



September 21, 2020

File No: 16067

City of Waterloo  
Integrated Planning and Public Works  
100 Regina Street South  
Waterloo, ON  
N2J 4A8

Attention: Natalie Hardacre, MCIP, RPP  
Senior Development Planner

**Re: Application for Removal of Holding Provision Phase 1  
93-119 Roger Street**

Dear Ms. Hardacre:

Further to the consideration of Site Plan Application SP 19-09, please accept the enclosed application for Zoning By-law Amendment for the removal of the applicable holding provisions on Phase 1 of the above-noted property.

### **Proposed Site Plan**

The fourth submission of Site Plan Application SP 19-09 was submitted to the City of Waterloo on September 5, 2020. The Site Plan contains 258 units in total, comprised of 68 stacked townhouse units and 180 mid-rise apartment units. The development will proceed in two phases. Phase 1 advanced for the purposes of this Holding Provision includes one of the mid-rise apartment buildings containing 90 units and 18 stacked townhouse units in the site's western end (as well as the parkland dedication area at the northwest corner)

An Urban Design Brief was prepared by GSP Group as part of the Official Plan Amendment and Zoning By-law Amendment process. Originally submitted in June 2019, the Urban Design Brief was updated in February 2020 to reflect revisions to the site development concept through the application process. The site plan advanced as part of Application SP 19-09 is largely the same as the concept plan submitted and assessed in the February 2020 Urban Design Brief. Changes of substance from that concept plan are the removal of a short block of stacked townhouses along Roger Street ("Block A" in UDB), shifting the driveway entrance along Roger Street, and a corresponding enlarging of another block of stacked townhouses ("Block B" in UDB). Given the minimal nature of these differences, the design assessment provided in the February 2020 Urban Design Brief remains valid.

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## **Applicable Holding Provisions**

The following Holding Provision of By-law No. 2018-030 apply to the property, which establishes the criteria for lifting:

*The holding symbol “(H)” shall mean that the lands are zoned as a “Holding Provision Area”. Prior to the passing of a by-law to remove the holding (H) symbol, permitted uses on the lands shall be restricted to those uses that actually and lawfully existing on the lands on the day before the passing of this by-law. Prior to the passing of a by-law to remove the holding (H) symbol, and prior to insurance of a building permit, the owner of the lands shall:*

- a. *Provide written evidence, to the satisfaction of the Regional Municipality of Waterloo and the City of Waterloo, that a Record of Site Condition has been accepted by the Province of Ontario.*
- b. *Provide plans and supporting documents that demonstrate that the redevelopment of the lands is consistent with:*
  - i. *The City’s Official Plan*
  - ii. *The City’s Urban Design Manual, as amended*
  - iii. *Any site-specific urban design directives contained in IPPW2018-005, to the satisfaction of the City’s Director of Planning Approvals*
- c. *Submit a detailed Noise Study, to the satisfaction of the City of Waterloo and the Regional Municipality of Waterloo. The study shall evaluate stationary noise impacts both on the proposed development and emanating from the proposed development. All buildings on the site, and mechanical equipment thereto, shall be acoustically designed to achieve all Ministry of the Environment and Climate Change noise level objectives on-and off-site. The study shall be conducted when grading plans, elevations and floor plans are available. The Owner shall implement the recommendations of the approved study and shall enter into an agreement (with the City and/or Region, as required) under the provisions of the Planning Act.*

## **Satisfaction of Holding Provisions**

The above-noted requirements have been addressed in the following ways:

- a. A Record of Site Condition has been filed in the Environmental Site Registry for Phase 1. The Record of Site Condition Number is 227005, which is enclosed in this submission.
- b. The required plans and supporting documents have been provided previously or are within this letter, as follows:
  - i. From the land use planning perspective, the proposed development conforms to the policies of the City of Waterloo Official Plan as outlined in Section 4.4 of the Planning Justification Report (2017) prepared by GSP Group and submitted in support of the Official Plan and Zoning By-law Amendment applications. From the urban design perspective, the proposed development conforms to the design-related policies of the City of Waterloo Official Plan as outlined in Section 4.1 of the Urban Design Brief (February 2020) prepared by GSP Group. The assessment of both reports remain valid

given the minimal changes identified above from the development concept to the site plan stage. **Attachment 1** to this letter contains the relevant excerpts of both reports.

- ii. The proposed development conforms to the City's Urban Design Manual as outlined in Section 4.3 of the updated Urban Design Brief (February 2020) prepared by GSP Group for the Official Plan and Zoning By-law Amendment. **Attachment 2** to this letter contains the relevant excerpts of this report.
  - iii. **Attachment 3** to this letter outlines how the proposed Site Plan responds to the site-specific urban design directives from report IPPW2018-005.
- c. An Environmental Noise Feasibility Study has been prepared by GHD Limited and is enclosed in this submission. The Study evaluates stationary noise impacts generated by the proposed development as well as stationary noise impacts on the proposed development. The Study recommends noise warning clauses for all units and that central air conditioning be provided for each townhome unit along Moore Avenue. Mechanical equipment for the development is to comply with the maximum noise criteria outlined in Section 5.3 of the Study.

### Submitted Application Materials

In support of this application, please find enclosed the following information:

- The completed application form,
- The subject Holding Provisions from By-law 2018-050,
- The Environmental Noise Feasibility Study prepared by GHD Limited,
- A letter of acknowledgement for the filing of the Record of Site Condition – Phase 1 from the Ministry of the Environment, Conservation and Parks, and
- The required application fee in the amount of \$11,730.00.

We trust the enclosed is sufficient to proceed with acceptance and circulation of the request to remove the Holding Provision currently applicable to Phase 1 of the property. Please do not hesitate to contact us should you have any questions or require further information.

Sincerely,

**GSP Group Inc.**



Hugh Handy, MCIP, RPP  
Associate, Senior Planner



Sydney Bailey, BES  
Planner/Urban Designer

## ATTACHMENT 1

**GSP Group, September 2020:**

### **Planning Justification Report (March 2017) and Urban Design Brief (February 2020) Excerpts Conformity to City of Waterloo Official Plan**

#### **Condition (b) (i)**

##### Conformity to the City of Waterloo Official Plan: Excerpt from Section 4.4 of the Planning Justification Report

*The City of Waterloo Official Plan (“OP”) was adopted by City Council on April 16, 2012 and subsequently approved by the Region of Waterloo November 21, 2012, putting it into full force and effect.*

*As described above, the ODC property is currently an industrial operation centrally located within a residential area. The Official Plan recognizes that “it is appropriate for some areas within the City to transition from industrial areas to mixed-use, higher density areas”. As such, the OP identifies the property as an ‘Industrial Transition Area’ on Schedule ‘I’, acknowledging the potential conflict between the two land uses and the desire to mitigate potential conflicts over the long term. Industrial Transition Areas are addressed in Section 10.7.2 of the Official Plan and are further discussed below.*

*Ultimately, the vision for the ODC property is to realize a transition to a residential use. As such, the Site is designated as Low Rise Residential as per Schedule ‘A’ of the City of Waterloo Official Plan (Figure 5). Section 10.1.3 provides a description of the vision for this land use:*

*The Low Density Residential designation is intended to accommodate primarily low-rise residential land uses at lower densities than the rest of the City. Intensification in areas designated Low Density Residential shall be context sensitive to the surrounding neighbourhood and maintain a low-rise built form.*

*The plan goes on to describe that the designation has been assigned to areas in which “the predominant use of land is residential” and that the “aim of this designation is to permit a mixture of low-density residential building types across neighbourhoods that support the existing low-rise character”. These dwelling types include single-detached, semi-detached, duplex, triplex, townhouses and terrace dwellings. Section 10.1.3(1) notes that “a number of unique sites may also be zoned to permit apartment units”.*

*Section 10.1.3(3) outlines the height and density regulations for the Low Rise Residential designation. This Section notes a maximum density of 150 bedrooms per hectare, or a maximum height of 10 metres, is permitted. There is, however, an exception to the height limitation for*

apartment buildings under Section 10.1.3(9) which allows for a height of 12 metres (generally 4 storeys) subject to a Zoning By-law Amendment.

Due to the Site's central location, close proximity to rapid transit, and community amenities, the ODC property is an appropriate location for higher density uses such as apartment dwellings. As noted above, the Official Plan recognizes that some areas within the City would be appropriate locations to "transition from industrial areas to mixed-use, higher density areas". These areas have been identified as Industrial Transitional Areas on Schedule I in the Official Plan, which includes the ODC property as one of such areas. Policy pertaining to Industrial Transitional Areas is provided in Section 10.7.2 of the Official Plan.

Where land uses transitioning from Industrial to a more sensitive land use, such as residential, environmental constraints may be a concern. In such cases a Record of Site Condition is required. Section 10.7.2 (2)(b) notes that in such circumstances, the City may "apply a holding provision in the implementing Zoning By-law to prohibit the proposed use until a Record of Site Condition has been acknowledged by the Ministry of the Environment". A holding provision, conditional on the completion of a Record of Site Condition is proposed for the Site, as is further described in Section 5.2 of this report.

Under Section 2.D.7 of the Regional Official Plan, each area municipality is to prepare a Station Area Plan for each Major Transit Station Area located outside the Urban Growth Centre. The City of Waterloo's preparation of Station Area Plans are currently underway, however, the nearby Grand River Hospital ION station is in the City of Kitchener. While the Site is not within a community subject to a Station Area Plan as per the City's Official Plan, the Grand River Hospital ION station in Kitchener is approximately 350 metres from the Site and will influence site density and travel patterns of future residents. As such, it would be prudent to consider these impacts and assess the proposed development within a transit-oriented context.

Policies pertaining to Major Transit Station Areas are outlined in Section 3.8 of the Official Plan. These policies recognize that medium and higher density uses, including residential, are appropriate near major transit stations while non-transit supportive uses, such as lower density uses, are discouraged. To support such development, reduced parking requirements, improved active transportation connectivity and a high level of design consideration are encouraged (Sections 3.8.1 and 3.8.2). As the Site is in close proximity to the ION Station at Grand River Hospital, Grand River Transit bus stops and the Spurline as well as within walking distance to both Uptown Waterloo and Downtown Kitchener, the walkability level within the community is very high. As such, the proposed development is seeking a reduced parking rate that matches that which is recommended by the City's Draft Zoning By-law for sites within Station Area Plans. Further, the proposed development will provide a high level of urban design consideration so as to create compatibility with the surrounding community while providing streetscape improvements along Roger Street and Moore Avenue creating a more comfortable pedestrian realm.

As is further described in Section 5.1 of this report, the submitted application proposes that the Site be redesignated as Mixed-Use Medium Density Residential. Such a redesignation poses no risk of destabilizing the current community, but rather, will add to the diversity of housing types available within the community. Due to its central location between Kitchener and Waterloo, the area is desirable and affordable housing options are limited. Smaller 1 and 2 bedroom units are not readily available within this community for young professionals or those looking to downsize. By offering a broader variety of dwelling types and sizes, the community will be further diversified and thereby strengthened.

When an application to convert lands to a Mixed-Use Medium Density Residential designation is submitted, Section 10.1.1 of the Official Plan outlines criteria for consideration. Below are the criterion for consideration and a summary of how the proposed development addresses them:

<b>Table 2: Section 10.1.1 Policy Review</b>	
10.1.1 (12) Development applications proposing to redesignate lands to the Mixed-Use Medium Density Residential designation [...] may be contemplated based on the following:	
<b>Policy</b>	<b>Response</b>
a) The proposed density is deemed appropriate for the neighbourhood and contributes to an appropriate height and density transition by buffering or being buffered from lands designated low density residential;	The concept plan demonstrates sensitivity to the adjacent land uses and is compatible with the building heights and massing of the surrounding community. It is proposed that buildings within 55 metres of Roger Street be a maximum height of 12 metres, thereby maintaining similar height and massing to the adjacent single detached homes while also maintaining a consistent street edge along Roger Street. The taller, 6-storey buildings have been setback beyond the 55 metres, along the southern boundary of the Site, which will mitigate the impact of the taller heights on adjacent low-rise lands.
b) There is a demonstrated community benefit associated with additional medium, medium-high or high density uses to accommodate additional population in the context of Waterloo’s population forecast and the supply of lands within existing designated Nodes and Corridors;	The proposed development would be a benefit for the community by contributing to the diversification of the housing stock and contributing to the intensification near transit infrastructure while further utilizing existing assets such as nearby schools and parks.  As an industrial Site, the current facility is not as compatible with the surrounding community. The proposed development

	<i>facilitates the conversion of industrial lands and demolition of an industrial building to introduce more compatible uses.</i>
<i>c) Lands are proposed to be located within a designated Node or Corridor and satisfy all relevant policies of the City Form Chapter;</i>	<i>The Site is not located within a designated node or corridor, but is located along a minor collector road and is approximately 350 metres from the Grand River Hospital rapid transit station. Official Plan policies promote intensification near the rapid transit stations.</i>
<i>d) Proposal achieves the applicable performance standards set out in this Official Plan and implementing Zoning By-law;</i>	<i>The proposed development meets the performance standards outlined by the Official Plan and Zoning By-law. Conformity with planning policy pertaining to the Mixed-Use Medium Density Residential use is described below. The intent of the Zoning By-law is maintained with minor adjustments required only to further support Official Plan policies.</i>
<i>e) Surface parking is minimized in favour of more intensive forms of parking;</i>	<i>The concept plan includes underground parking within the apartment buildings while each stacked townhomes would have a private garage. Surface parking has been minimized within the concept plan. This can be attained due to the reduced parking rate of 1.05 spaces per units that is proposed.</i>
<i>f) Cultural heritage resources are conserved;</i>	<i>No cultural heritage resources are present on the Site.</i>
<i>g) The proposal demonstrates a high level of urban design;</i>	<i>The concept plan was prepared with consideration for urban design policies contained within the Official Plan and Urban Design Guidelines. A strong street edge, building massing and landscaping have all been considered. Further information regarding urban design can be found in Section 6.1 and 7.4 of this report.</i>
<i>h) The proposal identifies and implements any required transportation improvements, with a particular focus on transportation demand management measures;</i>	<i>A Transportation Impact Study was conducted by Salvini Consulting. This study found that the proposed development will not decrease the current levels of service at the Roger Street/Moore Avenue or the Moore Avenue/Union Street intersections. As such, no improvements are necessary to either of the</i>

	<i>intersections. Moore Avenue is a designated Minor Collector, as per Schedule 'E' of the Official Plan with an ultimate road allowance of 20.0 metres as per Schedule 'G'. Further information pertaining to traffic generation and transportation demand management measures can be found in Section 6.4 of this report.</i>
<i>i) Medium to high density residential uses are located with direct vehicular access to arterial or collector roads to the extent possible. Where such access is deemed by the City to be undesirable or not feasible, vehicular access may be provided by local streets if traffic is directed to the nearest arterial or collector road via a route that minimizes vehicular travel within the low density residential neighbourhood;</i>	<i>The Site is located at the corner of Roger Street and Moore Avenue. The City of Waterloo's Official Plan identifies Moore Avenue to be a Minor Collector road. Direct vehicular access to Moore Avenue, a collector road, is proposed.</i>
<i>j) Infrastructure capacity is not exceeded;</i>	<i>AECOM has produced a Preliminary Servicing Report for the Site based on the concept plan. The report found that the existing infrastructure has the capacity to support the proposed development. For additional information, please see Section 6.2 of this report.</i>
<i>k) If applicable, safe access, flood protection and geotechnical stability is achieved to the satisfaction of the City and the Grand River Conservation Authority; and,</i>	<i>Significant slopes or floodplains are not present on the Site.</i>
<i>l) The proposal satisfies all other applicable policies of this Official Plan.</i>	<i>A review of Planning Policy pertaining to the Site has been conducted. The proposed development meets the applicable policy and the intent of the Official Plan.</i>

*The proposed development meets the criteria of lands to be converted to Medium-Density Residential, as described above.*

**Conformity to the City of Waterloo Official Plan: Excerpts from Section 4.1 of the Urban Design Brief**

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



**General Urban Design Policies**

**Intensification**

*Policy Objective: to ensure integration and compatibility of new development to its context, based on good urban design*

*The Proposed Development intensifies a brownfield site in a central location with a compact, higher density urban form that is compatible with the surrounding neighbourhood.*

**Character**

*Policy Objective: To reinforce and maintain the architectural, visual and thematic integrity of structures, streetscapes, neighbourhoods and planned development by creating sensitive designs through the coordination of design elements.*

*The existing character of the area is maintained and enhanced by the Proposed Development through effective building siting and massing, high quality articulation, finishes, landscaping and streetscape elements that ensure a cohesive and integrated development with its surroundings.*

**Views and Vistas**

*Policy Objective: Design that contributes to, protects or respects important views and vistas.*

*The Proposed Development adds high quality stacked townhouse blocks and midrise apartment buildings without affecting any significant views or vistas.*

**Streetscapes**

*Policy Objective: To promote a streetscape design that results in an attractive and coordinated character with emphasis given to green and complete streets, pedestrian friendly design, coordinated landscape and building design elements and features to animate the street.*

*The Proposed Development enhances the streetscape by providing street fronting townhouses, a corner parkette with hard and soft landscaping, as well as increasing safety through façade openings and lighting in the public and private realm. Parking is located interior to the Site and in underground levels, mitigating any visual impacts from the public streets.*

**Existing Site Features**

*Policy Objective: To identify opportunities to retain prominent site features and vegetation through sensitive or innovative design strategies and to protect adjacent features or vegetation through appropriate location and massing of buildings, grading and landscape.*

*The majority of trees identified on the Vegetation Management Plan are required to be removed for construction. All trees on the adjacent properties will be preserved and protected through*

construction as necessary. The Landscape Plan proposes new trees be planted in the parkette, the central amenity area and along the property boundaries where space permits. Additional lower level plantings are proposed within the landscaped buffer along these property boundaries.

Vegetation Management Plan has been approved by the City and trees have been removed from the Site, as approved.

### **Safety and Security**

*Policy Objective: To promote safe, comfortable and accessible environments for all users with emphasis on pedestrians through the universal principles of CPTED and natural surveillance.*

*The Proposed Development incorporates CPTED design principles by promoting natural surveillance of common spaces through a high degree of glazing, balconies, adequate outdoor lighting, highly visible entrances and clear pedestrian walkways.*

### **Site Circulation**

*Policy Objective: Design sites and buildings based on an efficient, safe and integrated circulation system with priority to pedestrian, non-vehicular and safe vehicular movements. Provide convenient, direct and safe pedestrian, barrier-free and cyclist access to entrances, amenity spaces and the public realm.*

*Circulation throughout the Proposed Development is efficient, well-defined and gives priority to pedestrians by providing direct and adequate paths from the public sidewalk to the building entrances and parking area, and by reducing the potential collision points between pedestrian and vehicular movement. Barrier-free accesses are provided throughout, and bicycle racks are located near building entrances.*

### **Transit-Oriented Design**

*Policy Objective: Design sites and buildings located along transit routes, and planned transit station areas, to promote transit use, pedestrian and cyclist accessibility, active and interesting streetscapes, human comfort and integrated site amenities.*

*The Proposed Development is located approximately 350 metres from the Grand River Hospital ION station. It promotes transit use by providing an infill, medium density development, meaning more people can walk and utilize services within walking distance to frequent public transit. Providing a formalized walkway from the Site into Mount Hope Cemetery provides an efficient connection to the ION station via Pine Street.*

### **Universal Design**

*Policy Objective: Promote the adaptation of transportation networks, buildings and lands used by the public to provide barrier-free access and principles of universal design to all citizens and to encourage the use of the International Symbol of Access.*

*The Proposed Development conforms with all applicable accessibility guidelines and is located within walkable distance to a rapid transit station and local bus routes, providing transportation choices to users. Barrier-free access is provided in accordance with AODA and Ontario Building Code standards.*

### **Parking**

*Policy Objective: Reduce the visual impact of parking and urban heat island effect of asphalt through efforts to “green” or soften the urban landscape. Parking areas shall be designed to provide convenient and direct pedestrian access to major pedestrian destinations.*

*Parking within the Proposed Development is centrally located within the Site and provide convenient access to the apartment buildings and townhouses. It’s location within the Site hides parking from street as it is screened with the street fronting townhouse blocks. Underground parking is provided with direct access into the apartment building above. The heat island effect is reduced by incorporating landscaped areas adjacent to surface parking.*

### **Site Servicing Areas**

*Policy Objective: Design sites and building and buildings with convenient and safe truck access and turning movements. Locate or screen loading and storage areas away from public view and incorporate mitigation strategies to minimize impacts to surrounding uses.*

*Site servicing areas within the Proposed Development are located away from public views and are appropriately located for convenient and safe access and movements.*

### **Outdoor Lighting**

*Policy Objective: All site lighting, when required, shall be designed to create safe outdoor environments and to minimize glare and impact to night sky, public view and surrounding properties.*

*Lighting has been provided throughout outdoor common areas in order to enhance safety and natural surveillance. Lighting is oriented toward the ground and activity spaces in accordance to City standards. Full cut off fixtures will be used to mitigate light trespass on adjacent properties.*

### **Signage**

*Policy Objective: Design all site signage to complement and enhance the building and site design. Building signage shall be in scale with the building design and is not to overpower the building façade or obstruct architectural features.*

*Any signage within the Proposed Development will be of appropriate scale and complement the residential nature of the surrounding built form without obstructing architectural features or views. All signage will be in compliance with the City's Sign By-law and will be provided in accordance with current AODA and Ontario Building Code standards.*

### **Compatible Development**

*Policy Objective: Site and building design that complements and enhances the surrounding neighbourhood character and context through a variety of design strategies including building massing, facade design and landscape coordination. The design of sites and buildings shall also minimize adverse impacts to human comfort, and surrounding properties including outdoor lighting, noise, shadowing, wind and snow disposition through a variety of design strategies and performance standards.*

*The Proposed Development fits within the surrounding neighbourhood by being a compatible use and providing appropriate transition in building heights. It enhances its surroundings through human-scaled massing and an articulated form with contemporary but context sensitive design and landscaping that enhances the Roger Street and Moore Avenue frontages.*

### **Human-Scale Development**

*Policy Objective: Development that reinforces human scale dimensions and proportions through design.*

*The Proposed Development is of human scale by incorporating 3-storey stacked townhouse blocks along both street frontages. Facades are articulated with high quality materials and a regular rhythm of doors and windows. Six-storey apartment buildings are located to the rear of the Site, reducing the appearance of mass and height from the public sidewalk.*

### **Building Design**

*Policy Objective: Design architecturally well composed buildings that complements and enhances the surrounding neighbourhood character and context. Building design shall also contribute towards an attractive and coordinated streetscape character and towards a sense of place with opportunity for architectural innovation and expression through a variety of design techniques such as architectural features, building materials, colour and other design elements. Buildings shall be designed with prominent building entrances and include strategies to screen roof top equipment from public and residential views.*

*The Proposed Development includes buildings that have been designed to be attractive, fit within their context, and provide appropriate human scale proportions and animation at ground level. Entrances clearly defined, and the buildings complement the existing urban fabric of the neighbourhood in terms of massing and material palette. A high degree of glazing, balconies and terraces will further enhance the visual qualities of the buildings.*

### **Landscape Design**

*Policy Objective: To design sites with a balanced distribution of hard and soft landscaping that contributes toward a coordinated and enhanced site design, streetscape character, create a sense of place, and an aesthetically pleasing comfortable pedestrian environment. Specific treatment may also be required to address a range of considerations such as screening objectives, landscape buffers to promote land use compatibility, the provision of large canopy trees to provide respite from the sun, streetscape character and opportunity for integrated amenity spaces and sustainable design.*

*Landscaping throughout the Proposed Development provides a comfortable and balanced pedestrian realm. Plantings along the frontages help to delineate and emphasize building entrances. Sustainable landscape design practices will be prioritized, such as selecting native, drought resistant species that require little maintenance.*

### **Site Amenities**

*Policy Objective: Design sites and buildings to include a range of on-site amenities such as benches, trash receptacles, bike parking, large canopy trees and/or shade structures to provide for more healthy active outdoor and urban spaces for social gathering, relaxation and enjoyment that results in a higher quality of life.*

*The Proposed Development will include indoor and outdoor bicycle parking, benches, trash receptacles, and landscaped areas as illustrated in the Landscape Plan. Private balconies are provided in many of the residential units. A publicly accessible corner parkette is proposed at the corner of Roger Street and Moore Avenue, creating a focal point for the surrounding community and gateway feature for the Proposed Development.*

*A public park will be constructed at the northwest corner of the Site. While detailed plans have not yet been prepared, landscaping, grading and pedestrian connections will be integrated with the Site.*

### **Sustainable Design**

*Policy Objective: The City shall promote sustainable design practices in the public and private realm through a variety of strategies.*

*The Proposed Development is within walking distance to an ION Rapid Transit Station and bus transit lines, offering residents the opportunity to easily utilize public transportation. The infill nature of the development is a sustainable form of development that helps reduce development pressure at the periphery of the city.*

## **ATTACHMENT 2**

**GSP Group, September 2020**

**Urban Design Brief (February, 2020) Excerpts  
Response to Urban Design Manual**

### **Condition (b) (ii)**

Conformity to the City of Waterloo Urban Design Guidelines: Excerpt from Section 4.3 of the Urban Design Brief

*The Proposed Development is consistent with the City of Waterloo Urban Design Guidelines. A summary of how it addresses applicable sections of the City's Urban Design Guidelines is provided below:*

#### **2.1.1 Pedestrian Friendly Design**

*Guideline Objective: To design the streetscape as pedestrian-friendly features and spaces*

*The Site provides a comfortable pedestrian experience along Roger Street and Moore Avenue as street-facing townhomes retain a pedestrian scale while softening the street edges with attractive landscaping. Building elevations incorporate a high degree of articulation to increase visual interest and natural surveillance of the public realm. The pedestrian experience within the Site is anchored by the community parkette at the corner of Roger Street and Moore Avenue and provides a venue for community connection.*

#### **2.1.2 Human-Scale Development**

*Guideline Objective: To design sites and buildings that relate to human-scale proportions and dimensions*

*The Proposed Development is human-scaled with heights of 3 and 6 storeys, providing an appropriate transition in height to the existing residential neighbourhood.*

#### **2.1.3 Compatible Development**

*Guideline Objective: To design sites and buildings that enhances the quality of the surrounding neighbourhood character and does not result in adverse impacts to surrounding properties or loss in quality of life*

*The Proposed Development complements the residential built form of the surrounding context. Careful consideration of design aspects such as landscaping, lighting, façade articulation and materials further ensure that the Proposed Development fits within the surrounding neighbourhood.*

#### **2.1.4 Safety and Security**

*Guideline Objective: To design sites and buildings for safe and secure use for all users and to reduce the incidence of feature and crime.*

*The Proposed Development provides an unobstructed route for emergency and fire access. Residential units face both street frontages providing natural surveillance of these spaces. Lighting is focused on the ground floor of the building, with particular attention to parking areas and building entrances.*

#### **2.1.5 Transit-Oriented Design**

*Guideline Objective: To design sites and buildings that relate to, and are integrated with, planned and future transit route(s) and promote transportation demand management strategies and transit use.*

*The Proposed Development relates to public transit due to its location 350 metres away from the Grand River Hospital ION Station and the King Street transit corridor. The Site has been designed to accommodate medium density development and increase residential choices within the Rapid Transit catchment area. An enhanced streetscape will be provided to promote walkability. Bicycle facilities will be provided, including indoor and outdoor bicycle parking. Vehicular parking is provided at a minimal rate in accordance to zoning requirements, further promoting walkability and the use of public transit.*

#### **2.1.8 Landscape Design**

*Guideline Objective: To design sites with a balanced level of sustainable landscape treatment that complements the surrounding character, adds interest to the site and provides effective buffers and screening.*

*The landscape design for the Proposed Development provides a sustainable treatment that creates an attractive atmosphere, enhances the sense of place, and provides amenity for residents. Priority has been given to native species and a balance of hardscape and vegetative treatments complements the building, helps delineate entrances and provides a buffer from the parking area.*

#### **2.1.9 Lighting**

*Guideline Objective: To design sites and buildings with attractive light fixtures that provides safe lighting levels on site and avoids impacts to surrounding properties and public view.*

*Lighting will be provided throughout the Proposed Development to promote safety, visibility and legibility of uses from the public and private realms. Particular attention will be paid to lighting of parking areas and walkways.*



### **2.2.1 Respect Existing Features + Conditions**

*Guideline Objective: To design sites and buildings to respect, and to minimize impacts, to existing conditions and to incorporate prominent features where possible.*

*Due to the required remediation necessary on the Site, virtually all existing landscaping on the property has been removed. The Landscape Plan, however, introduces new trees throughout the Site and along the property boundaries where space permits. Additional lower level plantings are proposed within the landscape buffer along these property boundaries. All trees on the adjacent properties will be preserved and protected through construction as is feasible. The corner parkette introduces a wall feature in an effort to commemorate the former building and unique corner once located on the Site.*

### **2.3.2 Site Circulation**

*Guideline Objective: To design sites and buildings with an efficient and safe circulation system with high priority given to pedestrian accessibility and neighbourhood connectivity.*

*Circulation within the Site is efficient and minimizes conflicts between pedestrians and automobiles by providing clear movement throughout all parking areas. Pedestrian movement is direct from the public sidewalk to the stacked townhouse blocks along the public frontages. Servicing access is efficient, and the Site has been designed to meet all fire and emergency circulation standards. Barrier-free spaces are proposed to be located near main building entrances.*

### **2.3.3 Universal Design**

*Guideline Objective: Design all sites, buildings and public spaces for universal design and barrier free accessibility.*

*The Proposed Development incorporates clearly marked barrier-free parking in proximity to entrances. The pathways on the Site are designed to have appropriate grades to allow for universal accessibility. The Site Plan complies with City of Waterloo Barrier-free Guidelines by locating barrier-free spaces near building entrances and providing barrier-free paths of travel. Buildings have been designed to comply with the Ontario Building Code and AODA requirements.*

### **2.3.4 Engaging Spaces**

*Guideline Objective: Design sites and buildings that contribute to engaging spaces with emphasis on animated streetscapes, social gathering and interest.*

*The building elevations incorporate porches, balconies, and a high level of articulation. The proposed corner parkette is an engaging space that will acknowledge the heritage of the Site and create a focal point for the community.*

## **2.5 Sustainable Design**

*Guideline Objective: To encourage sustainable design in the public and private realm.*

*The Proposed Development represents sustainable design through the redevelopment of a centrally located Site within a Rapid Transit Station Area into a dense urban form. It encourages public transit due to its proximity to an ION station and promotes pedestrian activity by providing high-quality street frontages and streetscaping. The Proposed Development also supports cycling as a mode of transportation by providing bike parking in the design.*

### **3.2.1.3 Nodes and Corridors**

*Guideline Objective: To move the City of Waterloo's policies framework from that of a dispersed-city philosophy, to that of a compact-city philosophy and promote compatible development.*

*The Proposed Development is located close to the street, framing an important corner and contributing to a positive street enclosure. It provides medium density, residential infill development. Building entrances are emphasized and oriented to the public streets with a high level of visibility and legibility through signage and lighting. The form of the Proposed Development is compact, providing a higher density in a central location that is compatible with its surroundings.*

### **Supplemental Design Guidelines**

*The Proposed Development is consistent with the Supplemental Design Guidelines of the Urban Design Manual as described below.*

#### **3.1.1 Streetscape Guidelines**

- *Streetscapes are pedestrian friendly and active through the inclusion of street facing accesses for townhouse units.*
- *Public frontages are enhanced with high quality landscaping.*

#### **3.1.3 Site Services**

- *Townhouse units will store garbage within the garages, away from view. Pick up locations at end of driveway on scheduled day.*
- *Apartment building will store garbage internal to the building and brought out to central pick up point on scheduled day of pick up.*
- *Rooftop mechanical equipment integrated in the building design and screened from view.*
- *Rooftop mechanical integrated in the top feature design.*

#### **3.1.8 Signage**

- *Proposed municipal street addresses highly visible along public street frontages.*

## ATTACHMENT 3

GSP Group, September 2020

### Urban Design Response Report IPPW2018-005 Directives

#### Condition (b) (iii)

#	Policy	Response
1	<p>Development should enhance the character of the neighbourhood by:</p> <ul style="list-style-type: none"> <li>a. incorporating traditional materials and colours;</li> <li>b. design buildings to reduce the appearance of bulk;</li> <li>c. transitioning building mass;</li> <li>d. incorporating porches (or the like), bay windows and other architectural elements that enhance the streetscape;</li> <li>e. creating visual interest through the use of articulated facades and modulation in both the horizontal and vertical planes;</li> <li>f. enhanced landscaping between the buildings and the street, with emphasis on larger trees.</li> </ul>	<p>The proposed design for Phase 1:</p> <ul style="list-style-type: none"> <li>a. Incorporates brick veneer as the core cladding material on the building base, complemented by EIFS on the upper storeys, all in a warm gray colour palette.</li> <li>b. Use building projections/recessions and material and colour changes to break down the length of buildings.</li> <li>c. Follows the overall site arrangement that transitions from 3 storey forms along the streetscapes and facing detached dwellings to 6 storey forms in the site's rear.</li> <li>d. For stacked townhouses faces the public streets, incorporates regular pattern of raised entrances, glazed patio doors and balcony guards on the first and second floors, and a material/colour composition to create alternative.</li> <li>e. Creates interest through the variation and base materials and colours both to create vertical distinctions along the building elevations (apartments and stacked townhouses) and between the lower storeys and upper storeys.</li> <li>f. Per the submitted landscape plan, Phase 1 includes a highly softscaped space between building fronts and the public sidewalks, including planted foundation areas, grassed areas and a regular pattern of trees (including larger trees which continue along the public park edge).</li> </ul>

#	Policy	Response
2	Terrace Dwellings shall be oriented to Roger Street and Moore Avenue South, and designed with parking accessed from a rear drive aisle.	The proposed design continues this pattern with stacked townhouses lining the Roger Street and Moore Avenue, with parking internalized on the site behind the buildings.
3	Design the apartment buildings with articulated roof lines with modulated massing to provide visual interest and reduce the appearance of bulk.	The proposed building elevations for the Phase 1 apartment include a contemporary articulated roofline through variations in parapet height and detailing coinciding with bays established below together with varied and alternating colour contrasts to cladding materials below.
4	The privately owned publically accessible amenity area at the Roger/Moore intersection: <ul style="list-style-type: none"> <li>a. be planned as a public gathering place that incorporates more passive activities;</li> <li>b. incorporate a portion of the curving art moderne building façade/wall of the existing ODC building. The façade/wall shall be substantially consistent to those renderings included in Appendix E, recognizing that the façade/wall may need to be temporarily dismantled and reconstructed to ensure structural integrity, and may be repositioned with the amenity area without blocking sightlines or interfering in any way with traffic movements;</li> <li>c. include decorative hard surfacing, seating, and enhanced landscaping; and</li> <li>d. may incorporate other community-minded features such as bicycle parking, community mailboxes and entrance features.</li> </ul>	The private amenity area is not part of Phase 1.
5	The owner shall grant an easement to the City of Waterloo to provide public access to the privately owned publically accessible amenity area at the Roger/Moore intersection.	The private amenity area is not part of Phase 1.
6	A new municipal park be created in the northwest corner of the lands, and: <ul style="list-style-type: none"> <li>a. be demarcated to define the public-private interface;</li> <li>b. accommodate active and passive recreation opportunities for a range of users;</li> </ul>	Per landscaped plans, this park has been designed with: <ul style="list-style-type: none"> <li>a. Decorative metal fencing between the park boundaries and private property, with openings for circulation purposes and supporting lining landscaping.</li> </ul>

#	Policy	Response
	c. be serviced (water and hydro), to the property line.	<p>b. Seating opportunities and planted areas for passive uses as well as play structures for active uses.</p> <p>c. Water and hydro connections to the park's eastern property line.</p>
7	<p>A Vegetation Management Plan shall be provided. Mature trees are to be preserved where feasible, with specific consideration given to:</p> <ul style="list-style-type: none"> <li>• the pines behind the cemetery maintenance shop</li> <li>• the pines along the cemetery (southerly boundary);</li> <li>• street trees in front of 93 Roger Street (elm tree);</li> <li>• the ginkgo tree in front of the ODC building on Moore Avenue South;</li> <li>• a row of elm trees (approximately 5) and 2 large basswood that are planted in a line from Roger Street to the cemetery;</li> <li>• a clump of birch trees at 103 Roger Street;</li> <li>• a black walnut in between the ODC building and 111 Roger Street; and</li> <li>• a black walnut between 93 and 97 Roger Street.</li> </ul> <p>The Vegetation Management Plan shall be completed by a qualified arborist and shall note the health of the above-noted trees. Tree preservation measures shall be required, to the satisfaction of the City's Director of Planning Approvals.</p>	<p>The Vegetation Management Plan was submitted and revised through the re-submission process, which identifies trees that can be feasibility retained and includes tree protection measures.</p>
8	<p>Pedestrian walkways shall be provided along the southerly lot line and westerly lot line to provide access from Roger Street and Moore Avenue South to the Mount Hope Cemetery and to provide a more direct path to the ION transit station on King Street, unless it can be demonstrated to the Director of Planning Approvals that such walkways are constrained due to site grading and/or tree preservation efforts.</p>	<p>The proposed Site Plan for Phase 1 includes a 2 metre sidewalk along the southerly property line (connecting to Moore Avenue through Phase 2) and a 2.2 metre concrete sidewalk along the west property line (leading to Roger Street through the public park).</p>
9	<p>A photometric (lighting) plan shall be provided that considers and improves the safety within the</p>	<p>Lighting plans were submitted and re-submitted through the Site Plan process</p>

#	Policy	Response
	municipal park and privately owned publicly accessible amenity area, while ensuring that lighting is not spilling onto neighbouring properties.	and were deemed acceptable concern the park and spillover.
10	Surface parking and impervious surfaces should be minimized to the extent possible to maximize groundwater infiltration.	Permeability has been maximized to the extent possible through structured parking and landscape design, recognizing minimum parking requirements and the respective building typology requirements.
11	Site entrances should align with Lucan Avenue and Graham Street.	The Moore Avenue entrance aligns with Graham Street; the Roger Street entrance has been somewhat offset from Lucan Avenue due to grading and to create a more gracious entrance into the Site.
12	The internal streets and unit configuration should be generally consistent with the concept plan contained in Appendix D.	The proposed Site Plan is virtually identical to the concept plan, noting a minor shifting of the Roger Street access, removal of a short block of stack townhouses, and a corresponding enlargement of another.
13	One parking space should be provided on-site to facilitate a car sharing program.	The proposed Site Plan for Phase 1 designates a car share parking space situated centrally between front entrances of the two apartment buildings.
14	The developer reconstruct a portion of Roger Street adjacent to the lands to include on-street layby parking spaces (between the Lucan Avenue and Moore Avenue South), and the relocation and reconstruction of a sidewalk along the entire Roger Street frontage, to the satisfaction of the City's Director of Planning Approvals.	On-street parking along Roger Street is included on the most recent Site Plan.