Street Four and 4 Storeys from Conservation Drive. e) Street Four may be shifted northward, requiring some reconfiguration of Blocks fronting or siding Street Four, allowing Blocks 21 to 23 to be enlarged.	Noted.	d) Blocks 21, 22 and 23 have been renumbered to Block 18. e) The draft plan has been revised to identify the resized Blocks.
6. Examples of active components within Wasaga Park are baseball fields, soccer fields, basketball courts, and winter ice rinks. Passive components are covered more generally in the Landscape Design Manual but would include benches, appropriate landscaping etc. AODA compliance is mandatory for any active or passive park installations.	Noted.	A Park Plan, which incorporates active components, has been prepared in support of this submission.
7. Standard plans will be required. This includes but is not limited to Vegetation Management Plans, Park Landscape Plans, Street Tree planting plans (unless the Developer decides to engage the City to undertake the planting), Property Demarcation Plans, trail/walkway plans.	Noted.	This can be addressed as a condition of draft plan approval.
ENVIRONMENTAL PLANNING		
1. Section 11.4 of the Planning Justification Report speaks to the final post-construction monitoring report that was submitted for the lands to the north (Plan 58M412). That	Noted.	Approval of a pre-, during and post construction monitoring program can be addressed as a condition of draft plan approval.

monitoring program included groundwater monitoring wells located on both those lands as well as the lands subject to the current Draft Plan of Subdivision application. Consistent with the City's Development Monitoring Protocol, and the recommendations of the Hydrogeological Assessment, monitoring of the remaining wells (BH 12, BH 104 and BH 105) needs to continue through pre-, during and post-construction. The details of each phase will be determined at the transition point (e.g. inclusion of the LID measures as part of the during construction phase).		
2. Section 2.4 of the Hydrogeological Assessment speaks to the applicability of the Grand River Source Protection Plan. The subject property is partly located within a Wellhead Protection Area C where the vulnerability is equal to 4 and partly within a Wellhead Protection Area D where the vulnerability is equal to 2. There is no Issue Contributing Area associated with W5A. While Schedule D of the Grand River Source Protection Plan indicates that the DNAPL policies are applicable to the area, based on the vulnerability scores, it appears the only applicable policy relates to the Region developing and implementing an education and outreach program.	Noted.	No further action is necessary.
3. Section 4.1 of the Hydrogeological Assessment speaks to groundwater recharge and notes that LID measures in the form of infiltration trenches are proposed to augment recharge in the post- development scenario. However, it is also noted that the low permeability of the clayey silt to silt soils at surface, and potential for shallow perched water levels, may limit the amount of recharge augmentation that can occur through LID. What are the key options for overcoming those limitations? Is there a potential for the infiltration trenches to contribute to the perched groundwater conditions? An appropriate approach needs to be confirmed prior to the detailed design stage.	Noted.	An updated infiltration strategy, addressing this comment, in the context of the communal SWM facility has been submitted in support of the revised draft plan of subdivision.

4. Section 4.2 of the Hydrogeological Assessment speaks to construction dewatering. Since the groundwater flow from the site may contribute baseflow to nearby creeks and wetlands, does the dewatering have the potential to impact those natural features?	Noted.	To be addressed as part of the required de-watering permit and as a condition of draft plan approval.
5. Section 7.5.3 of the Functional Servicing and Stormwater Management Report proposes large, shared infiltration trenches within the multiblocks and individual trenches within single lots. How will the functionality of the trenches be ensured under private ownership?	Draft plan conditions should require that the developer be responsible for the installation and certification of individual trenches within single lots, as a condition of draft plan approval.	Management of infiltration trenches can be imposed as a condition of draft plan approval, secured through the City's Residential Subdivision agreement. The management requirement can also be carried forward as a condition of site plan approval with easements, as appropriate, conveyed at that time.
6. As per the direction provided by Specific Provision Area 37 of the City's Official Plan (11.1.37), the incorporation of sustainable design elements in the Node is encouraged. This includes, but is not limited to, the standard to which buildings are constructed, the inclusion of LID measures and water efficient landscaping as well as energy production and conservation.	Noted.	The identified sustainable design elements are most appropriately considered through the site plan approval process and, as such, this requirement can be addressed as a condition of draft plan approval.
GRCA		
1. The proposed water quality approach relies on the communal Stormwater Management (SWM) facility proposed on the trailer park lands to the south; however, information on this SWM facility has not been provided. Details regarding the communal SWM facility are required in order for the GRCA to support the Draft Plan of Subdivision. GRCA staff has provided comments on a Terms of Reference (MTE) for the communal SWM study to the City of Waterloo under a separate cover (October 17, 2017).	Noted.	Stantec have further considered this direction and have been coordinating water modeling work with MTE, in the preparation of a revised FSR and SWM report.
2. A plan has not been provided depicting the revision to the subcatchment boundaries under developed conditions (Section 7.5.1 of the SWM report, second paragraph). Estimated flows have not been provided in the report either. Please provide the plan depicting the revised boundaries and also provided estimated flows in tabular format.	Noted.	The communal storm water management (SWM) design is under review. Agency support to achieve distributed infiltration is noted, and the inclusion of revised boundaries and estimated flows will come out of further discussions with MTE.

3. Furthermore, please confirm if the model parameters for developed condition have been kept similar to the North Waterloo Scoped Subwatershed Study (NWSSS) values or if they have been updated. If updated, please document all revisions.	Noted.	Stantec have been coordinating with MTE to ensure consistent modelling assumptions. The intent is to achieve targets within the sub-catchment area. This will be expressed further within the revised FSR and SWM report.
4. GRCA requires monthly water balance calculations to demonstrate that ground water recharge targets have been properly satisfied. These have not been provided by the applicant. Attached for reference is a general checklist of GRCA requirements for review of a proposed development, including the monthly water balance calculations.	Noted.	
5. Seasonally high groundwater mapping has not been provided. In addition, further justification is required for excluding the result of BH12. Based on the results provided in Figure #7 of the Hydrology Assessment, it appears that only the values for 2015 are showing erratic pattern, while other years appear to show a seasonal pattern with spring levels being around 355 at this location. Based on the Grading Plan, most of the proposed infiltration galleries along Street Four will have seasonally high groundwater water above their bottom elevation. As such, they may require a revised depth. Further assessment is needed to demonstrate that the proposed infiltration galleries will have no issues with regards to seasonally high ground water levels.	Noted.	Updated report includes mapping, as requested, and is reflected in the revised FSR, Hydrogeological and Consolidated Geotechnical report. The Grading plan has been revised to reflect the updated Draft Plan. Proposed infiltration galleries assume seasonally high groundwater levels.
6. We note that calculations for the design of the proposed Storm Sewer System have not been provided.	Noted.	Calculations have been included in the updated FSR and SWM Report.
7. Section 7.5.2 of the SWM Report states that overland flow draining south may bypass catch basins at some locations, due to steep slope. The intersection of Kawartha Street and Conservation Drive will also experience some ponding of major flows based on the Grading Plans provided. Grading and catch basin deigns may need to be revised to avoid ponding and to ensure the proposed sewer system will adequately convey up to 100 year flows.	Noted.	Draft plan has been revised and provides the opportunity for low points within Street 4 and the conveyance of 100 year flows.

Appendix D

Comment Response Table

City of Waterloo (Bock Specific)

Table 4 Response to City of Waterloo Post-Circulation Comments (February 13, 2018)				
COMMENT			RESPONSE	ACTIONS
BLOCK SPECIFIC ZONING BY-LAW AMENDMENT COMMENTS				
BLOCK 1-10	District Plan Designation: *Low Density Residential 1 (LDR 1)*	Proposed Zoning Category: *Semi-Detached (SD)*	The Draft implementing By-law proposes the Residential Five (R5) zone, with site specific performance standards. The R5 zone is a new zone, created for the City's new Zoning By-law and is used in other communities on the west side of Waterloo. The R5 Zone will allow single detached, semi-detached and freehold semi-detached dwellings	City staff to review the revised Zoning By-law Amendment.
Land Uses	Singles, semis, duplexes, towns	Singles, semis, duplexes, Class A Group Homes, Bed and Breakfasts		
Comments	None. General comments below.			
BLOCK 11-13	District Plan Designation: Low Density Residential 2 (LDR2)	Proposed Zoning Category: *Semi-Detached (SD)*	The proposed zoning for Blocks 11-13 has been revised to the Residential Eight (R8) zone, to reflect the District Plan designation of Low Density Residential 2 (LDR2).	City staff to review the revised Zoning By-law Amendment.
Land Uses	Towns, Triplexes, Terrace Dwellings, apartments (along Conservation Drive only)	Singles, Semis, Duplexes, Class A Group Homes, Bed and Breakfasts	The proposed R8 zone will permit Townhouse, Freehold Townhouse and Triplex dwellings, consistent with the District Plan.	City staff to review the revised Zoning By-law Amendment.
Comments	a) The SD zone is not appropriate as singles and semis are not contemplated land uses under the District Plan framework b) Consider reconfiguring these blocks for a more efficient layout		Noted.	a) The proposed zoning for Blocks 11-13 has been revised to the Residential Eight (R8) zone, to reflect the District Plan designation of Low Density Residential 2 (LDR2). b) The Blocks have also been modified/reconfigured to better

	c) If the only building type that can be accommodated on these lands are townhouses, staff recommends applying a 'townhouse zone', such as Medium Density – One (MD1). Review MD1 zoning regulations and advise what should be amended, if any.			accommodate street fronting (Freehold) towns. c) The proposed R8 zone will permit Townhouse, Freehold Townhouse and Triplex dwellings, consistent with the District Plan.
BLOCKS 14, 16, 17 and 18	District Plan Designation: LDR 2	Proposed Zoning Category: MD3		Blocks 14, 16, 17 and 18 have been renumbered to Blocks 14, 15, 16, 17 and 24.
Land Uses	Towns, Triplexes, Terrace Dwellings, apartments (along Conservation Drive only)	Townhouse – linear, Townhouse, Terrace dwelling, Back-to-Back townhouse (3 or more dwelling units divided vertically with common side and rear walls)		
Comments	a) Given the block depths proposed of 30 metres, these lands could not accommodate back-to-back townhouses and apartments are only permitted along Conservation Drive. A concept plan should be provided to demonstrate how terrace dwellings could be accommodated on these blocks. If the only building type that can be accommodated on these lands are townhouses, staff recommends applying a "townhouse zone", such as Medium Density – One (MD1). Review MD1 zoning regulations and advise what should be amended, if any.		Noted.	a) These Blocks are intended for street fronting (Freehold) townhouses. The Blocks are proposed to be zoned R8, similar to Blocks 11-13.
BLOCK 15				
Comments	a) The District Plan designates this block Open Space – Park, whereas the lands are proposed to be zoned Medium Density Three (MD3) for residential uses with site specific provisions.		Noted.	a) Block 15 has been renumbered to Block 21 and is intended for park use to address the staff comment.

	b) Staff recommends an alternative subdivision design where this block is an extension of Wasaga Park, in accordance with the District Plan. The lands would be zoned Green Two (G2). c) Refer to further comments in *Parks* section			b) The subdivision has been redesigned to identify this Block as an extension of Wasaga Park. The Block is intended to be zoned Parks & Recreation (OS1), consistent with the park zoning in the City's new Zoning By-law.
BLOCKS 21-23	District Plan Designation: LDR2	Proposed Zoning Category: MD3	Blocks 22 and 23 have been consolidated into a single Block (18). Street Three (Cranberry Street) no longer divides the Block and now terminates at Street Four (Gary Cowan Drive).	
Land Uses	Towns, Triplexes, Terrace Dwellings, Apartments (along Conservation Drive only)	Townhouse-linear, Townhouse, Terrace Dwelling, Back-to-Back townhouses (3 or more dwelling units divided vertically with common side and rear walls), Apartments		
Comments	a) Apartments are a permitted use on LDR 2 lands along Conservation Drive and the zoning should permit this land use also. Provide appropriate zoning regulations for apartments for staff consideration. b) Linear and cluster townhouses should be removed from this zone. c) The concepts submitted for these blocks (as shown on the Preliminary Servicing Plan) shows internal private roadways parallel to Conservation Drive. Staff is		Noted.	a) Block 18 is proposed to be zoned Residential Nine (R9), which permits: • Apartment building • Stacked Townhouse building • Back-to-Back townhouse building • Stacked Back-to-Back townhouse building • Long Term Care Facility • Assisted Living Facility The proposed zoning (R9) implements the LDR 2 designation and provides appropriate regulations for an apartment building. b) Linear and cluster townhomes are not permitted, consistent with staff comments. c) The site specific zoning will also include a 21.5 metre setback for outdoor amenity areas from the centreline of Conservation Drive to implement the recommendations of the Noise Assessment. The challenges associated with the grade difference between Street Four and Conservation

	concerned with this design option for these blocks. Parking areas should not be oriented to or visible from Conservation Drive. Staff would recommend minimum and maximum setback requirements from Conservation Drive to ensure buildings address street and sufficient street enclosure is achieved as directed by the policies of the District Plan.			Drive were considered in the conceptual design to ensure appropriate access to the lands for the future residents. Due to these grading challenges, there will be a larger setback from Conservation Drive for the future buildings, with the corresponding access and parking located to the south of the building, closer to Conservation Drive. Accordingly, a site specific provision has been included in the proposed zoning to permit parking between the building and the street line.
BLOCKS 19 and 20	District Plan Designation: Mixed Use Medium Density Residential within the Node	Proposed Zoning Category: MD3	Blocks 19, 20 and 21 have been merged into Block 19 and the previous connection of Street Two through to Conservation Drive has been eliminated	The proposed zoning for Block 19 is RMU-20 with site specific performance standards to implement the Node policies of the Official Plan and District Plan.
Land Uses	Towns, Triplexes, Terrace Dwellings, apartments (along Conservation Drive only), Ancillary (non-residential) uses	Townhouse-linear, Townhouse, Terrace Dwelling, Back-to-Back Townhouse (3 or more dwelling units divided vertically with common side and rear walls)		
Comments	a) Staff recommends applying a different zoning category on these blocks, rather than MD3, which better reflects the range of housing types and allows ancillary uses in mixed use buildings.		Noted.	a) The Residential Mixed-Use 20 (RMU-20) zone is proposed to address staff comments and implement the Official Plan and District Plan. Permitted uses include: • Multi-Unit Residential Building (including Apartment Building) • Mixed-Use Building with Dwelling Units above the First Storey • Stacked Townhouse Building • Back-to-Back Townhouse Building • Long Term Care Facility • Assisted Living Facility The proposed zoning also permits ancillary commercial uses to implement the District Plan.

	b) Linear and Cluster Townhouses should be removed from this zone. c) There should be a minimum density on each block of 60 units per hectare, in addition to a maximum of 100 units/ha. d) Apartments are a permitted use on LDR2 lands along Conservation Drive and the zoning should permit this land use also. Provide appropriate zoning regulations for apartments for staffs' consideration. e) Staff are of the opinion this is not an appropriate location for linear or cluster townhouses, given the amount of lands in this subdivision that would permit that building typology. This building type should be excluded from the zoning of these lands. f) The concepts submitted for these blocks (as shown on the Preliminary Servicing Plan) shows internal private roadways parallel to Conservation Drive. Staff does not support this as an appropriate design option for these blocks. Parking areas should not be oriented to or visible from Conservation Drive. Staff would recommend minimum and maximum setbacks requirements from Conservation Drive to ensure buildings address the street and sufficient street enclosure is achieved as directed by the policies of the District Plan. g) Section 3.4.14 of the District Plan contemplates the following range		b) Linear and cluster townhomes are not permitted, consistent with staff's comments. c) The site specific zoning includes a minimum density of 100 bedrooms/ha and a maximum density of 300 bedrooms/ha. The density has been proposed in bedrooms/ha consistent with the Official Plan and the other zones in the City's new Zoning By-law. d) The proposed zoning permits apartments within Block 19. e) Linear and cluster townhouses are excluded from the zoning of these lands. f) The site specific zoning will also include a 21.5 metre setback for outdoor amenity areas from the centreline of Conservation Drive to implement the recommendations of the Noise Assessment. The challenges associated with the grade difference between Street Four and Conservation Drive were considered in the conceptual design to ensure appropriate access to the lands for the future residents. Due to these grading challenges, there will be a larger setback from Conservation Drive for the future buildings, with the corresponding access and parking located to the south of the building, closer to Conservation Drive. Accordingly, a site specific provision has been included in the proposed zoning to permit parking between the building and the street line.

	of ancillary (non-residential) uses (in a mixed use building) through the zoning by-law: I. Offices II. Medical Clinic III. Convenience Retail V. Restaurants V. Child Care Centres VI. Personal Services Provide a zoning framework for staffs' consideration that would implement the built form and ancillary uses policies 3.4.11 (c), 3.4.12 and 3.4.14 of the District Plan.		g) The proposed zoning includes permission for the ancillary uses identified in Section 3.4.14, and contains the applicable implementing regulations.
BLOCKS 24 and 25			
Comments	a) The District Plan assumed that a road would extend in this location through to Roy Schmidt Road. The applicant has proposed this road connection be moved further south, between Blocks 18 and 19 and these walkway blocks be in its place. The Proposed Zoning Schedule in the Planning Justification Report does not reflect the location of these walkway blocks on the Draft Plan.	a) The response correctly notes the location of the walkway blocks (now identified as a single Block 20).	a) Blocks 18 ad 19 have been renumbered to Blocks 17 and 16. Walkway Blocks 24 and 25 have been renumbered to Block 20. The Zoning Schedule identifies Block 20 as Parks & Recreation (OS1).
GENERAL ZONING BY-LAW AMENDMENT COMMENTS			
a) Staff does not support changes to the definition of "building height" for this subdivision. b) New Zone 1 – Staff recommends applying a 'townhouse zone', such as MD1 rather than SD or MD3, to Blocks 11 to 18 (excluding Block 15) which are designated LDR2 in the District Plan and are labelled and lotted as Street Towns on the draft plan.		The proposed zoning no longer includes a modification to the definition of height.	a) The proposed zoning proposes a maximum height of 10 metres for all Blocks within the proposed subdivision, except for Blocks 18 and 19, which abut Conservation Drive, where a maximum height of 4 storeys/12 metres (Block 18) and 6 storeys/20 metres (Block 19) is proposed. b) The R8 zone has been applied to the Blocks that are designated LDR2 in the District Plan (except for Block 18, which is proposed to be zoned R9). c) Blocks 19 and 20 have been renumbered to Block 19. The Residential

c) New Zone 2 – Staff recommends applying a 'Mixed Use Node zone', rather than MD3, to blocks 19 and 20. The zoning on these lands should permit ancillary uses in mixed use buildings. d) Provide an updated density/unit yield breakdown for the entire subdivision that reflects any adjustments made to the draft plan in response to post-circulation comments. e) Please provide an updated Proposed Zoning Schedule in response to post-circulation comments.		Mixed-Use 20 (RMU-20) zone is proposed for Block 19 which permits ancillary commercial uses to implement the District Plan. d) An updated density/unit yield breakdown has been provided and is included in the supplementary report. e) An updated Proposed Zoning Schedule has been prepared and is included in the supplementary report as Appendix E.
Within the Semi-Detached (SD) Zone		
1. Building Height Types a) Appropriate Uses/Building Typologies: Singles, Semis Duplexes, Bed and Breakfast establishments, Group Home Class A (as proposed)	Noted.	The SD Zone has been replaced with the proposed R5 zone, as discussed above. The R5 zone permits Single Detached, Semi-Detached and Freehold Semi-Detached dwellings.
2. Lot Area a) No comment, where all remain as blocks, rather than lotted.		
3. Lot Frontage a) Each building type should have a minimum and maximum street frontage that aligns with the range given in the District Plan. This will ensure a certain minimum density is achieved on those blocks. b) Provide a conceptual plan to demonstrate how a duplex could be constructed and comply with the proposed regulations on a 9 metre wide lot.	The proposed R5 zone requires a minimum lot frontage of 9 m (12 m for a corner lot) for single detached dwellings, consistent with the range in the District Plan. The proposed R5 zone requires a minimum lot frontage of 6.8 m (9 m for a corner lot) for freehold semi-detached dwellings, consistent with the range in the District Plan. A duplex is no longer proposed as a permitted use. A "Second Residential Unit" is proposed as a permitted ancillary use, consistent with the	City staff to review the revised Zoning By-law Amendment.

	regulations in the City's new Zoning By-law	
4. Building Height a) The maximum height in the District Plan for these lands is 3 storeys (Policy 3.4.7 (a)). The Official Plan allows up to 10 metres in height (Policy 10.1.3.3). Therefore, staff does not support a maximum height of 12 metres for these lands. b) Staff does not support changes to the definition of "building height" for this subdivision.	The proposed R5 zone includes a maximum height of 10 m, consistent with the Official Plan. No change to the definition of building height is proposed.	City staff to review the revised Zoning By-law Amendment
5. Setbacks a) Staff has concerns with the proposed minimum front yard and flankage yard setbacks and the impact this will have on the streetscape. b) Provide real examples or concept plans showing what this type of setback would look like for a block of singles, semi's and or duplexes and include the porch/deck and stair encroachments requested.	The minimum Front Yard setback has been increased from 3.0 to 6.0 m, consistent with other zones in the City's new Zoning By-law. The Street Line Flankage setback remains at 3.0 m, which is the same setback applied to other lands in Waterloo that are zoned R5. The proposed zoning would allow an unenclosed porch to project up to 1.8 m into the Front Yard, consistent with the R5 zone regulation. An encroachment is also permitted in the Flankage Yard to assist in activating the streetscape for corner lots.	City staff to review the revised Zoning By-law Amendment.
6. Coverage a) Based on the minimum lot area and setback regulations proposed for semi-detached dwellings, the maximum coverage is closer to 47% than the 60% proposed. Accessory structures are permitted to occupy 5% of the lot area for	The proposed R5 zone has been modified to include a maximum lot coverage, for all buildings, of 55%.	City staff to review the revised Zoning By-law Amendment

semis. A more realistic maximum coverage for semis, including accessory structures, would be 55%. b) Based on the minimum lot area setback regulations proposed for singles and duplexes, the maximum coverage is closer to 50% than the 60% proposed. Accessory structures are permitted to occupy 10% of the lot area for singles however given the scale of the minimum backyard, staff would recommend capping this at 5%. A more realistic maximum coverage for singles and duplexes, including accessory structures, would be 55%.		
7. Encroachment a) The By-law already allows architectural encroachments of 0.6 metres. b) Stairs may be up to 2 feet in height within any minimum setback. c) Landings are also permitted to encroach for exterior exits, in accordance with the minimum building code requirements. d) Additional encroachments, particularly those that are roofed, and not supported.	The proposed R5 zone permits a maximum encroachment of 1.8 m for unenclosed porches. The permission for a porch encroachment allows the habitable portion of the dwelling to project beyond the garage (in the Front Yard), which improves the streetscape, while still allowing for a car to be parked between the garage and sidewalk. For the Flankage Yard, the porch encroachment assists in activating the streetscape for corner lots.	City staff to review the revised Zoning By-law Amendment.
Within the Medium Density Three (MD3) Zone		
1. Building Types/Land Uses a) Staff recommends applying this zone along Conservation Drive, outside of the Node.	(a) The R9 zone is proposed for Block 18 (along Conservation Drive), while the R8 zone is proposed for the Blocks within the subdivision that are designated Low Density	City staff to review the revised Zoning By-law Amendment.

	Residential 2 in the District Plan	
b) Given the extent to which street (linear) towns are proposed (Blocks 14, 16, 17, 18), staff recommend linear and cluster townhouses be removed from this zone.	(b) Blocks 14, 16, 17 and 18 have been renumbered to Blocks 14, 15, 16, 17 and 24. Freehold townhomes have been proposed for these blocks.	
c) The application proposes freehold back-to-back townhouses in this zone. Please identify where and how this building type would be feasible?	(c) Stacked Back-to-Back Townhomes are permitted in Blocks 18 and 19. The Blocks have been sized appropriately to accommodate this building type.	
d) Apartments are permitted in this zone, and are contemplated in the District Plan only along Conservation Drive. Will the apartment regulations in the MD3 zone be sufficient, without any site-specific changes through the zoning application?	(d) Apartment Buildings are also proposed to be permitted within the R9 zone and the RMU-20 zone for both Blocks 18 and 19. A low-rise apartment building could also be accommodated within the Blocks.	
e) On Blocks 21, 22 and 23, provide a concept plan of a terrace dwelling development and a back to back	(e) The site specific zoning will also include a 21.5 metre setback for outdoor amenity areas from the centreline of Conservation Drive to implement the recommendations of the Noise	

	condominium townhouse that does not include the internal driveway parallel to Conservation Drive.	Assessment. The challenges associated with the grade difference between Street Four and Conservation Drive were considered in the conceptual design to ensure appropriate access to the lands for the future residents. Due to these grading challenges, there will be a larger setback from Conservation Drive for the future buildings, with the corresponding access and parking located to the south of the building, closer to Conservation Drive. Accordingly, a site specific provision has been included in the proposed zoning to permit parking between the building and the street line. The ultimate design of the Blocks and the building types can be evaluated through the Site Plan process, when more details are known.	
f)	A zoning framework to accommodate live-work built forms should be addressed.		

	(f) The proposed zoning for Block 19 (RMU-20) includes regulations for Live-Work Units.	
2. Lot Area a) No comment, where all remain as blocks, rather than lotted. b) Does it make sense to have a minimum lot area requirement for condominium back to back towns?	A minimum lot area has not been proposed. Stacked Back-to-Back Townhomes would not be developed as condominium units with their own "lot."	City staff to review the revised Zoning By-law Amendment.
3. Lot Frontage a) Freehold building types should have a minimum and maximum street frontage that aligns with the range given in the District Plan. This will ensure a certain minimum density is achieved on those blocks. b) Does it make sense to have a minimum lot frontage requirement for condominium back to back towns?	Both the proposed R9 Zone (for Block 18) and the RMU-20 Zone (for Block 19) contain minimum lot frontage requirements. Neither Block contemplates "freehold" building types.	City staff to review the revised Zoning By-law Amendment.
4. Building Height a) The maximum height in the District Plan for these lands is 3 storeys (Policy 3.4.7 (a)), except for apartments which are permitted up to 6 storeys (20 metres). The Official Plan allows up to 10 metres in height (Policy 10.1.3.3). Therefore, staff does not support a maximum height of 12 metres for terrace dwelling or back to back towns, except for apartments. b) There should be a minimum height of 9 metres for apartments, with permission for up to a maximum of 20 metres (6 storeys). The minimum ground floor height should be 4.5 metres.	(a) The maximum building height for Block 18 is 12 metres/4 storeys for an apartment building and a stacked back-to-back townhouse building. All other building types would be permitted a maximum height of 10 metres (b) The proposed RMU Zone (for Block 19) includes a minimum 4.5 metre ground floor height for an Apartment Building and a Mixed-Use	Further discussion with City staff is required with respect to building height.

c) Staff does not support changes to the definition of "building height" for this subdivision.	Building. The minimum height within the RMU zone is 9 metres and the maximum height is 20 m for Apartments and Mixed-Use Buildings. Other building types are permitted a maximum height of 4 storeys/12 metres. (c) No changes to the definition of height are proposed.	
5. Setbacks a) From Conservation Drive, a minimum and maximum streetline setback and possibly at minimum % streetline build out should be applied.	(a) The setback from Conservation Drive is impacted by the grading challenges associated with the site. (b) The proposed R9 (Block 18) and RMU-20 (Block 19) zones include minimum 5 m Street Line setbacks	City staff to review the revised Zoning By-law Amendment.

b) A 3 metre front yard setback is too small for terrace dwelling and apartment buildings.		
6. Parking a) A visitor parking rate should be included in the zoning by-law. Please recommend a rate for staff's consideration.	Both the proposed R9 and RMU-20 zones include a minimum amount of visitor parking. Both zones require a minimum of 0.1 visitor parking spaces per unit, consistent with other zones in By-law 2018-050.	City staff to review the revised Zoning By-law Amendment
7. Density a) There should be a minimum density of 35 units per hectare, in addition to a maximum of 60 units/ha.	The proposed R9 and RMU zones include minimum and maximum densities, in bedrooms/ha consistent with the Official Plan and Zoning By-law.	City staff to review the revised Zoning By-law Amendment.
8. Landscape Open Space a) Rooftop Patios for terrace dwellings, back to back towns and apartments may only contribute a maximum % of the total landscape open space. Please recommend a %.	The R8 and R9 zones require a minimum of 30% Landscape Open Space.	City staff to review the revised Zoning By-law Amendment
9. Encroachments a) The By-law already allows architectural encroachments of 0.6 metres. b) Stairs may be up to 2 feet in height within any minimum setback. c) Landings are also permitted to encroach for exterior exits, in accordance with the minimum building code requirements. d) Additional encroachments, particularly those that are roofed, and not supported.	Provided the encroachments noted by staff are permitted, no further encroachments are required, other than the previously noted porch encroachments.	

Appendix E

Proposed Zoning By-law Amendment and Schedule

RESIDENTIAL FIVE (R5)

Zone

7.5 Residential Five (R5) – Activa Conservation Drive

Permitted Uses

7.5.1 No PERSON shall erect, alter, enlarge, reconstruct, locate or use any BUILDING or STRUCTURE in whole or in part, nor use any land in whole or in part, in the Residential Five (R5) zone for any purpose other than one or more of the following permitted uses:

7.5.1.1 **Primary Uses**

- SINGLE DETACHED BUILDING
- SEMI-DETACHED BUILDING
- FREEHOLD SEMI-DETACHED BUILDING

7.5.1.2 **Complementary Uses**

a) GROUP HOME (see section 3.G.2 and Table 6A)

7.5.1.3 **Ancillary Uses**, meaning the uses are subordinate and incidental to Primary Use specified in section 7.5.1.1:

- HOME OCCUPATION (see section 3.H.3 and Table 6A)

7.5.1.4 **Ancillary Uses**, meaning the uses are subordinate and incidental to a SINGLE DETACHED BUILDING or FREEHOLD SEMI-DETACHED BUILDING:

a) SECOND RESIDENTIAL UNIT (see section 3.S.1)

7.5.1.5 For the purposes of this BY-LAW, more than one main BUILDING may be permitted on a LOT subject to the other provisions of this zone.

Performance Standards

7.5.2 The following regulations in Table 7 shall apply to every LOT, BUILDING and STRUCTURE in the Residential Five (R5) Activa Conservation Drive Zone:

Table 7: Regulations – RESIDENTIAL FIVE (R5) ACTIVA CONSERVATION DRIVE

		SINGLE DETACHED	SEMI-DETACHED	FREEHOLD SEMI-DETACHED
Lot Area (min)	Interior Lot	255 m^2	450 m^2	225 m^2
	Corner Lot	330 m^2	477 m^2	252 m^2
	Interior Lot	9.0 m	15.0 m	6.8 m

Lot Frontage (min)	Corner Lot	12.0 m	16.8 m	9.0 m
Average Lot Depth (min)		30.0 metres		
Front Yard Setback (min)		6.0 metres		
Flankage Yard Setback (min)		3.0 metres		
Side Yard Setback (min)		0.6 metres on one side; 1.2 metres on the other side. In no case shall a dwelling be located closer than 1.8 metres to a dwelling on an adjacent lot*		
Rear Yard Setback (min)		7.5 metres		
Building Height (max)		10.0 metres		
Lot Coverage (max)		55% (all buildings)		
Parking Spaces (min)		1 per Dwelling Unit		

* The minimum SIDE YARD setback for FREEHOLD SEMI-DETACHED DWELLINGS on one side of the LOT shall be 0.0 m.

7.5.3 Notwithstanding anything to the contrary, where a minimum STREET LINE setback of seven metres (7.0 m) is provided to a PRIVATE GARAGE, the minimum FRONT YARD setback to the habitable portion of the main STRUCTURE shall be five metres (5 m).

7.5.4 Notwithstanding anything to the contrary, a garage shall not be located any closer to the FRONT LOT LINE than the HABITABLE FLOOR SPACE of the dwelling. A one (1) STOREY unenclosed PORCH may encroach into the FRONT YARD and/or FLANKAGE YARD by a maximum of one-point-eight metres (1.8 m).

7.5.5 Notwithstanding anything to the contrary, the maximum width of a PRIVATE GARAGE attached to the main BUILDING and the associated DRIVEWAY shall not exceed 58% of the FRONT BUILDING FAÇADE LENGTH, provided further that the associated DRIVEWAY may extend zero-point-three (0.3) metres past either side of the PRIVATE GARAGE opening (door) provided no portion of the DRIVEWAY is located in front of any HABITABLE FLOOR SPACE on the FIRST STOREY.

7.5.6 The minimum required side yard setback for the north side yard of Block 10 shall be 1.2 metres. For purposes of clarity, the north side yard abuts lands known municipally as 386 Rideau River Street.

7.5.7 Notwithstanding anything to the contrary, outdoor amenity areas subject to the regulations of NPC-300 shall be a minimum of 21.5 metres from the centreline of Conservation Drive.

RESIDENTIAL EIGHT (R8)

Zone

7.8 Residential Eight (R8) – Activa Conservation Drive

Permitted Uses

7.8.1 No PERSON shall erect, alter, enlarge, reconstruct, locate or use any BUILDING or STRUCTURE in whole or in part, nor use any land in whole or in part, in the Residential Eight (R8) zone for any purpose other than one or more of the following permitted uses:

7.8.1.1 **Primary Uses**

- FREEHOLD TOWNHOUSE BUILDING
- TOWNHOUSE BUILDING
- TRIPLEX BUILDING

7.8.1.2 **Ancillary Uses**, meaning the uses are subordinate and incidental to Primary Use specified in section 7.8.1.1:

- HOME OCCUPATION (see section 3.H.3 and Table 6A)

7.8.1.3 **Ancillary Uses**, meaning the uses are subordinate and incidental to a FREEHOLD TOWNHOUSE BUILDING:

a) SECOND RESIDENTIAL UNIT (see section 3.S.1)

Performance Standards

7.8.2 The following regulations in Table 7 shall apply to every LOT, BUILDING and STRUCTURE in the Residential Eight (R8) Activa Conservation Drive Zone:

Table 7: Regulations – RESIDENTIAL EIGHT (R8) ACTIVA CONSERVATION DRIVE

		TOWNHOUSE	FREEHOLD TOWNHOUSE	TRIPLEX
Lot Area (min)		(none)	165 m^2	540 m^2
Lot Frontage (min)	Interior Lot	(none)	5.5 metres	15 metres
	Corner Lot		9.5 metres	18 metres
Street Line Setback (min)		6.0 metres		
Side Yard Setback (min)		(none)	1.2 metres	1.8 metres
Rear Yard Setback (min)		7.5 metres		

Building Height (max)	10 metres		
Density (max)	150 bedrooms/ha	(none)	(none)
Lot Coverage (max)	40%	55%	30%
Landscape Open Space (min)	30%	(none)	(none)
Parking Spaces (min)	1 per Dwelling Unit	1 per Dwelling Unit	1 per Dwelling Unit
Visitor Parking Spaces (min)	0.33 per Dwelling Unit	(none)	1
Number of main Buildings per Lot (max)	More than one (1) permitted	1	1

7.8.3 Notwithstanding anything to the contrary, the STREET LINE FLANKAGE set back for a TOWNHOUSE or FREEHOLD TOWNHOUSE shall be a minimum of 3.0 metres.

7.8.4 For a FREEHOLD TOWNHOUSE, the maximum width of a PRIVATE GARAGE attached to the main BUILDING shall not exceed 60% of the FRONT BUILDING FAÇADE LENGTH, provided further that the associated DRIVEWAY may extend zero-point-three (0.3) metres past either side of the PRIVATE GARAGE opening (door) provided that no portion of the DRIVEWAY is located in front of any HABITABLE FLOOR SPACE on the FIRST STOREY.

7.8.5 Notwithstanding anything to the contrary, a garage shall not be located any closer to the FRONT LOT LINE than the HABITABLE FLOOR SPACE of the dwelling. A one (1) STOREY unenclosed PORCH associated with a TOWNHOUSE or FREEHOLD TOWNHOUSE may encroach into the FRONT YARD and/or FLANKAGE YARD by a maximum of one-point-eight metres (1.8 m).

7.8.6 Notwithstanding anything to the contrary, stairs and landings associated with a TRIPLEX may encroach into the STREET LINE setback by a maximum of two-point-five metres (2.5 m).

7.8.7 The maximum number of TOWNHOUSE or FREEHOLD TOWNHOUSE BUILDINGS in a block shall be eight (8).

RESDIENTIAL NINE (R9)

Zone

7.9 Residential Nine (R9) – Activa Conservation Drive

Permitted Uses

7.9.1 No PERSON shall erect, alter, enlarge, reconstruct, locate or use any BUILDING or STRUCTURE in whole or in part, nor use any land in whole or in part, in the Residential Nine (R9) zone for any purpose other than one or more of the following permitted uses:

7.9.1.1 **Primary Uses**

- APARTMENT BUILDING
- ASSISTED LIVING FACILITY
- BACK-TO-BACK TOWNHOUSE BUILDING
- LONG TERM CARE FACILITY
- STACKED BACK-TO-BACK TOWNHOUSE BUILDING
- STACKED TOWNHOUSE BUILDING
- TOWNHOUSE BUILDING

7.9.1.2 **Ancillary Uses**, meaning the uses are subordinate and incidental to a permitted DWELLING UNIT:

- HOME OCCUPATION (see section 3.H.3 and Table 6A)

Performance Standards

7.9.2 The following regulations in Table 7 shall apply to every LOT, BUILDING and STRUCTURE in the Residential Nine (R9) Activa Conservation Drive Zone:

Table 7A: Regulations – RESIDENTIAL NINE (R9) ACTIVA CONSERVATION DRIVE	
	APARTMENT BUILDING and STACKED BACK-TO-BACK TOWNHOUSE BUILDING
Lot Frontage (min)	15 m
Street Line Setback (min)	5.0 m
Side Yard Setback (min)	3.0 m
Rear Yard Setback (min)	5.0 m
Low Rise Residential Lot Line Setback (min)	Half the height of the building or 4.5 m whichever is greater
Building Height (max)	12.0 m / 4 storeys
Density (max)	150 bedrooms/ha
Parking Spaces (min)	1/unit
Visitor Parking Spaces (min)	0.1/unit

Number of Main Buildings Per Lot	More than One (1)
Landscape Open Space (min)	30%

Table 7B: Regulations – RESIDENTIAL NINE (R9) ACTIVA CONSERVATION DRIVE	
	BACK-TO-BACK TOWNHOUSE and STACKED TOWNHOUSE BUILDING
Lot Frontage (min)	15 m
Street Line Setback (min)	5.0 m
Side Yard Setback (min)	1.8 m
Rear Yard Setback (min)	5.0 m
Building Height (max)	10.0 m
Density (max)	150 bedrooms/ha
Parking Spaces (min)	1/unit
Visitor Parking Spaces (min)	0.1/unit
Number of Main Buildings Per Lot	More than One (1)
Landscape Open Space (min)	30%

7.9.3 A LONG TERM CARE FACILITY and an ASSISTED LIVING FACILITY shall comply with the regulations for an APARTMENT BUILDING, except for parking, which shall comply with Table 6A in By-law 2018-050.

7.9.4 Notwithstanding anything to the contrary, every BUILDING shall have an entrance at GRADE facing a public STREET.

7.9.5 Notwithstanding anything to the contrary the regulations of the Residential Eight (R8) Activa Conservation Drive zone shall apply to a TOWNHOUSE BUILDING.

7.9.6 Notwithstanding anything to the contrary, outdoor amenity areas subject to the regulations of NPC-300 shall be a minimum of 21.5 metres from the centreline of Conservation Drive.

7.9.7 Notwithstanding anything to the contrary, parking shall be permitted between the BUILDING LINE and the LOT LINE abutting Conservation Drive, provided further that the parking spaces shall be visibly screened from view from Conservation Drive.

DEFINITIONS:

BACK-TO-BACK TOWNHOUSE BUILDING means a residential BUILDING contained four (4) or more DWELLING UNITS, which:

a) are vertically separated by a continuous common wall on at least two sides, but no more than three sides, without opening from basement to roof;
b) are under a connected roof;
c) have a separate entrance directly to the outside to GRADE; and
d) are located on the same LOT.

STACKED BACK-TO-BACK TOWNHOUSE BUILDING means a residential BUILDING containing six (6) or more DWELLING UNITS, which:

a) are vertically and horizontally separated by a continuous common wall on at least two sides, but no more than three sides (exclusive of ceilings), without opening from basement to roof;
b) are under a connected roof;
c) have a separate entrance directly outside to GRADE; and
d) are located on the same LOT

RESDIENTIAL MIXED-USE-20 (RMU-20)

Zone

7.10 Residential Mixed-Use-20 (RMU-20) – Activa Conservation Drive

Permitted Uses

7.10.1 No PERSON shall erect, alter, enlarge, reconstruct, locate or use any BUILDING or STRUCTURE in whole or in part, nor use any land in whole or in part, in the Residential Mixed-Use-20 (RMU-20) –Activa Conservation Drive zone for any purpose other than one or more of the following permitted uses:

7.10.1.1 **Primary Uses**

- ASSISTED LIVING FACILITY
- BACK-TO-BACK TOWNHOUSE BUILDING
- LIVE-WORK BUILDING
- LONG TERM CARE FACILITY
- MULTI-UNIT RESIDENTIAL BUILDING (including APARTMENT BUILDING)
- MIXED-USE BUILDING with DWELLING UNITS above the FIRST STOREY
- STACKED BACK-TO-BACK TOWNHOUSE BUILDING
- STACKED TOWNHOUSE BUILDING

7.10.1.2 **Ancillary Uses**, meaning the uses are subordinate and incidental to a permitted DWELLING UNIT:

- HOME OCCUPATION (see section 3.H.3 and Table 6A)

7.10.1.3 **Ancillary Uses,** meaning the uses are subordinate and incidental to a:

i. MULTI-UNIT RESIDENTIAL BUILDING

ii. MIXED-USE BUILDING with DWELLING UNITS above the FIRST STOREY

iii. LONG TERM CARE FACILITY

iv. ASSISTED LIVING FACILITY

- CAFÉ
- CHILD CARE CENTRE
- COMMERCIAL WELLNESS
- DRUG STORE
- MEDICAL CLINIC
- OFFICE

- PERSONAL SERVICE SHOP
- VARIETY STORE

Performance Standards

7.10.2 The following regulations in Table 7 shall apply to every LOT, BUILDING and STRUCTURE in the Residential Mixed-Use-20 (RMU-20) Activa Conservation Drive Zone:

Table 7A: Regulations – RESIDENTIAL MIXED-USE-20 (RMU-20) ACTIVA CONSERVATION DRIVE			
	MULTI-UNIT RESIDENTIAL BUILDING (including APARTMENT BUILDING)	**STACKED TOWNHOUSE BUILDING**	**STACKED BACK-TO-BACK TOWNHOUSE BUILDING**
Lot Frontage (min)	20.0 m		
Street Line Setback (min)	5.0 m		
Side Yard Setback (min)	3.0 m		
Rear Yard Setback (min)	5.0 m		
Low Rise Residential Lot Line Setback (min)	Half the height of the building or 4.5 m whichever is greater		
Building Height (min)	9.0 m		
Building Height (max)	20 m/6 storeys	12.0 m/4 storeys	
Height of First Storey (min)	4.5 m	(none)	
Density (max)	300 bedrooms/ha		
Parking Spaces (min)	1/unit		
Visitor Parking Spaces (min)	0.1/unit		
Number of Main Buildings Per Lot	More than One (1)		
Amenity Area (min)	3 m^2 per bedroom for the first bedroom and 2 m^2 for each additional bedroom in the dwelling unit	None	
Landscape Open Space (min)	30%		

7.10.3 A LONG TERM CARE FACILITY and an ASSISTED LIVING FACILITY shall comply with the regulations for an APARTMENT BUILDING, except for parking, which shall comply with Table 6A in By-law 2018-050.

7.10.4 Notwithstanding anything to the contrary, every BUILDING shall have a front entrance to GRADE on the FRONT BUILDING FAÇADE and or the FLANKAGE BUILDING FAÇADE.

7.10.5 Notwithstanding anything the contrary, the regulations of the Residential Nine – Activa Conservation Drive Zone shall apply to STACKED TOWNHOUSE and BACK-TO-BACK TOWNHOUSE BUILDINGS.

7.10.6 Notwithstanding anything to the contrary, outdoor amenity areas subject to the regulations of NPC-300 shall be a minimum of 21.5 metres from the centreline of Conservation Drive.

7.10.7 Notwithstanding anything to the contrary, parking shall be permitted between the BUILDING LINE and the LOT LINE abutting Conservation Drive, provided further that the parking spaces shall be visibly screened from view from Conservation Drive.

Table 7B: Regulations – RESIDENTIAL MIXED-USE-20 (RMU-20) ACTIVA CONSERVATION DRIVE for a MIXED-USE BUILDING	
Lot Frontage (min)	20.0 m
Street Line Setback (min)	5.0 m
Side Yard Setback (min)	3.0 m
Rear Yard Setback (min)	5.0 m
Low Rise Residential Lot Line Setback (min)	Half the height of the building or 4.5 m whichever is greater
Building Height (min)	9.0 m
Building Height (max)	20.0 m / 6 storeys
Height of First Storey (min)	4.5 m
Density (max)	300 bedrooms per hectare
Landscape Open Space (min)	30%
Number of main Buildings Per Lot	More than one (1)
Parking Spaces, Residential (min)	1 space per unit[1]
Parking Spaces, Visitor (min)	0.1 spaces per unit[1]
Parking Spaces, Non-Residential (min)	2.4 spaces per 100 m^2 Building Floor Area, except as provided for in Table 6A of By-law 2018-050
Amenity Area (min)	3 m^2 per bedroom for the first bedroom and 2 m^2 for each additional bedroom in the dwelling unit

7.10.8 Notwithstanding anything to the contrary, every BUILDING shall have a front entrance at GRADE on the FRONT BUILDING FAÇADE and or the FLANKAGE BUILDING FAÇADE.

7.10.9 Notwithstanding anything to the contrary the following regulations shall apply to the Ancillary Uses in section 7.10.3:

a) Ancillary uses shall abut the FRONT BUILDING FAÇADE and/or the FLANKAGE BUILDING FAÇADE.

b) Ancillary uses shall only be permitted on the FIRST STOREY of a:

- MULTI-UNIT RESIDENTIAL BUILDING
- MIXED-USE BUILDING with DWELLING UNITS above the FIRST STOREY
- LONG TERM CARE FACILITY
- ASSISTED LIVING FACILITY

c) Ancillary uses shall not collectively exceed fifteen percent (15%) of the BUILDING FLOOR AREA of the BUILDING in which the Ancillary Uses are located, or 5,000 square metres, whichever is more restrictive.

d) The maximum floor area of each ancillary use shall be 465 square metres.

7.10.10 Notwithstanding anything to the contrary, there shall be no Maximum Street Line Setback requirement.

7.10.11 Notwithstanding anything to the contrary, outdoor amenity areas subject to the regulations of NPC-300 shall be a minimum of 21.5 metres from the centreline of Conservation Drive.

7.10.12 Notwithstanding anything to the contrary, parking shall be permitted between the BUILDING LINE and the LOT LINE abutting Conservation Drive, provided further that the parking spaces shall be visibly screened from view from Conservation Drive

7.10.13 STRUCTURED PARKING shall be permitted on the FIRST STOREY of a MIXED-USE BUILDING or an APARTMENT BUILDING or a MULTI-UNIT BUILDING, provided that:

a) A minimum of 25% of the FIRST STOREY shall be comprised of one or more of the following:

- HABITABLE FLOOR SPACE
- Circulation spaces, such as hallways, elevators and the like
- Common indoor AMENITY AREA
- DWELLING UNIT
- Commercial uses specified in section 7.10.1.3.iv)
- Entrance/foyers
- Hydro transformer room
- Management office
- Lobby, reception area, seating area and the like

b) STRUCTURED PARKING shall be located entirely behind the BUILDING FLOOR AREA devoted to the uses specific in section 7.10.12.a)

RIDEAU RIVER PLACE

RIDEAU RIVER STREET

PINERY TRAIL

WASAGA CRESCENT

CONSERVATION DRIVE (24.058m R. O. W.)

KELSO DRIVE

TIDEWATER PLACE

ROY SCHMIDT ROAD

STREET ONE

STREET TWO (Kawartha Street)

STREET THREE (Cranberry Street)

STREET FOUR (Gary Cowan Drive)

Portion of Roy Schmidt Drive to be Closed

Proposed Roundabout

Temporary Turning Circle

Blk. 1 Residential 0.150 ha. (3-5 Units)

Blk. 2 Residential 0.274 ha (6-10 Units)

Blk. 3 Residential 0.168 ha. (3-5 Units)

Blk. 4 Residential 0.165 ha. (3-5 Units)

Blk. 5 Residential 0.250 ha. (5-9 Units)

Blk. 6 Residential 0.265 ha. (3-5 Units)

Blk. 7 Residential 0.418 ha. (8-13 Units)

Blk. 8 Residential 0.279 ha. (6-9 Units)

Blk. 9 Residential 0.276 ha. (5-8 Units)

Blk. 10 Residential 0.570 ha. (12-19 Units)

Blk. 11 Residential 0.150 ha. (6 Units)

Blk. 12 Residential 0.143 ha. (6 Units)

Blk. 13 Residential 0.251 ha. (12 Units)

Blk. 14 Street Towns 0.230 ha. (12 Units)

Blk. 15 Street Towns 0.109 ha. (5 Units)

Blk. 16 Street Towns 0.182 ha. (8 Units)

Blk. 17 Street Towns 0.104 ha. (5 Units)

Blk. 18 Multiple Residential 1.008 ha. (35-76* Units)

Blk. 19 Multiple Residential/ Mixed Use 0.802 ha. (48-120** Units)

Blk. 20 4.0m Walkway 0.025 ha.

Blk. 21 Park 0.306 ha.

Blk. 22 Trail 0.103 ha.

Blk. 23 Trail 0.042 ha.

Blk. 24 Future Development 0.086 ha. (4 Units)

Blk. 25 1.942m Road Widening 0.073 ha.

Blk. 26 1.942m Road Widening 0.006 ha.

Blk. 27 0.3m Reserve 0.001 ha.

Blk. 28 0.3m Reserve 0.014 ha.

Residential

Walkway

Trail

Open Space/ Storm Water Management

Open Space

Park

Storm Water Management

Vacant

Recreation

BLOCK 176

BLOCK 169

BLOCK 167

REGISTERED PLAN 58M - 412

LOT 8 GERMAN COMPANY TRACT

PART 10 SUBJECT EASEMENT PT. INST. NO. B-28757

0.3m Reserve, Blk. 183

0.3m Reserve, Blk. 182

0.3m Reserve, Blk. 181

0.3m Reserve, Blk. 180

12.5m Easement

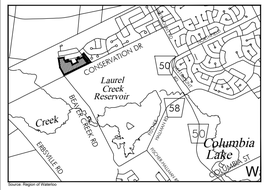
STREET WIDENING BLOCK 174 PLAN 58M-412 PART 2 4.904m

PART 1, 5337 PART B PART 7, PLAN 58R-14754 PART 6 WIDENED BY BY-LAW NO. 2109-72-28, INST. NO. 472652 12.192m 3.962m 3.000m

Legal Description

PART OF LOT 28, GERMAN COMPANY TRACT,
(GEOGRAPHIC TOWNSHIP OF WATERLOO),
CITY OF WATERLOO,
REGIONAL MUNICIPALITY OF WATERLOO

Key Plan



Subject Lands

north

Not to Scale

Proposed Zoning

- Residential Five Zone with Site Specific Provisions
- Residential Eight Zone with Site Specific Provisions
- Residential Nine Zone with Site Specific Provisions
- Residential Mixed Use (20) Zone with Site Specific Provisions
- Parks & Recreation (OS1) Zone

No.	Date	Issued / Revision	By

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9 | P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Approval Stamp

Proposed Zoning June 24,2020

Date June 24,2020

File No. 8784Y

Plan Scale 1:1,000

Drawn By L.H.B.

Checked By P.B. / T.H..

Client

Activa Holdings Inc.
55 Columbia Street East,
Waterloo, Ontario
N2J 4N7
519.886.9400
www.activagroup.ca

north

File Name Proposed Zoning

K:\8784Y_ACTIVA_CONSERVATIONDR\REPORT JUNE 2017\PROPOSED ZONING JUNE 24 2020.DWG

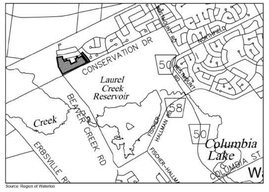
Appendix F
Conceptual Park Plan



Legal Description

PART OF LOT 28, GERMAN COMPANY TRACT,
(GEOGRAPHIC TOWNSHIP OF WATERLOO),
CITY OF WATERLOO,
REGIONAL MUNICIPALITY OF WATERLOO

Key Plan



Subject Lands

north

Not to Scale

Legend

- PROPOSED DECIDUOUS TREES
- EXISTING CONIFEROUS TREES
- EXISTING DECIDUOUS TREES
- EXISTING TREES TO BE TRANSPLANTED
- PROPOSED BENCH TYP. TBD
- PROPOSED SHRUBS/PERENNIALS

No.	Date	Issued / Revision	By
2	August 12, 2019	For Internal Review	JL
1	June 27, 2019	For Internal Review	JL

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9 | P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Approval Stamp

Date June 21, 2019

File No. 8784Y

Plan Scale 1: 300

Drawn By JL

Checked By P.B. / D.A.

Client

Activa Holdings Inc.
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north

File Name

PARK CONCEPT

R:\PROJECTS IN PROGRESS\8784 ACTIVA\Y CONSERVATION DRIVE (PARK BLOCK 23)\CONCEPT\PRELIM PARK CONCEPT AUGUS