

Lester Sunview Development Inc.

Planning Justification Report

249-253 Sunview Street, Waterloo

December 8, 2023



Planning Justification Report

249-253 Sunview Street, Waterloo

December 8, 2023

Prepared By:

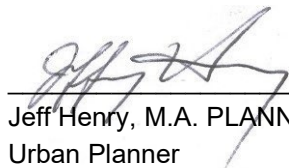
Arcadis Professional Services (Canada) Inc.
410 Albert Street, Suite 101
Waterloo, Ontario N2L 3V3
Canada
Phone: 519 585 2255

Prepared For:

Natalie Hardacre, BES, MCIP, RPP
Manager, Development Planning
City of Waterloo
100 Regina Street South
P.O. Box 337, Station Waterloo
Waterloo, ON N2J 4A8

Our Ref:

139419



Jeff Henry, M.A. PLANNING
Urban Planner



Victor Labreche, MCIP, RPP
Associate Principal | Practice Lead, Planning



I hereby certify that this Planning Justification Report was prepared under the supervision of a Registered Professional Planner, within the meaning of the Ontario Professional Planners' Institute Act, 1994.

December 8, 2023

Date



Victor Labreche, MCIP, RPP

This document is intended only for the use of the individual or entity for which it was prepared and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any dissemination, distribution or copying of this document is strictly prohibited.

Version Control

Issue	Revision No.	Date Issued	Page No.	Description	Reviewed By
1	1	2023-12-08		OPA/ZBA Submission	VL, BAW

Contents

1	Introduction	1
2	Site Description	1
3	Context Analysis.....	3
4	Proposal Details.....	5
5	Requested Approvals.....	9
5.1	Official Plan Amendment	9
5.2	Zoning By-Law Amendment	9
5.3	Site Plan Application	11
6	Policy Review and Planning Justification.....	11
6.1	Planning Act.....	11
6.1.1	Matters of Provincial Interest	11
6.1.2	Official Plan and Zoning By-Law Amendment.....	14
6.2	Provincial Policy Statement	14
6.3	Growth Plan for the Greater Golden Horseshoe	19
6.4	Region of Waterloo Official Plan.....	21
6.4.1	Regional Structure and Urban System	21
6.4.2	Intensification and Transit-Supportive Development	26
6.4.3	Source Protection Plan	30
6.5	City of Waterloo Official Plan	30
6.5.1	Land Use Designation	31
6.5.2	Designated Nodes and Corridors	32
6.5.3	Major Transit Station Areas	33
6.5.4	Northdale Special Provision Area	34
6.5.5	Urban Design Policies	38
6.6	City of Waterloo Station Area Plans	38
6.7	City of Waterloo Zoning By-Law 2018-050	41
6.7.1	Building Setbacks.....	43
6.7.2	Tower Separation.....	46
6.7.3	Podium Height	47
6.7.4	Landscaped Open Space	48
6.7.5	Holding Provision Removal	48

7	Planning Rationale	49
7.1	Alignment with Overarching Planning Framework	49
7.2	Compatible and Context-Appropriate Intensification	50
7.3	15-Minute Neighbourhoods	50
7.4	Range and Mix of Housing.....	50
7.5	Efficient Use of Infrastructure and Municipal Services	51
8	Supporting Studies.....	51
8.1	Urban Design Brief	51
8.2	Sun/Shadow Study	51
8.3	Wind Study	52
8.4	Energy Study.....	52
8.5	Civil Engineering Submission.....	52
8.6	Environmental Noise Study	53
8.7	Transportation Impact Study (TIS).....	53
9	Public Consultation Strategy	53
10	Summary and Conclusions	53

Tables

Table 3-1	Neighbourhood Points of Interest.....	4
Table 4-1	Site Data Chart	8
Table 5-1	Proposed Official Plan Amendment.....	9
Table 5-2	Proposed Zoning By-Law Amendment.....	9
Table 6-1	Review of Regard for Matters of Provincial Interest	11
Table 6-2	Review of Consistency with the Provincial Policy Statement.....	14
Table 6-3	Discussion of Conformity with ROP Urban Area Development Policies	23
Table 6-4	Discussion of Conformity with ROP Intensification and Transit-Supportive Development Policies	27
Table 6-5	City of Waterloo Official Plan Schedules and Designations of Subject Property.....	30
Table 6-6	Zoning By-Law Compliance of the proposed development with variances in bold	41
Table 6-7	Review of Holding Provision Removal Requirements	48

Figures

Figure 2-1 Aerial view with subject property shaded in red (Source: City of Waterloo Geocortex Viewer, 2022 10 cm Imagery)..... 2

Figure 2-2 249 Sunview Street (left) and 251, 253 Sunview Street (right) (Source: Arcadis)..... 2

Figure 3-1 Neighbourhood Context Map (Source: City of Waterloo Geocortex Viewer, 2022 10 cm Imagery) 5

Figure 3-2 GRT System Map (September 4, 2023) with the subject property shown with an orange star 5

Figure 4-1 East Elevation (Source: Arcadis)..... 6

Figure 4-2 First Storey Chart – East Elevation (Source: Arcadis) 6

Figure 4-3 Site Plan (Source: Arcadis) 7

Figure 6-1 Region of Waterloo Official Plan, Map 3a - Urban Area, with the subject property identified with a star 22

Figure 6-2 Region of Waterloo Official Plan, Major Transit Station Areas, Figure 4d (left) and 5a (right) ... 22

Figure 6-3 Region of Waterloo Official Plan, Map 6a - Urban Area Source Water Protection Areas 30

Figure 6-4 City of Waterloo Official Plan Schedule 'A' Land Use Plan, with the subject property identified with a star 32

Figure 6-5 City of Waterloo Official Plan Schedule 'B' City Structure (left) and Schedule 'B1' Height and Density (right) with the subject property identified with a star 33

Figure 6-6 City of Waterloo Official Plan Schedule 'J4' University of Waterloo Station Area with the subject property identified with a star 34

Figure 6-7 City of Waterloo Official Plan Schedule 'A6a' Specific Provision Areas 20 and 45 (left) and Schedule 'A45a' Street Frontage Areas and Streetscape Elements, with the subject property shown with a red star 35

Figure 6-8 City of Waterloo Zoning By-Law 2018-050 Schedule 'A', with the subject property outlined and hatched 41

Figure 6-9 Rear Yard Setback to enclosed portion of partially underground structured parking extending above grade (Source: Site Plan, Arcadis) 44

Figure 6-10 Northerly side yard and street line setbacks to enclosed portion of partially underground structured parking extending above grade (Source: Site Plan, Arcadis) 44

Figure 6-11 Street line setbacks to enclosed portion of partially underground structured parking extending above grade (Source: Basement Level Plan, Arcadis) 45

Figure 6-12 Rendering of Proposed Seating and Retaining Wall to screen the raised terrace and enclosed portion of partially underground structured parking extending above grade abutting Sunview Street (Source: East Elevation Sheet, Arcadis) 46

Figure 6-13 Context Site Plan showing the proposed development and adjacent developments (Source: Arcadis) 47

Appendices

Appendix A Draft Official Plan Amendment

Appendix B Draft Zoning By-Law Amendment

1 Introduction

On behalf of our client, Lester Sunview Development Inc., please accept this Planning Justification Report (hereinafter referred to as “Report”) from Arcadis Professional Services (Canada) Inc. in support of their proposed redevelopment of the properties known municipally as 249-253 Sunview Street in the City of Waterloo.

The applicant is proposing to redevelop the subject property into a 12-storey residential apartment building with a total of 131 residential units containing 131 bedrooms. A 7-storey tower will sit atop and set back from a 5-storey podium. The main building entrance is proposed at the southern portion of the lot within a basement level that, except for the main entrance and a common indoor amenity area, is below the grade of the street, providing an accessible entrance without the need for a ramp on a site with a significant change in grade across the Sunview Street frontage.

Based on consultation with staff, an Official Plan Amendment and Zoning By-Law Amendment are required to facilitate the redevelopment of the site as the definition of first storey in the new Zoning By-Law interpret the design response to the significant slope across the site as providing a 13-storey building instead of a 12-storey building. Further minor variances from the Zoning By-Law are required for minimum tower setback from the southerly side yard lot line and various other minor variances caused by the northerly portion of site parking being enclosed and not fully underground due to the significant slope.

Based on the review of the applicable land use policies and regulations, the proposed Official Plan and Zoning By-Law Amendment, in our opinion, the proposed application has regard to the “Matters of Provincial Interest” as defined by the Planning Act, is consistent with the Provincial Policy Statement, is in conformity with the Growth Plan for the Greater Golden Horseshoe, the Region of Waterloo Official Plan, and the City of Waterloo Official Plan and Zoning By-Law.

Further, it is our opinion that the proposed redevelopment makes efficient use of underutilized lands and municipal infrastructure within a strategic growth area, provides compatible development with a high quality of urban design, and supports achievement of housing targets and the range and mix of housing available within an existing 15-minute neighbourhood in transition. In our opinion, the proposed redevelopment represents good planning, is in the public interest, and is appropriate for the subject properties and the surrounding area.

2 Site Description

The subject property is municipally addressed as 249, 251, and 253 Sunview Street and is collectively 2,194.4 m² (0.21944 ha) in size. They are legally described as follows:

- LT 20 PL 856 CITY OF WATERLOO; WATERLOO,
- LT 21 PL 856 CITY OF WATERLOO; WATERLOO, and
- LT 22 PL 856 CITY OF WATERLOO; WATERLOO.

As shown on Figure 2-1 and Figure 2-2, the subject property has 50.16 metres of frontage onto Sunview Street, is rectangular in shape, and has a substantial reduction in grade from north to south of approximately 3 metres. The subject properties each contain a single detached building with 249 and 251 Sunview Street each containing an accessory shed and 253 Sunview Street containing a detached accessory garage.

The subject property is on separate municipal services, contain no cultural heritage resources and no significant natural features, and, per Region of Waterloo comments (PC-22-09 dated June 28, 2022) is not in a source protection area under the 2022 Grand River Source Protection Plan. There are existing mature trees in the front and rear yards of the subject properties.

The subject lands are currently the subject of Site Plan Application SP-22-14. Based on conversations with City planning staff, the variances required to facilitate the proposed redevelopment that, in our opinion, are minor in nature, require a minor Official Plan Amendment and a minor Zoning By-Law Amendment. The minor Zoning By-Law Amendment also requests the removal of the Holding provision.



Figure 2-1 Aerial view with subject property shaded in red (Source: City of Waterloo Geocortex Viewer, 2022 10 cm Imagery)



Figure 2-2 249 Sunview Street (left) and 251, 253 Sunview Street (right) (Source: Arcadis)

3 Context Analysis

The subject properties are located within the Northdale Neighbourhood, which is a neighbourhood in transition, and surrounded by the following land uses:

- To the north is a 12-storey apartment building with a 4 to 6 storey podium where the main residential building entrance is below the grade of the first storey. Further to the north are a mix of single detached buildings and a six-storey apartment building.
- To the east are two 13-storey apartment buildings with 7-storey podiums where the main residential building entrances are at the grade of the first storey as well as one four-storey and one five-storey apartment building. These 13-storey apartment buildings were considered to meet the 12-storey limit for apartment buildings at the time of approval under the previous Zoning By-Law. Further to the east are 6-storey and 12-storey apartment and mixed-use apartment buildings abutting Albert Street.
- To the west are 12- and 13-storey apartment buildings. These 13-storey apartment buildings were also considered to meet the 12-storey limit for apartment buildings at the time of approval under the previous Zoning By-Law. Further to the west are a mix of low-, mid-, and high-rise apartments and mixed-use apartment buildings between Lester Street and Phillip Street. The University of Waterloo, commercial plazas, the Region's ION Light Rail Transit system, and an intra- and inter-city bus terminal also abut Phillip Street.
- To the south are a single detached building and a six-storey apartment building. Further to the south across University Avenue West are a mix of single detached and semi-detached buildings flanked by 12-storey apartment buildings and, owned by Wilfrid Laurier University, vacant lands previously containing row houses.

Sunview Park is approximately 200 metres to the north of the subject property at the intersection of Sunview Street and Hickory Street West. Waterloo Park provides a range of recreational uses and is located to the south of the subject property within a 500 metre or 6-minute walking distance.

The subject properties are also well served by public transit, the existing and planned active transportation network, and the road network:

- The closest ION Light Rail Transit stop is at Laurier – Waterloo Park Station, within 750 metres or 9-minute walking distance to the southwest of the subject properties via Lester Street and Seagram Drive. The next closest ION Light Rail Transit stop is at the University of Waterloo Station, within a 1 kilometre or 12-minute walking distance to the west of the subject properties via University Avenue West. Future planned mid-block connections from Sunview Street to Lester Street and from Lester Street to Phillip Street should provide a shorter, more direct route.
- A bus terminal adjacent to the University of Waterloo Station ION stop provides local transit connections via GRT Routes 9, 13, 19, 30, and 31 and GRT express Route 201 and intercity connections to Guelph, Hamilton, Brampton, and Mississauga via GO Transit Routes 17, 25, and 30. These GO Transit routes also stop at the main entrance to Wilfrid Laurier University at University Avenue West and Hazel Street, approximately 500 metres to the east of the site.
- GRT local bus routes 12, 19, and 29 run along University Avenue West to the south with stops approximately 60 metres from the subject property. GRT express bus route 202 also runs along University Avenue West to the south with the nearest stop approximately 325 metres from the subject property toward Phillip Street (see Figure 3-2).

- The Great Trail (formerly Trans Canada Trail) and Laurel Trail runs north-south along the west side of the rail corridor, providing continuous paved off-road connections from St. Jacob's Farmer's Market in the Township of Woolwich in the north to Ottawa Street South in the City of Kitchener to the south.
- Separated cycling lanes (cycle tracks) currently run along University Avenue West and are planned and budgeted along Columbia Street West. A multi-use trail is planned and budgeted along Hickory Street West to the north. Separated cycling lanes currently run along Albert Street between University Avenue West and Seagram Drive and between Columbia Street West and Weber Street North, with separated cycling lanes planned along Albert Street between University Avenue West and Columbia Street West.
- Sunview Street is a local street and currently contains sidewalks on both sides.

Wilfrid Laurier University and Martin Luther University College, located approximately 150 metres to the southeast, is identified as a Cultural Heritage Landscape (WL-INS-2). This is the only cultural heritage resource within 300 metres of the subject property. Further institutional uses include the University of Waterloo to the west and the Rohr Chabad Centre, St. Michael's Roman Catholic Church, and Waterloo Collegiate Institute to the east.

Table 3-1 details notable points of interest in the surrounding neighbourhood and relates to the numbered points in Figure 3-1 below:

Table 3-1 Neighbourhood Points of Interest

Number	Point of Interest
1	University of Waterloo Station (LRT) and Intra/Inter-City Bus Terminal
2	University of Waterloo
3	Wilfrid Laurier University
4	Waterloo Collegiate Institute
5	Rohr Chabad Centre
6	St. Michael's Roman Catholic Church
7	Sunview Park
8	Hemlock Park
9	Veteran's Green
10	Waterloo Park



Figure 3-1 Neighbourhood Context Map (Source: City of Waterloo Geocortex Viewer, 2022 10 cm Imagery)

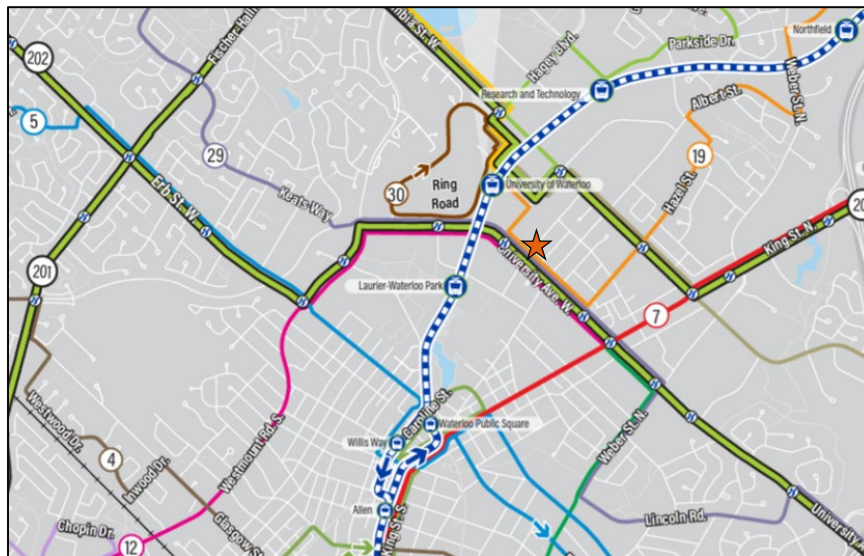


Figure 3-2 GRT System Map (September 4, 2023) with the subject property shown with an orange star

4 Proposal Details

The applicant is proposing to redevelop the subject property into a residential apartment building with a total of 131 residential units containing 131 bedrooms. The design of the building includes 12 distinct storeys that follow the topography of the site, which includes a 6-storey tower atop a 6-storey podium (see Figure 4-1 and Figure 4-2). Under the new definitions of building height and first storey in the new Zoning By-Law, the City has deemed the building to contain 13 storeys and the podium to contain 7 storeys.

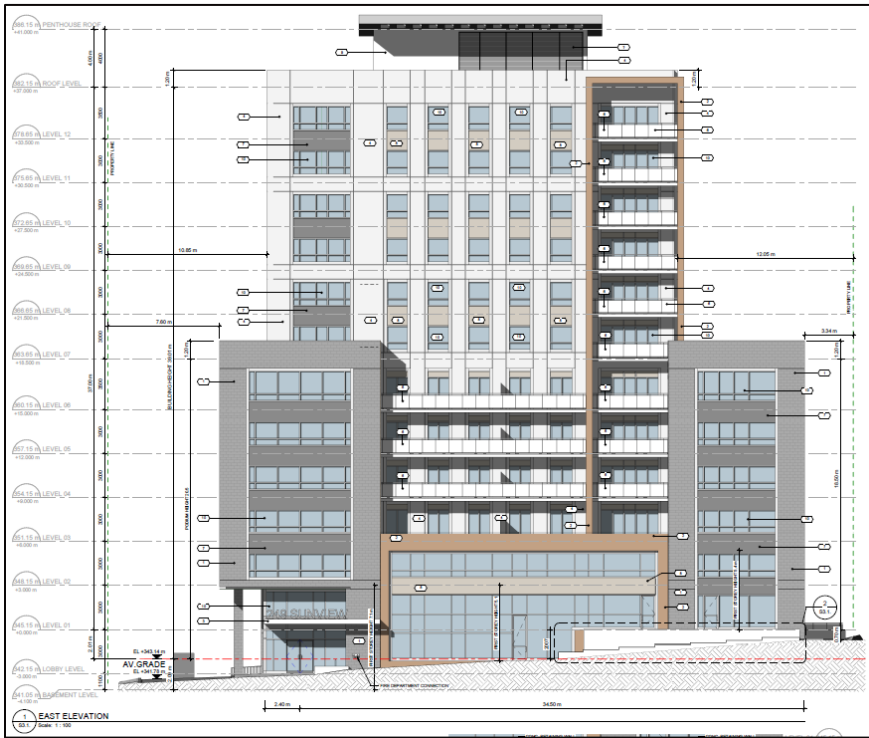


Figure 4-1 East Elevation (Source: Arcadis)

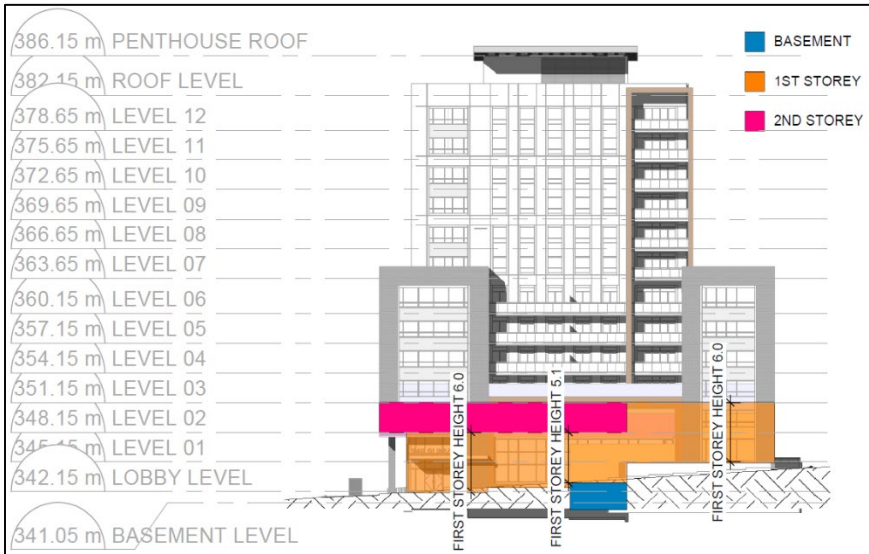


Figure 4-2 First Storey Chart – East Elevation (Source: Arcadis)

The position of the tower located toward the southerly portion of the podium, responding to the locations of adjacent towers and buildings to maximize tower separation (see Site Plan, Figure 4-3). The podium provides a distinct and articulated base for the building with the tower stepped back 3m from the front building façade of the podium above the top podium level in the northeasterly and southeasterly facades of the tower and above the

second (“third”) podium level in between. The tower also steps back from the podium 8.67 metres from the northerly interior side building façade and 3.25 metres from the southerly interior side building façade.

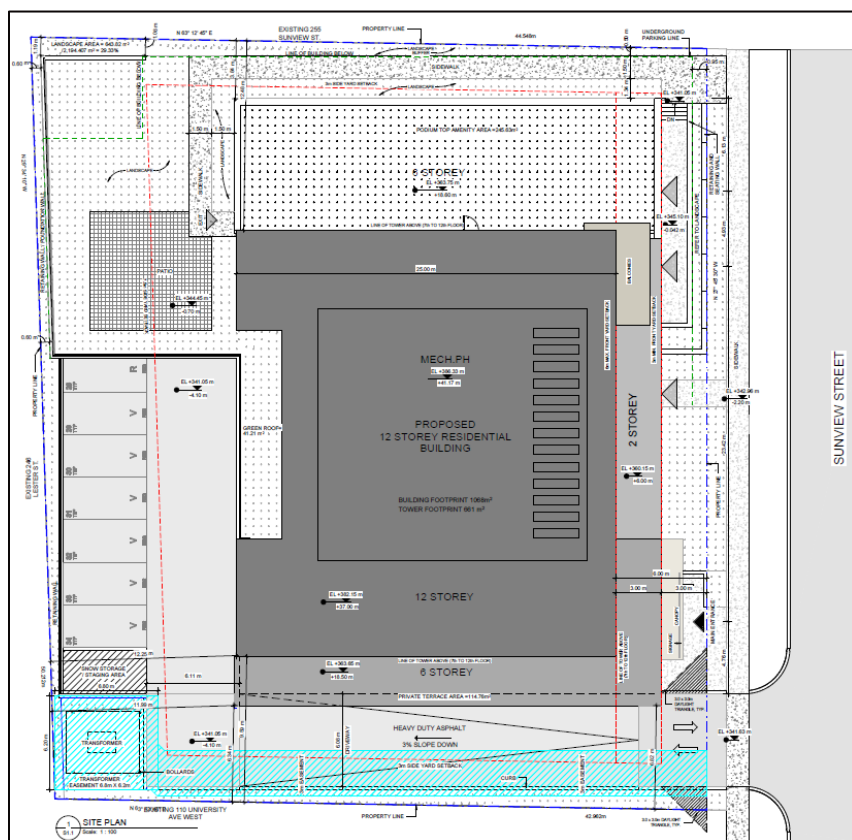


Figure 4-3 Site Plan (Source: Arcadis)

The building is oriented toward and activates the streetscape. The main building entrance is proposed at the southern portion of the lot within a basement level that, except for the double height main entrance lobby and amenity area, is below the grade of the street. This design approach provides a primary entrance that is accessible directly from the Sunview Street sidewalk without the need for a ramp despite the significant change in grade across the Sunview Street frontage. Three additional pedestrian accesses are provided directly from the Sunview Street sidewalk, one of which is to an amenity area and two of which are to mezzanine residential units accessed by walkway over a raised terrace. The raised terrace structure encloses the northeasterly portion of the partially underground parking area and will be clad in appropriate materials and landscaping to maintain an inviting presence along the streetscape.

27 residential parking spaces and 7 visitor parking spaces are provided, including two barrier free spaces and one electrical vehicle parking space. The development will meet the City’s requirements regarding parking spaces being electrical vehicle ready. One Type A loading space is also provided. Access to the parking area is provided through a drive aisle from Sunview Street at the southerly end of the site. The drive aisle slopes downward to access parking below grade in the rear yard and around and underneath the building in the northerly side yard moving from surface parking to partially underground parking based on the existing topography of the site. Secure bicycle parking is available within the lowest level of the building in two rooms: one accessed from the drive aisle and the other adjacent to the loading area.

A significant outdoor amenity area and landscaped open space area is provided above the partially underground parking on the northerly portion of the site. A green roof is also proposed covering a portion of the parking area in the rear yard, two double height amenity spaces are proposed at grade, and an additional outdoor amenity area is proposed on the northerly roof of the podium.

The existing single detached buildings, accessory sheds, and detached accessory garage will be demolished to facilitate the redevelopment of the subject property. Existing vegetation on the subject property will also be removed. New landscaping will be provided as part of the redevelopment.

Key site statistics are summarized in Table 4-1. A more detailed review of zoning regulations is provided in Section 6.7 of this Report.

Table 4-1 Site Data Chart

Regulation	Required	Provided
Lot Area	1,000 m ²	2,194.4 m ²
Lot Frontage	20 m	50.16 m
Dwelling Units	N/A	131
Bedrooms	N/A	131
Density	600 bedrooms/ha (max)	596 bedrooms/ha
Building Height	12 storeys, 41.5m (max)	39.01 m
Podium Height	20 m	20.50 m
Building Floor Area ("First Storey")	25% comprised of prescribed uses in 7.13.15 (a) (min.)	42% of total "first storey" BFA includes circulation spaces, common indoor Amenity Area, entrance / foyers, management office, and lobby/reception/seating area
Landscaped Open Space	30%	29.33%
Amenity Area	3 m ² per bedroom (393 m ²)	691 m ² total: • 147 m² common indoor • 200 m² podium patio • 600 m² outdoor patio • 284 m² balcony/terrace
Vehicle Parking	0.20 per bedroom (27) + 0.05 per bedroom (visitor) (7)	27 residential + 7 visitor Includes 2 barrier free, 1 installed EV space All structured parking to be EV ready
Bicycle Parking	0.25 per bedroom (33)	40 indoor, 5 outdoor

5 Requested Approvals

Through Site Plan Application SP-22-14, the subject property was deemed to require a minor Official Plan Amendment and a minor Zoning By-Law Amendment to facilitate the proposed redevelopment.

5.1 Official Plan Amendment

To facilitate the redevelopment and as recommended by City planning staff, the applicant proposes a specific provision area be applied to the subject property. The proposed minor Official Plan Amendment is detailed in Table 5-1 with a detailed planning review and justification follows in Sections 6 and 7 of this Report. A draft of the proposed Official Plan Amendment is provided in the Appendix.

Table 5-1 Proposed Official Plan Amendment

Existing Official Plan Designation	Proposed Specific Provision Area	Rationale
Northdale: Medium High Density, 12 Storeys (Schedule B1)	Add Specific Provision Area: The maximum height shall not exceed 13 storeys.	The new definition of FIRST STOREY and BUILDING HEIGHT in the new Zoning By-Law result in the proposed 12-storey building design being deemed to be 13-storeys, notwithstanding that the proposed building's design response to the grade change is consistent with adjacent buildings that were, at the time, deemed to meet the Official Plan maximum height of 12 storeys.

5.2 Zoning By-Law Amendment

To facilitate the redevelopment and as recommended by City planning staff, the applicant proposes to remove the Holding Provision and add site-specific provisions to the existing zoning designation on the subject property. The proposed minor Zoning By-Law Amendment is detailed in Table 5-2 with a detailed planning review and justification follows in Sections 6 and 7 of this Report. A draft of the proposed Zoning By-Law Amendment is provided in the Appendix.

Table 5-2 Proposed Zoning By-Law Amendment

Existing Zoning	Proposed Amendment	Rationale
(H)RN-12	Remove the Holding Provision	Criteria for removing the Holding provision have been met through the first SPA submission. An updated Urban Design Report is provided in this submission.
Add Site-Specific Provisions:		

Existing Zoning	Proposed Amendment	Rationale
	STREET LINE setback (Neighbourhood Frontage) of 0.95m to the raised terrace and partially underground STRUCTURED PARKING extending above grade	The partially underground STRUCTURED PARKING extends into the front yard to provide a hammerhead. The raised terrace provides direct access to units at grade in the designed first storey that follows the changing grade across the site. The level of grade change exceeds the maximum height of projections for stairs.
	SIDE YARD setback (northerly lot line) of 0.5m to the partially underground STRUCTURED PARKING extending above grade	The partially underground STRUCTURED PARKING extends into the SIDE YARD setback resulting in a portion of the foundation wall extending above grade. The interior side lot lines are not 90 degrees to the street, causing different setbacks across the yard.
	REAR YARD setback of 0.6m to the partially underground STRUCTURED PARKING extending above grade	The partially underground STRUCTURED PARKING extends into the SIDE YARD setback resulting in a portion of the foundation wall extending above grade.
	PODIUM HEIGHT of 20.5 m	The design of the PODIUM reads as 6 storeys, with the height above grade increasing across the site as the grade changes and a larger than typical first storey height. The design approach and overall height is similar to adjacent buildings completed under the previous Zoning By-Law.
	TOWER Separation to the southerly INTERIOR LOT LINE of 9.5m	The location of the recently constructed six storey BUILDING abutting the subject property to the south is toward the southern portion of the property. The location of the TOWER on the site responds to the existing locations of TOWERS to the north and west and the BUILDING to the south to maximize TOWER separation and at least meets all other TOWER regulations.
	LANDSCAPE OPEN SPACE of 29.3%	Landscaped open space has been maximized on the site in the context of the topography and the design response to meet minimum vehicle parking requirements. In addition to the landscaped open space provided, a green roof at the same level as the majority of landscaped open space is provided, which, if included, would meet the requirement.

5.3 Site Plan Application

The proposed redevelopment will be subject to Site Plan review and approval by the City of Waterloo. A Site Plan Application (SP-22-14) was submitted and then deemed complete on November 14, 2022 with comments received on December 22, 2022. After approval of the proposed Zoning By-Law Amendment, including the removal of the Holding Provision, the Site Plan Application will be further reviewed by City staff and technical agencies.

6 Policy Review and Planning Justification

This section of the Planning Justification Report provides an overview of the land use policy applicable to the subject property, include the Planning Act, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Waterloo Official Plan, the City of Waterloo Official Plan, and the new City of Waterloo Zoning By-Law.

6.1 Planning Act

The Planning Act, R.S.O. 1990 sets out the legislative framework for land use planning in Ontario and provides the authority for the Minister of Municipal Affairs and Housing to issue policy statements and plans to guide land use planning and redevelopment in the province. The Act also sets out the legislative framework for local land use planning tools and plans, including Official Plans, Zoning By-Laws and Site Plan Approvals.

6.1.1 Matters of Provincial Interest

Section 2 of the Planning Act sets out various “Matters of Provincial interest” which decision makers must have regard to in carrying out their duties under the Act. These matters are summarized and addressed in Table 6-1.

Table 6-1 Review of Regard for Matters of Provincial Interest

Provincial Interest	Demonstration of Regard
a. The protection of ecological systems, including natural areas, features and functions;	The subject property does not contain, nor is adjacent to identified natural heritage features.
b. The protection of agricultural resources of the Province;	No agricultural resources will be lost because of the proposed redevelopment.
c. The conservation and management of natural resources and the mineral resource base;	The conservation and management of natural resources and the mineral resource base is not expected to be impacted by the proposed redevelopment.
d. The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;	No features of significant architectural, cultural, historical, archaeological, or scientific interest will be impacted by the proposed redevelopment.

Provincial Interest	Demonstration of Regard
e. The supply, efficient use, and conservation of energy and water;	The subject property is currently located within the Delineated Built-Up Area. The proposed development represents an efficient use of the existing supply of water to the subject lands and surrounding community. The proposed building is further estimated to consume approximately 25% less energy compared to a baseline building with consideration to be given to other sustainability measures reviewed in the Energy Study, prepared by Rombald Inc.
f. The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;	Existing infrastructure will be used to service the proposed redevelopment. As the subject property is located within the Delineated Built-Up Area, the proposed redevelopment represents an efficient use of existing services.
g. The minimization of waste;	The proposed development is located within the existing Delineated Built-Up area and is proposed to be connected to existing transportation and servicing infrastructure and does not propose the expansion of infrastructure or the loss of greenfield land.
h. The orderly development of safe and healthy communities;	The proposed development is located within the Delineated Built-Up Area in proximity to post-secondary institutions, a high school, neighbourhood and city-wide parks, commercial retail, and employment uses within or adjacent to the neighbourhood. As a result, it facilitates orderly development within the City of Waterloo. The proposed redevelopment facilitates the intensification of an underutilized property within the existing urban area.
h.1 The accessibility for persons with disabilities to all facilities, services, and matters to which this Act applies;	The proposed development conforms to the standards and regulations of the Accessibility for Ontarians with Disabilities Act (AODA), 2005 and the Ontario Building Code (OBC).
i. The adequate provision and distribution of educational, health, social, cultural, and recreational facilities;	The proposed development provides one (1) Type "A" barrier-free parking spaces and one (1) Type "B" barrier-free parking spaces, which meets the requirements of the AODA.
j. The adequate provision of a full range of housing, including affordable housing;	The proposed development will contribute to the housing requirements for nearby post-secondary educational facilities.
k. The adequate provision of employment opportunities;	The proposed development will provide 131 housing units in a range of sizes, supporting the adequate provision of a full range of housing in the City of Waterloo. Further, the proposed

Provincial Interest	Demonstration of Regard
	development will provide spaces for residents to learn and work from home and its construction will support employment opportunities in Waterloo.
l. The protection of the financial and economic well-being of the Province and its municipalities;	The proposed development will provide spaces for residents to learn and work from home and its construction will support employment opportunities in Waterloo.
m. The co-ordination of planning activities of public bodies;	The residential uses on the subject property will contribute to and protect the financial and economic well-being of the Province, Region, and City of Waterloo through an increase in the number of housing units.
n. The resolution of planning conflicts involving public and private interests;	The proposed development implements and considers the applicable Provincial and local planning framework.
o. The protection of public health and safety;	The proposed development will contribute to the housing stock by providing 131 residential units in the City of Waterloo. The proposed development is designed to consider and be compatible with the surrounding uses in the area.
p. The appropriate location of growth and development;	The proposed development will promote the protection of public health and safety by contributing to the supply of housing in an appropriate location and conforming to the requirements of the OBC and the AODA.
q. The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	The proposed development is located within the Delineated Built-Up Area in proximity to post-secondary institutions, a high school, neighbourhood and city-wide parks, commercial retail, and employment uses within or adjacent to the neighbourhood. In our opinion, this is the appropriate location for this type of development, it is designed to be sustainable, supports public transit, and is oriented to pedestrians.
r. The promotion of built form that, i. is well-designed, ii. encourages a sense of place, and iii. provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.	The proposed development is pedestrian- and transit-oriented and located within walking, cycling, and rolling distance to major destinations, including post-secondary institutions, parks, commercial retail, and employment uses. The proposed development is in close proximity to protected cycling infrastructure, light rail transit stations, and bus stops serving local, express, and inter-city bus routes.

Provincial Interest	Demonstration of Regard
s. The mitigation of greenhouse gas emissions and adaptation to a changing climate.	The proposed development will feature high-quality architectural design and will complement and enhance the existing character of the surrounding neighbourhood. Based on the design and sustainable and stormwater management features proposed, the proposed development will mitigate greenhouse gas emissions relative to the standard reference building and will support adaptation to the more frequent extreme rain events caused by climate change. Refer to the Energy Study and Stormwater Management Report enclosed for details.

It is our professional opinion that the proposed redevelopment has regard for the “Matters of Provincial Interest” as required by the Planning Act.

6.1.2 Official Plan and Zoning By-Law Amendment

The Planning Act establishes the legislative basis for Official Plan and Zoning By-Law Amendment applications. The proposed applications are being requested pursuant to:

- Section 16 of the Planning Act, which establishes the legislative basis for Official Plan Amendments; and,
- Section 34 of the Planning Act, which establishes the legislative basis for Zoning By-Law Amendments.

6.2 Provincial Policy Statement

The Provincial Policy Statement (PPS), 2020 was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. It replaced the previous version of the PPS, issued in 2014. Approval authorities, in carrying out their responsibilities under the Planning Act, are to ensure that their decisions “are consistent with” the PPS.

The PPS provides policy direction on “Matters of Provincial Interest” related to land use planning, which supports the Provincial goal of enhancing the quality of life for all citizens of Ontario. The focus of the PPS is building strong communities, a clean and healthy environment, and supporting sustainable economic growth by directing development to existing settlement areas, encouraging efficient and cost-effective land use development patterns, and protecting natural resources for the long term.

The PPS is to be read in its entirety and applicable policies are to be applied to specific situations/applications. Table 6-2 provides a summary of relevant policies of the PPS and describes how the proposed redevelopment is consistent with this policy direction.

Table 6-2 Review of Consistency with the Provincial Policy Statement

Policy No.	Policy	Discussion of Consistency
<i>Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns</i>		
1.1.1	Healthy, livable and safe communities are sustained by:	

Policy No.	Policy	Discussion of Consistency
	a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; b. accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; c. avoiding development and land use patterns which may cause environmental or public health and safety concerns; d. avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; e. promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;	a. The proposed development facilitates intensification within the Delineated Built-Up Area using existing municipal services, promoting the efficient use of land and infrastructure. b. The proposed development will add to the mix and range of uses in the City by providing 131 residential units in a range of sizes. The proposed residential uses will be located in proximity to a wide range of uses in or adjacent to the neighbourhood. c. It is not anticipated that the proposed redevelopment will cause an environmental or public health and safety concern. The proposed redevelopment will conform to the requirements of the OBC and the AODA. The proposed redevelopment provides one (1) Type "A" barrier-free parking space and one (1) Type "B" barrier-free parking space, which meets the requirements of the AODA. d. It is not anticipated that the proposed redevelopment would prevent the efficient expansion of settlement areas. e. The subject property is located within the Delineated Built-Up Area. As a result, the proposed development promotes a cost-effective development pattern and intensification in proximity to transit routes, which will minimize land consumption and servicing costs.

Policy No.	Policy	Discussion of Consistency
	f. improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society; g. ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and h. promoting development and land use patterns that conserve biodiversity; and i. consider the impacts of a changing climate.	f. The proposed redevelopment conforms to the standards and regulations of the AODA 2005 and the Ontario Building Code. The proposed redevelopment provides one (1) Type “A” barrier-free parking space and one (1) Type “B” barrier-free parking space, which meets the requirements of the AODA. g. The necessary infrastructure currently exists to support the servicing of the proposed redevelopment. h. Through its location within the Delineated Built-Up Area, the proposed development supports a sustainable development and land use pattern. i. The development will mitigate stormwater runoff in accordance with City policies.
Settlement Areas		
1.1.3.1	Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.	The proposed development facilitates minor, compatible intensification within the Delineated Built-Up Area.
1.1.3.2	Land use patterns within settlement areas shall be based on densities and a mix of land uses which: a. efficiently use land and resources; b. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;	a. As the subject property is a currently within the Delineated Built-Up Area, the proposed development represents an efficient use of land resources. b. The proposed development makes efficient use of the existing available infrastructure and public service facilities.

Policy No.	Policy	Discussion of Consistency
	c. minimize negative impacts to air quality and promote energy efficiency; d. prepare for the impacts of a changing climate; e. support active transportation; f. are transit-supportive, where transit is planned, exists or may be developed; and g. are freight-supportive.	c. The proposed development exceeds the City's long-term bicycle parking space requirements is within walking, cycling, and rolling distance of a wide range of uses in and adjacent to the neighbourhood, protected cycling infrastructure, and local, express, higher-order, and inter-city transit stops, reducing the use of energy intensive automobile usage and improving air quality. d. The proposed redevelopment will be built in accordance with the OBC and will consider the impacts of climate change through meeting the City's stormwater management requirements. e. The subject property is within walking, cycling, and rolling distance to a wide range of uses within and adjacent to the neighbourhood, is connected to the local sidewalk network, and is in close proximity to protected cycling infrastructure and local, express, higher-order, and inter-city transit stops. f. The subject property is located near local, express, higher-order, and inter-city transit stops. g. The proposed development is within an existing residential neighbourhood and is not within 300 metres of a rail corridor, so will not negatively impact freight and freight-supportive activities.
<i>Housing</i>		
1.4.1	To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and	The proposed redevelopment will assist the City of Waterloo in meeting this policy requirement, as it will add 131 housing units to the City's housing stock. This will provide greater housing options for current and future residents of the City of Waterloo.

Policy No.	Policy	Discussion of Consistency
	redevelopment and, if necessary, lands which are designated and available for residential development; and, b. maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.	
<i>Sewage, Water and Stormwater</i>		
1.6.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.	The proposed development facilitates intensification within a neighbourhood with existing municipal services, promoting the optimization of the use of this infrastructure. See the Site Servicing Plan, prepared by Arcadis, for more information related to this policy.
1.6.6.7	Planning for stormwater management shall: - be integrated with planning for sewage and water services and ensure that systems are optimized, feasibly, and financially viable over the long term; - minimize, or, where possible, prevent increases in contaminant loads; - minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;	The stormwater management of the proposed redevelopment will acknowledge and integrate Policy 1.6.6.7 direction. See the Storm Water Management Report prepared by Arcadis for more information related to this policy.

Policy No.	Policy	Discussion of Consistency
	d. mitigate risks to human health, safety, property, and the environment; e. maximize the extent and function of vegetative and pervious surfaces; and f. promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.	
<i>Transportation Systems</i>		
1.6.7.2	Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.	The subject property is located within an existing neighbourhood, and within walking, cycling, and rolling distance to a wide range of uses within and adjacent to the neighbourhood, is connected to the local sidewalk network, and is in close proximity to protected cycling infrastructure and local, express, higher-order, and inter-city transit stops.
1.6.7.4	A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	The subject property is located within an existing neighbourhood, within walking, cycling, and rolling distance to major destinations, including post-secondary institutions, a high school, local and city-wide parks, commercial retail, and employment uses. Local, express, higher-order, and inter-city transit stops are located nearby, providing connections to major destinations across the Region of Waterloo and the GTA.

Based on the above analysis, it is our opinion that the proposed redevelopment is consistent with the PPS.

6.3 Growth Plan for the Greater Golden Horseshoe

As the subject property is located within the Growth Plan for the Greater Golden Horseshoe Area, any related planning decisions must conform to the applicable provisions of this Plan. The Growth Plan sets out a long-term plan for growth and development within the Greater Golden Horseshoe Area of Ontario. The current Growth Plan came into effect on August 28, 2020.

Section 1.2.1 of the Growth Plan sets out its guiding principles, which include:

- Supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- Prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors;
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government;
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households;
- Provide for different approaches to manage growth that recognize the diversity of communities in the Greater Golden Horseshoe;
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions;
- Support and enhance the long-term viability and productivity of agriculture by protecting prime agricultural areas and the agri-food network;
- Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities; and
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving toward environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

In our opinion, the proposed redevelopment conforms to the guiding principles noted above for the following reasons:

- The proposed development facilitates intensification for the purpose of providing 131 housing units of various sizes on a property within the City of Waterloo's Delineated Built-Up Area and within a Major Transit Station Area.
- The proposed development will be supported by existing municipal services, promoting the efficient use of this infrastructure.
- The subject property is located within an existing neighbourhood, within walking, cycling, and rolling distance to major destinations, including post-secondary institutions, a high school, local and city-wide parks, commercial retail, and employment uses. Local, express, higher-order, and inter-city transit stops are located nearby, providing connections to major destinations across the Region of Waterloo and the GTA, integrating with and maximizing the benefit from investments in public infrastructure.
- The proposed development will add 131 housing units to the City of Waterloo's housing stock, enhancing the range of housing options for current and future residents.
- The proposed development is not anticipated to impact the Province's agricultural or cultural heritage resources.
- The proposed development will achieve a high standard of urban design and have consideration for and be compatible with the surrounding lands.

Based on the foregoing, it is our opinion that the proposed redevelopment conforms to the Growth Plan 2020.

6.4 Region of Waterloo Official Plan

The Regional Official Plan (ROP) sets out the policy direction of land use planning in the Region of Waterloo over a 20-year planning horizon. The Ministry of Municipal Affairs and Housing approved a new ROP in 2010. The decision was subsequently appealed to the Ontario Municipal Board (OMB), who issued a decision in June 2015, allowing the ROP to come into full force and effect.

Region of Waterloo Official Plan Amendment No. 6 (ROPA No. 6) was approved by Regional Council in August 2022 and was approved with amendments by the Minister, bringing the amendment into effect on April 12, 2023. This amendment was undertaken as a municipal comprehensive review to address conformity issues with recent updates to the Planning Act, the Provincial Policy Statement, and the Growth Plan for the Greater Golden Horseshoe, determine land needs for community areas and employment areas with associated intensification and density targets, designate employment areas and remove selected lands from previously designated employment areas, and map Major Transit Station Areas and set associated density targets. The amendment replaced in their entirety Chapter 1, 2, and 3A with further amendments to the Glossary and Maps. A future amendment is required to complete the municipal comprehensive review and bring the balance of the ROP into conformity with the evolving provincial planning framework.

All planning decisions within the Region of Waterloo must conform to the ROP as most recently amended through the Minister's decision on ROPA No. 6, including the subject Zoning By-Law Amendment application.

The ROP determines where and how the region will grow, promotes an intensification first approach, sets out population and employment forecasts, provides direction for a more compact built form to support the achievement of 15-minute neighbourhoods, identifies minimum intensification targets for area municipalities, delineates the boundaries of and identifies minimum density targets, maintains an Urban Boundary, promotes multi-modal transportation options, and sets out policies to protect the Region's valuable Employment Lands and environmental and agricultural resources.

6.4.1 Regional Structure and Urban System

The ROP identifies the subject property as Urban Area on 'Map 1 Regional Structure' and Delineated Built-Up Area on 'Map 2 Urban System' (Figure 6-1). The Delineated Built-Up Area includes all lands within the built boundary of the Region's Urban Area and Township Urban Areas as of June 16, 2006. The subject property is also within one Major Transit Station Area, University of Waterloo Station. A second Major Transit Station Area, Laurier – Waterloo Park, lies approximately 50 m to the south across University Avenue West (Figure 6-2).

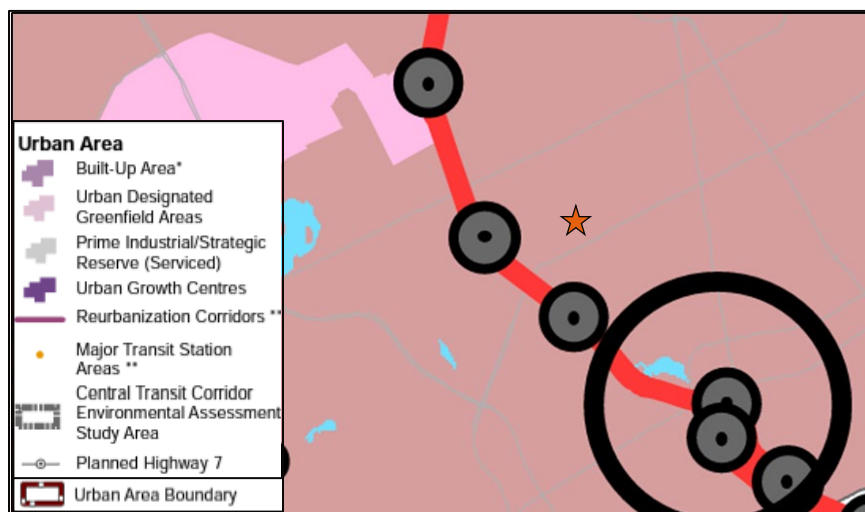


Figure 6-1 Region of Waterloo Official Plan, Map 3a - Urban Area, with the subject property identified with a star

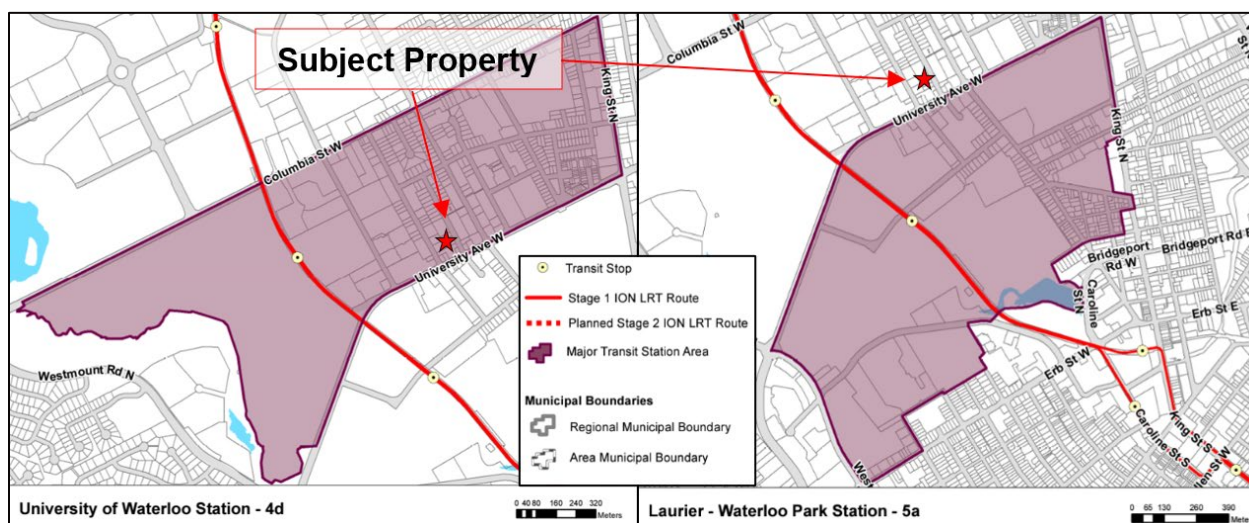


Figure 6-2 Region of Waterloo Official Plan, Major Transit Station Areas, Figure 4d (left) and 5a (right)

The ROP directs that a minimum of 61 per cent of the region's new residential development will occur within the delineated built-up area through intensification annually, including 83 per cent within the City of Waterloo (ROP Chapter 2, Table 3), to optimize infrastructure, support the achievement of 15-minute neighbourhoods through a more compact built form, and support a transition of the region to an energy-efficient, low-carbon community.

Much of the new residential growth within the Delineated Built-Up Area will be directed to strategic growth areas serviced by transit (i.e., Urban Growth Centres, Major Transit Station Areas, Regional Intensification Corridors, Local Centres and Intensification Corridors, and Township Urban Growth Centres).

The proposed development will help satisfy the Region's intensification target by providing intensification within a Major Transit Station Area, optimizing infrastructure in a location that is serviced by transit within an existing 15-minute neighbourhood.

Development within the Urban Area is subject to Policy 2.C.2.2 of the ROP, which is discussed in Table 6-3.

Table 6-3 Discussion of Conformity with ROP Urban Area Development Policies

Policy	Discussion of Conformity
<i>2.C.2.2 Area municipalities will develop official plan policies and implementing zoning by-laws, and other planning documents or programs to ensure that development occurring within the Urban Area is planned and developed in a manner that:</i>	
a. Implements the Regional urban system described in this Plan;	The proposed development provides intensification within the Regional and City's Delineated Built-Up Area and is located in within one Major Transit Station Areas (University of Waterloo Station) and in close proximity to a second Major Transit Station Area (Laurier – Waterloo Park Station).
b. Advances the community's transition into an energy-efficient, resilient, low-carbon community by:	
i. promoting a more compact built form that enables a modal shift to most trips being made by walking, cycling, and rolling;	i. The proposed development provides new residential units in a compact built form in an area where most trips can be made by walking, cycling, and rolling;
ii. contributing to the creation of 15-minute neighbourhoods;	ii. The proposed development contributes to an existing 15-minute neighbourhood by accommodating new residential growth through intensification to support the viability and expansion of non-residential uses
iii. reducing air pollution and achieving the greenhouse gas emission reduction targets of this Plan;	iii. The proposed development provides minimal vehicle parking and enhanced, bicycle parking spaces within an existing 15-minute neighbourhood, which should reduce air pollution and greenhouse gas emissions from transportation.
iv. improving resilience to extreme heat, increased precipitation, increased frequency of extreme weather events and other impacts of a changing climate;	iv. Stormwater management plans have been designed to ensure increased precipitation beyond typical design standards is not directed to adjacent properties at the direction of the City.
v. integrating green infrastructure and appropriate low impact development;	v. A green roof is included on part of the roof structure of the site, with rooftop attenuation and stormwater quality controls included in the design as noted in the Stormwater Management Report.
vi. promoting building designs and orientations that	vi. The proposed building is estimated to consume approximately 25% less energy compared to a baseline

Policy	Discussion of Conformity
maximize renewable energy generation and conservation, including the use of alternative and/or renewable energy systems, and the creation of net-zero operational carbon buildings; vii. ensuring that any new development requiring site plan or plan of subdivision approval under the Planning Act meets the requirements of the area municipalities' High Performance Development Standards adopted in accordance with Policy 2.B.1.2 of this Plan; viii. maximizing tree canopy for shaded areas and community greening within delineated built-up areas and designated greenfield areas; and ix. supporting, and, where enabled, requiring all new buildings to be built to achieve net-zero operational carbon, and to implement measures to minimize embodied carbon and building energy needs, support the energy transition off fossil fuels, and increase energy resiliency;	building with consideration to be given to other sustainability measures reviewed in the Energy Study, prepared by Rombald Inc. Refer to the Energy Study for more detail on options the applicant is considering in order to maximize energy conservation and reduce operational carbon usage. vii. The City of Waterloo has not yet adopted High Performance Development Standards to implement Policy 2.B.1.2. Refer to the Energy Study for more detail on the options the applicant is considering in order to maximize the performance of the proposed building. viii. New street trees will be provided as part of the proposed development, to be confirmed through the Site Plan stage in coordination with underground infrastructure. The Landscaping Plan has been designed to accommodate soil volume for tree growth on the site to the extent possible. ix. Refer to the Energy Study for more detail on options the applicant is considering in order to maximize energy conservation and reduce operational carbon usage.
c. is serviced by a municipal water and wastewater system, except where specified in accordance with Policy 2.J.8;	The proposed development will be serviced by existing municipal water and wastewater services. Please see the Site Servicing Plan for details.
d. protects the natural environment, including the Grand River and its tributaries, and surface water	The proposed development is not located in a Source Water Protection area under the 2022 Grand River Source Protection Plan. A portion of the subject property is within WSPA-8 and will

Policy	Discussion of Conformity
and groundwater resources in accordance with the policies in Chapter 7 and 8;	comply with any requirements thereto. It is not anticipated that the proposed development will negatively impact the natural environment, surface water, or groundwater resources.
e. provides a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes, in accordance with all the applicable policies of this Plan;	The proposed development provides one-bedroom apartments with a range of unit sizes, accommodating new residential growth.
f. conserves cultural heritage resources and supports the adaptive reuse of built heritage resources in accordance with the policies in Chapter 3;	The proposed development is not within or adjacent to any identified Cultural Heritage Landscapes. It is not anticipated that the proposed development will impact WL-INS-2 (Wilfrid Laurier University and Martin Luther University College) located approximately 150m to the southeast as it is entirely buffered by other recent intensification developments.
g. avoids development and land use patterns that may pose a risk to public health, safety and the environment;	The proposed development is not anticipated to cause/create any environmental or public health and safety concerns.
h. improves accessibility for persons of all ages and abilities and at all times of year by addressing built form barriers which restrict their full participation in society;	The proposed development will conform to the requirements of the OBC and provides one (1) Type A and one (1) Type B accessible parking space.
i. ensures the development of high quality urban form through site design and urban design standards that create an attractive and vibrant public realm;	The proposed development provides a high-quality urban form that is consistent with the Northdale Urban Design Guidelines and provides compatible massing and form to the surrounding buildings and architectural designs.
k. considers the wellbeing and belonging of all children and youth; and	The proposed development provides new residential units within walking distance of two post-secondary institutions and within walking, cycling, and rolling distance of a third post-secondary institution.

Policy

Discussion of Conformity

- | | |
|---|--|
| <p>j. expands residents' convenient access to:</p> <ul style="list-style-type: none"> i. a range of transportation options, including to a mobility network that is safe, comfortable and convenient for walking, cycling, and rolling for people of all ages and abilities and at all times of year; ii. public service facilities, co-located and integrated in community hubs; iii. appropriate supply of safe, publicly accessible urban greenlands, open spaces, parks, trails, and other opportunities for recreation in accordance with the policies in Chapter 3; and iv. healthy, local, and affordable food options in neighbourhoods, supported through urban agriculture and a thriving food system built on local farming, and food production and processing that feeds much of the community in accordance with the policies in Chapter 3. | <ul style="list-style-type: none"> i. The proposed development is connected to the existing municipal sidewalk network and in close proximity to existing protected cycling infrastructure along University Avenue that connects to a broader all ages and abilities mobility network that is publicly maintained at all times of year. ii. The proposed development is located in proximity to three post-secondary institutions and a high school iii. The proposed development is located within 200 m of Sunview Park and within 500 m of Waterloo Park. The Great Canadian Trail / Laurel Trail is located 550 m to the west. iv. The subject property is located within walking distance of the Waterloo Central Supermarket at 140 University Avenue West and a community garden located to the rear of 66 Hickory Street West. |
|---|--|

In our opinion, the proposed development complies with the Regional Structure and Urban System policies of the ROP.

6.4.2 Intensification and Transit-Supportive Development

As identified earlier in the Report, the subject property is within a strategic growth area, specifically the University of Waterloo Station Major Transit Station Area. The site is also within 50m of the Laurier – Waterloo Park Major Transit Station Area. Table 6-4 discusses the applicable intensification policies for the site, reflecting its location within and adjacent to a Major Transit Station Area.

Table 6-4 Discussion of Conformity with ROP Intensification and Transit-Supportive Development Policies

Policy	Discussion of Conformity
2.D.2 Major Transit Station Area Policies	
<i>2.D.2.2 Area municipalities will undertake detailed planning and establish official plan policies and zoning by-laws to ensure that Major Transit Station Areas are planned and designed in a manner that:</i>	
a. Achieves the minimum density targets set out in Table 2 (University of Waterloo: 160 people and jobs per gross hectare);	The proposed development contributes to the minimum density targets through the addition of 131 units and 131 bedrooms (596 bedrooms per hectare)
b. is transit-supportive, supports planned transit service levels, and prioritizes access to the station area and connections to any nearby major trip generators by providing: i. connections to regional and provincial transit services to support transit service integration; and ii. mobility networks for walking, cycling, and rolling, including sidewalks, bicycle lanes, and secured bicycle parking;	The proposed development is transit supportive and is in close proximity to regional and provincial transit services as well as existing mobility networks for walking, cycling, and rolling as detailed in Section 3 of this Report. The proposed development also provides secured bicycle parking.
c. provides for a diverse mix of uses, including additional residential units and affordable housing, where residential uses are permitted, to support existing and planned transit service levels;	The proposed development provides 131 new residential units, which will support existing and planned transit service levels.
d. fosters collaboration between public and private sectors, such as joint development projects;	The proposed development is proposed by the private sector and will contribute new residential units that will likely provide housing for students at three nearby post-secondary institutions.
e. provides alternative development standards, such as reducing or eliminating minimum automobile parking standards, or providing maximum parking	The proposed development provides minimal automobile parking consistent with Zoning By-Law requirements in the neighbourhood. The topography of the site provides for partial underground enclosure of surface parking areas minimizing surface parking

Policy	Discussion of Conformity
standards, for uses near transit routes, to maximize intensification opportunities and minimize surface parking areas;	areas and maximizing intensification opportunities consistent with the planned function of the lands.
f. prohibits land uses and built form that would adversely affect the achievement of the minimum density targets set out in Table 2 (160 p+j/ha);	The proposed development contributes to and does not adversely affect the achievement of the applicable minimum density targets.
g. protects existing significant employment uses by ensuring land use compatibility with adjacent new development;	The proposed development is not in proximity to significant employment uses requiring land use compatibility assessments under municipal or provincial requirements.
h. supports the implementation of inclusionary zoning by identifying: i. the authorized uses of land in the station area and of buildings or structures on lands in the area; and ii. the minimum densities that are authorized with respect to buildings and structures on lands in the station area; and	The City of Waterloo is currently undertaking an inclusionary zoning study, which includes the University of Waterloo Station Major Transit Station Area. No regulations from that study are in effect.
i. is consistent with the relevant transit-supportive development policies of Section 2.D.6	The proposed development is compatible with the relevant transit-supportive development policies of 2.D.6 as discussed below.

2.D.6 Transit-Supportive Development Policies

2.D.6.1 In addition to the general development policies described in this Chapter, the Region and the area municipalities will apply the following transit-supportive development criteria in reviewing and evaluating development applications or site plans, within strategic growth areas and other intensification areas identified by the area municipality:

a. creates an interconnected, multimodal street pattern that prioritizes walking, cycling, and rolling, and taking transit over automobile trips, and supports	The subject property is located on a neighbourhood street with sidewalks and is in close proximity to protected cycling infrastructure and local, express, higher-order, and inter-city transit routes.
--	---

Policy	Discussion of Conformity
vibrant mixed-use developments;	
b. supports a more compact built form that locates the majority of transit-supportive uses within a comfortable walking distance of a transit stop or Major Transit Station Area;	The proposed development provides new residential units in a compact built form within 60 metres of local transit stops (GRT Route 9, 12, 29), 325m of express transit stops (GRT Route 202), 500m of inter-city transit stops (GO Route 17, 25, 30), within 750 metres and 1 kilometre of LRT stops (Laurier – Waterloo Park Station and University of Waterloo Station).
c. provides an appropriate mix of land uses, including a range of food destinations, local services and amenities to meet peoples' daily needs for living;	The subject property provides residential uses within close proximity to a wide range of non-residential land uses, including a grocery store, commercial retail, medical clinic uses, parks, employment, and institutional uses, enabling peoples' daily needs for living to be met within a 15-minute walking, cycling, and rolling distance.
d. promotes medium and higher-density development as close as possible to the transit stop to support higher frequency transit service and optimize transit rider convenience;	The proposed development provides medium high density development within close proximity to existing higher frequency transit service.
e. supports a high quality public realm to enhance the identity of the area and create gathering points for social interaction, community events and other activities; and	The proposed development supports a high-quality public realm, animating the streetscape with four entrances, including the main entrance, and providing eyes on the street through a high level of transparency at grade, which follows the significant elevation change across the site.
f. provides access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking, and where applicable, passenger transfer and commuter pick-up/drop off areas.	The proposed development connects to the municipal sidewalk network on a neighbourhood street, which provides safe, convenient connections to a broader mobility network that includes protected cycling infrastructure and high frequency transit services serving nearby LRT stations. The proposed development also includes secure bicycle parking.

In our opinion, the proposed development conforms to the applicable intensification policies and transit-supportive development policies of the ROP.

6.4.3 Source Protection Plan

The subject property is not within a source protection area under the 2022 Grand River Source Protection Plan, so a Notice of Source Protection Plan Compliance (Section 59 Notice) is not required.

Map 6a of the ROP indicates that a small portion of the subject property is located within a Wellhead Protection Area, specifically WPSA-8, as displayed in Figure 6-3. ROP Policy 8.A.18 provides that very high risk uses will not be permitted and that geothermal wells may be permitted subject to further study in accordance with Policy 8.A.4.

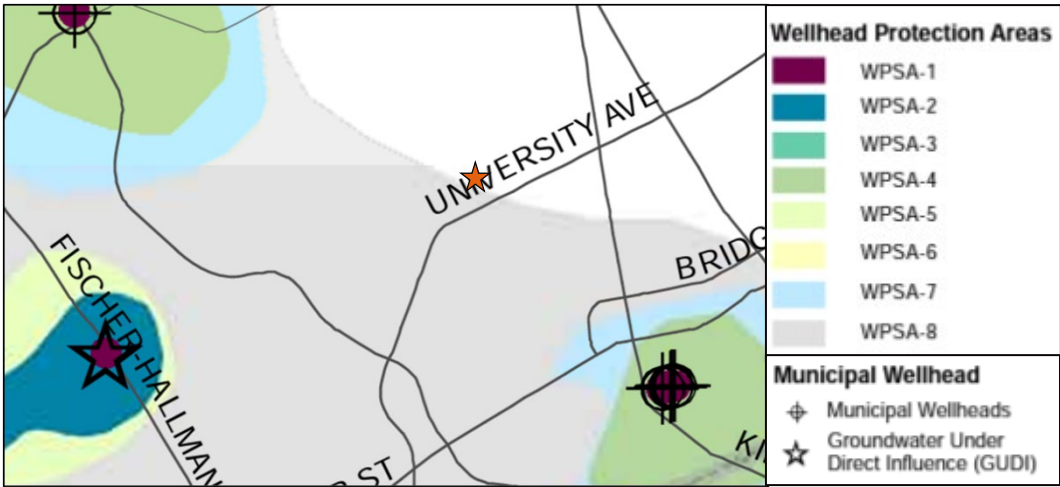


Figure 6-3 Region of Waterloo Official Plan, Map 6a - Urban Area Source Water Protection Areas

6.5 City of Waterloo Official Plan

The City of Waterloo Official Plan was adopted by Municipal Council in 2012 and sets out the policies that direct growth and change until 2031. The City of Waterloo Official Plan established a policy framework to guide public and private sector decisions relating to development and the provision of community infrastructure and services. The local Official Plan also sets out the intentions of City Council relating to future economic, social and land use changes to the year 2031. A municipal comprehensive review of the Official Plan is currently in process to bring the Official Plan into conformity with changes to the Planning Act, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and the Region of Waterloo Official Plan.

Table 6-5 summarizes the applicable designations of the subject property based on the City of Waterloo Official Plan Schedules. The following subsections of this Report discuss the policies for those associated designations that are relevant to the proposed Official Plan and Zoning By-Law Amendment applications.

Table 6-5 City of Waterloo Official Plan Schedules and Designations of Subject Property

Official Plan Schedules	Designation of Subject Property
Schedule 'A' Land Use Plan	Mixed-Use Medium High Density Residential
Schedule 'A6a' Specific Provision Areas 20 and 45	SPA 45 (Northdale Neighbourhood)
Schedule 'A45a' Street Frontage Areas and Streetscape Elements	Neighbourhood Frontage Areas

Official Plan Schedules	Designation of Subject Property
	Residential Street (Sunview Street)
Schedule 'B' City Structure	Minor Corridor
Schedule 'B1' Height and Density	Northdale: Medium High Density, 12 storeys
Schedule 'B4' Source Water Protection Areas	WPSA-8 (southwesterly portion of site)
Schedule 'C' District Boundaries	Columbia
Schedule 'E' Road Classification System	Local Road (Sunview Street)
Schedule 'J4' University of Waterloo Station Area	Within 'Station Area Boundary'

6.5.1 Land Use Designation

The subject property is designated Mixed-Use Medium High Density Residential on Schedule 'A' of the City of Waterloo Official Plan (see Figure 6-4). As outlined in Section 10.1.5 of the Official Plan, the intent of this land use designation is to "provide opportunities for substantial levels of intensification" where "multiple residential buildings are the predominant use of land" and where "mixed-use, primarily residential development in Minor Nodes and Corridors" is encouraged.

Height and density range from a minimum net residential density of 150 bedrooms per hectare and a maximum net residential of 600 bedrooms per hectare with a maximum height of 40 metres.

In our opinion, the proposed development conforms to the applicable land use designation policies in the Mixed-Use Medium High Residential zone as it:

- Provides a substantial level of intensification in a multiple residential building;
- Provides a net residential density of 596 bedrooms per hectare; and
- Provides a building height of 39.01 metres.

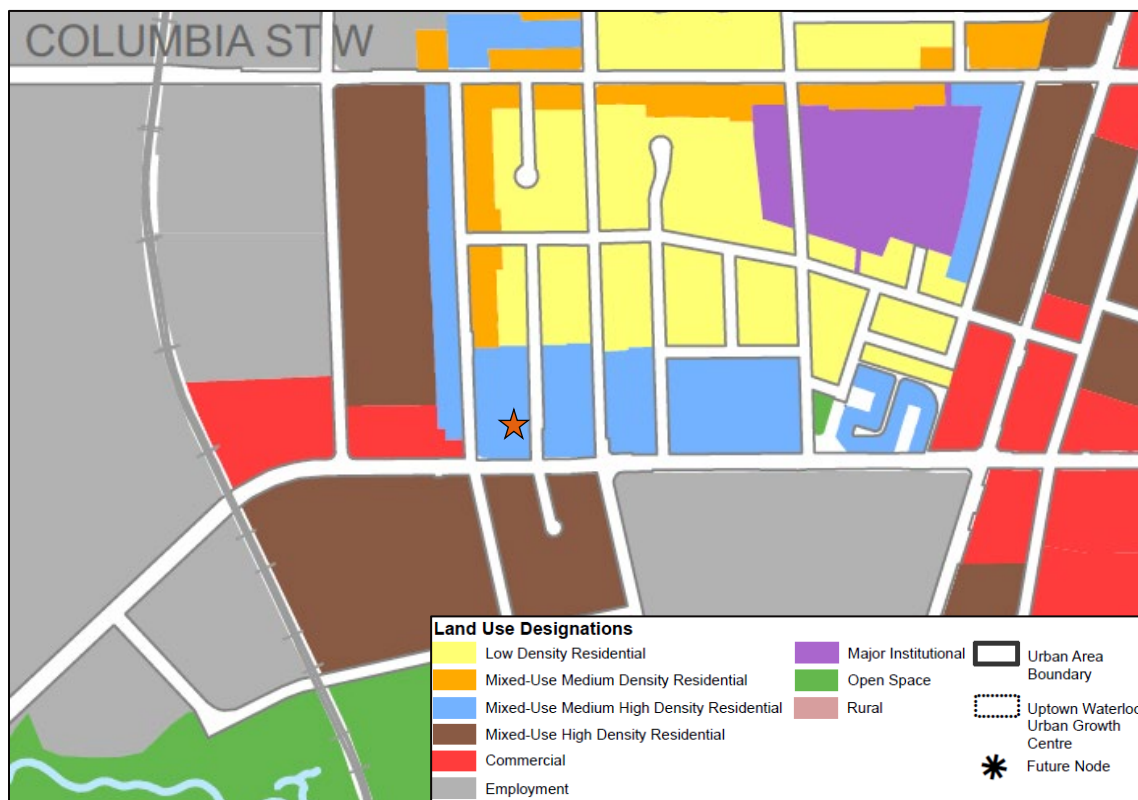


Figure 6-4 City of Waterloo Official Plan Schedule 'A' Land Use Plan, with the subject property identified with a star

6.5.2 Designated Nodes and Corridors

The subject property is designated 'Minor Corridor' on Schedule 'B' and 'Northdale: Medium High Density, 12 stories' on Schedule 'B1' of the City of Waterloo Official Plan (see Figure 6-5). As outlined in Section 3.6.2 of the City of Waterloo Official Plan, the intent of the 'Minor Corridor' designation is to connect a series of 'Major Nodes' with planned land uses predominantly medium to medium high density residential. Section 3.6.5 provides that mixed-use development, intensification of existing low density housing to higher density multiple residential buildings, and lot consolidation will be encouraged while demonstrating "compatibility and integration with surrounding land uses while contributing to an animated streetscape through appropriate height, mixing of uses, massing, architectural design, character, setbacks, siting and landscaping, parking, public spaces and conservation of cultural heritage resources." Section 3.6.6 further provides that surface parking be minimized and screened while underground and structured parking is encouraged while the Zoning By-Law may provide for long-term and short-term bicycle parking along with reduced parking standards.

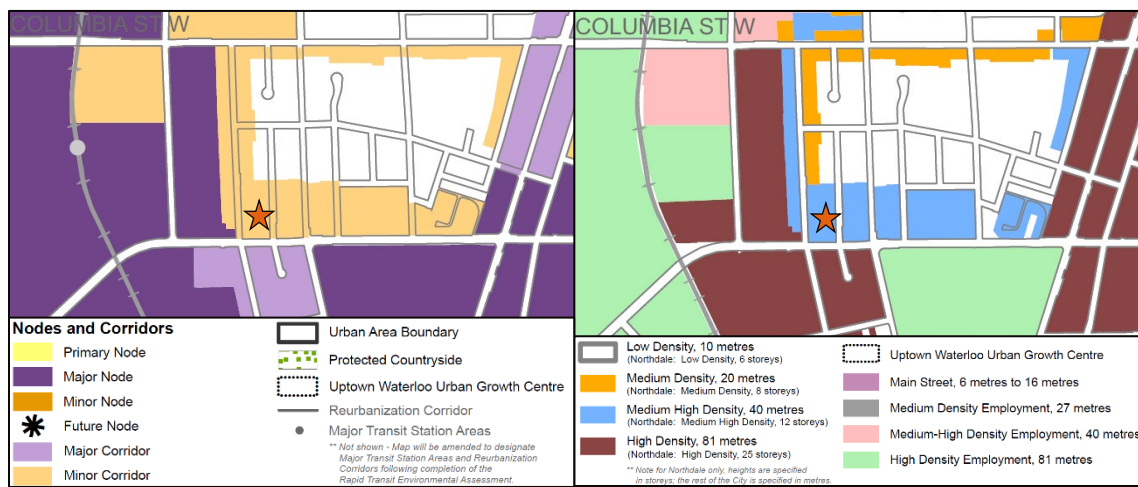


Figure 6-5 City of Waterloo Official Plan Schedule 'B' City Structure (left) and Schedule 'B1' Height and Density (right) with the subject property identified with a star

In our opinion, the proposed development conforms to the applicable Official Plan policies in designated nodes and corridors as it:

- Provides a medium high density residential use in a multiple residential building, consolidating three lots that currently contain low density housing;
- Integrates with surrounding medium high density residential land uses with comparable architectural design responses to the changing grade that add to the character of the neighbourhood;
- Contributes to an animated streetscape through entrances and transparency on the level closest to a grade that changes across the site, provides a clearly defined podium with variation in massing, and includes landscaping that softens the edge of the public realm and maximizes the ability to plant trees while providing outdoor amenity spaces; and,
- Minimizes surface parking by screening parking from the street and enclosing as much parking as possible in a partially underground structure covered in landscaping, a green roof, and outdoor amenity areas.

As discussed further in Section 6.5.4 of this Report, an Official Plan Amendment is required to permit a 13-storey building on the subject property. While the proposed development is designed to read as a 12-storey building, consistent with the 'Northdale: Medium High Density, 12 stories' designation on Schedule B1, the more detailed definitions in the new Zoning By-Law regarding FIRST STOREY result in the proposed development being deemed to contain 13 storeys and to therefore not conform to the designation.

6.5.3 Major Transit Station Areas

The subject property is within a Major Transition Station Area, specifically the University of Waterloo Station Area (Schedule 'J4'). Laurier – Waterloo Park Station is also located to the southwest of the subject property (see Figure 6-6)

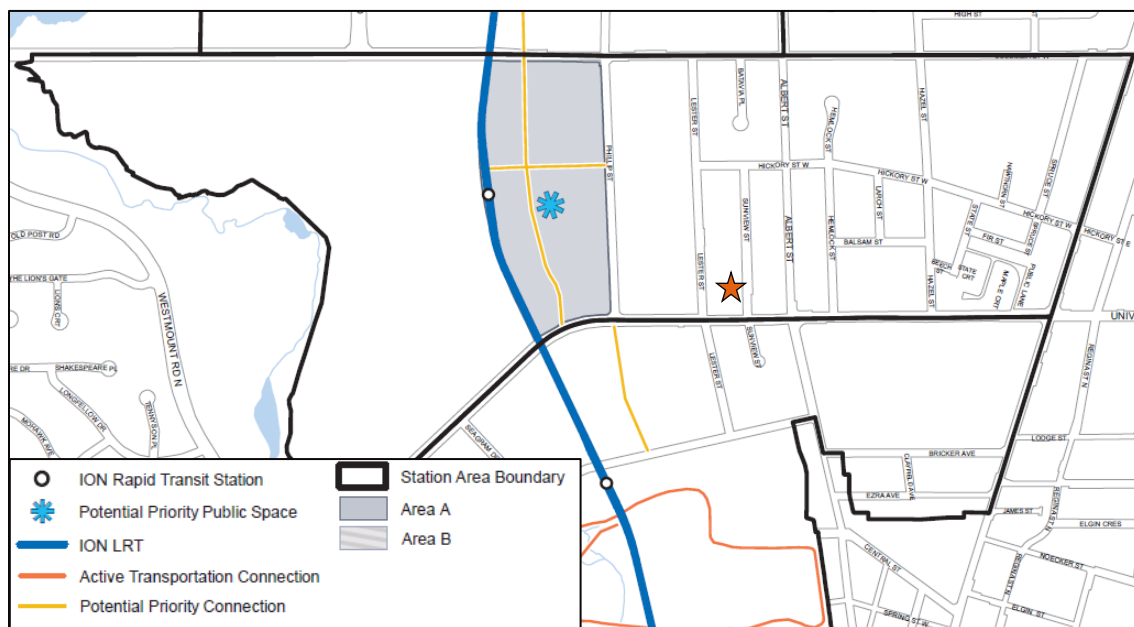


Figure 6-6 City of Waterloo Official Plan Schedule 'J4' University of Waterloo Station Area with the subject property identified with a star

Section 3.8 provides that MTSA's will be planned to achieve a minimum gross density target of 160 residents and jobs combined per hectare and accommodate a mix of transit supportive land uses that are attractive places for working, learning, living and recreation. Section 3.8.1 further provides that transit-supportive uses "such as medium to high density residential" uses shall be encouraged within a proximity-based planning approach. Lands not within Area A or Area B, such as the subject property, "shall generally be planned as transit-supportive nodes of the least intensity, relative to other lands within the Station Area, while retaining a focus on connectivity to the stop...In all cases, automobile and bicycle parking standards will reflect the desire to reduce reliance on the automobile in favour of transit usage and active forms of transportation"

In our opinion, the proposed development conforms to the Major Transit Station Area policies of the Official Plan as it:

- Provides transit-supportive medium high residential uses, in the form of 131 residential apartment units, that contribute to a minimum gross density target of 160 residents and jobs combined per hectare;
- Integrates with the mobility network, including public sidewalks and nearby protected cycling facilities and public transit stops, providing connectivity with the LRT stop; and,
- Provides limited automotive parking spaces and meets or exceeds minimum long-term and short-term bicycle parking spaces, favouring active forms of transportation and transit usage.

Section 6.6 of this Report will further review the applicable Station Area Plans, which do not form part of the Official Plan.

6.5.4 Northdale Special Provision Area

The subject property is within Specific Provision Area 45 (Northdale Neighbourhood), as identified on Schedule 'A6a', and is in one of the 'Neighbourhood Frontage Areas', as identified in Schedule 'A45a' (see Figure 6-7).

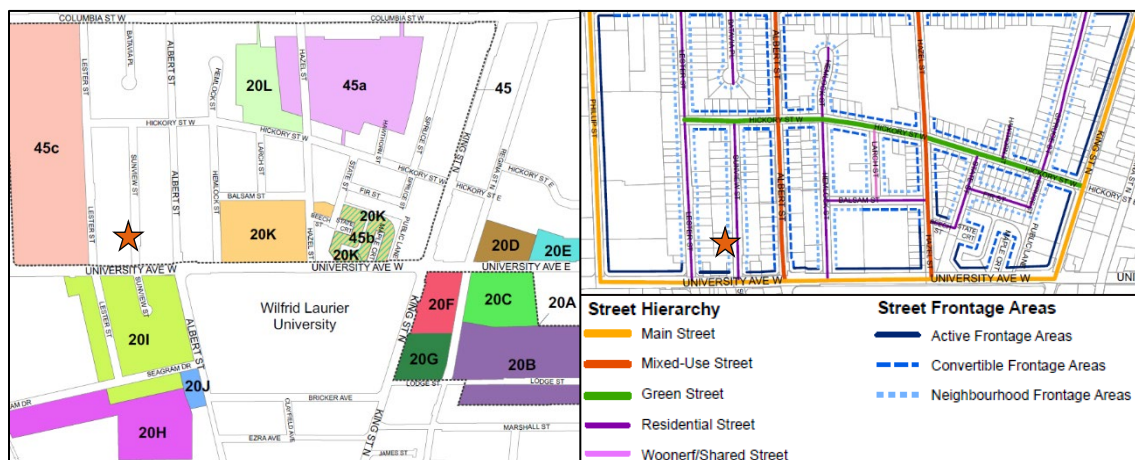


Figure 6-7 City of Waterloo Official Plan Schedule 'A6a' Specific Provision Areas 20 and 45 (left) and Schedule 'A45a' Street Frontage Areas and Streetscape Elements, with the subject property shown with a red star

Section 11.1.45 of the Official Plan provides that “Northdale is a neighbourhood in transition” that will “accommodate a large portion of the City’s infill and intensification growth...given the proximity of the neighbourhood to the Universities, designated Nodes and Corridors, and proposed Major Transit Station Areas.” The intent of the policy framework is to “support the reurbanization of Northdale as a vibrant, sustainable and mixed-use neighbourhood.” The following table reviews and discusses how the proposed development conforms to the applicable policies of SPA 45.

Policy

Discussion of Conformity

11.1.45 (16) Mixed-Use Medium High Density Residential

For lands designated Mixed-Use Medium High Density Residential as shown on Schedule 'A' – Land Use Plan, the policies of Section 10.1.5 shall apply, in addition to the following policies:

- a. The height and density of uses within the Mixed-Use Medium High Density Residential designation shall be limited as shown on Schedule 'B1' – Height and Density and the following regulations apply:
 - i. The minimum net residential density permitted on any one site shall be 250 bedrooms per hectare and the maximum net residential density permitted on any one site shall not exceed 600 bedrooms per hectare.
 - ii. The minimum height shall be 3 storeys and the
- i. The proposed development provides a net residential density of 596 bedrooms per hectare.
- ii. The proposed development is designed to provide and read as a 12-storey building with the ground floor following the changing grade of the site. Based on the

Policy	Discussion of Conformity
maximum height of any building shall not exceed 12 storeys.	definition of first storey in the new Zoning By-Law, the proposed development is technically 13-storeys.
b. Notwithstanding the policies of Section 10.1.5 (3), and subject to the bonusing provisions of Section 11.1.45 (38), in exchange for the provision of community benefits, increases in the permitted net residential density may be permitted, provided: i. The maximum height of any building shall not exceed 12 storeys. ii. The property shall be zoned a site-specific zone through the implementing Zoning By-law Amendment	Recent changes to the Planning Act rendered these bonusing provisions previously enabled under Section 37 of the Planning Act inoperative. Community Benefits Charges replaced the bonusing provisions in Section 37 of the Planning Act. The City of Waterloo has adopted a Community Benefits Charges By-Law, which is applicable to the subject property and proposed development.
c. A mixture in the number of bedrooms within each dwelling unit shall be strongly encouraged to accommodate a diverse range and type of dwelling units.	The proposed development provides 131 one bedroom units in different configurations and sizes.
d. In addition to the policies of Section 10.1.5 (5), lands designated Mixed-Use Medium High Density Residential may be zoned to permit offices, medical clinics, convenience retail, restaurants, food stores, child care centres, and personal services, spiritual uses, and institutional/community uses as ancillary uses	The subject property is within a neighbourhood frontage area where the Zoning By-Law permits but does not require non-residential uses. The proposed development does not propose non-residential uses.
e. Where residential dwellings are proposed on the first storey and the lands are identified as a Neighbourhood Frontage Area on Schedule 'A45a' – Street Frontage Areas and Streetscape Elements, the residential dwellings shall accommodate primary entrances to	The design of the building provides uses that directly abut the changing grade level across the street line building façade. Though technically not on the first storey as defined by the new Zoning By-Law, two residential units abutting the street line building façade at grade have primary entrances at grade with windows to provide street overlook, in accordance with the policies of Section 11.1.45 (20).

Policy

Discussion of Conformity

each dwelling unit at grade, windows to provide street overlook, and be in accordance with the policies of Section 11.1.45 (20).

f. In review of development applications, the proposal shall comply with the following criteria to the satisfaction of the City:

- i.** The proposal will achieve a high standard of urban design, with emphasis on:
 - Site and building design that complement and enhance the surrounding neighbourhood character;
 - Landscape design that creates visual interest; and,
 - Prominent entrances that emphasize the streetscape.
- ii.** The proposal shall be consistent with the urban design, land use and compatibility policies of this Plan and shall demonstrate that the proposal implements the City's Urban Design Manual (Northdale Urban Design Guidelines) to the satisfaction of Council;
- iii.** Sufficient infrastructure exists to service the site;
- iv.** The development capacity of the site is not exceeded, and the proposal does not require significant relief from standard regulations;
- v.** Minimum requirements for the provision of outdoor amenity space will be stipulated in the implementing Zoning By-Law.

- i.** The proposal achieves a high standard of urban design that complements and enhances the surrounding neighbourhood character, responding to the change in grade comparably to adjacent developments. The landscape design will create visual interest and screen the partially underground structured parking that extends above grade and supports required primary entrances to dwelling units. A prominent entrance is provided at grade with architectural projections that emphasize the streetscape.
- ii.** An urban design report has been submitted as part of this complete application, which details how the proposed development is consistent with the urban design and compatibility policies of this Plan and implements the Northdale Urban Design Guidelines.
- iii.** The Site Servicing Plan and Water, Sanitary, and Storm Loading Sheet submitted as part of this complete application demonstrates sufficient infrastructure exists to service the site.
- iv.** The proposed development does not exceed the permitted maximum building height or maximum density of the site. In our opinion, the variances required from applicable regulations are minor in nature.
- v.** The proposed development complies with Zoning By-Law requirements for amenity spaces, including outdoor amenity space.

Policy	Discussion of Conformity
vi. The proposal complies with other criteria that may be deemed appropriate by the City based on the context of the site.	vi. The proposed development generally complies with the provisions of the implementing Zoning By-Law and responds to comments received from the City regarding Site Plan Application SP-22-14.
g. The implementing Zoning By-Law may establish minimum lot frontage and/or minimum lot area requirements, which encourages lot consolidation and the comprehensive redevelopment of the area.	The proposed development exceeds minimum lot frontage and minimum lot area requirements, consolidating three lots that currently contain low density residential uses to provide medium high density residential uses consistent with the planned function of the lands.

In our opinion, the proposed development complies or is otherwise consistent with the intent of the Specific Provision Area policies of the Northdale Neighbourhood. While the proposed development is designed to read as a 12-storey building, the more detailed definitions in the new Zoning By-Law regarding FIRST STOREY adopted after the policies of and implementing Zoning regulations for SPA 45 result in the proposed development being deemed to contain 13 storeys and requiring an Official Plan Amendment to permit a 13-storey building on the subject property.

6.5.5 Urban Design Policies

Section 3.11 of the City of Waterloo Official Plan sets out urban design policies and implementation direction, which are intended to ensure growth and development achieves a high standard of urban design. The Urban Design Report, prepared by Arcadis and enclosed with this complete submission, provides a detailed overview of the proposed redevelopment in relation to the Urban Design Guidelines policies and objectives outlined in Section 3.11.1 (General Urban Design Policies) of the Official Plan. In addition, the Urban Design Report reviews the Urban Design and Built Form Guidelines for the Northdale Neighbourhood.

6.6 City of Waterloo Station Area Plans

The City of Waterloo Council adopted Station Area Plans by resolution in 2017. Amendments to the Official Plan arising from the adoption of Station Area Plans were included in OPA 14, which approved in January 2018.

Policy 12.2.1 (13) provides that “Council will have regard for the policies and provisions of Station Area Plans when making decisions in relation to municipal policies, facilities and infrastructure as well as when considering approval of development applications.”

The following section reviews the applicable key directions for the redevelopment of the subject property, which is located within the University of Waterloo Station (Official Plan, Schedule ‘J4’).

Station Area Key Directions

Discussion of Regard for Key Directions

2.4 Corridor-Wide Key Directions

1. Create more active and animated places through higher densities and a greater mix of uses.	The proposed development provides higher densities on a street with residential frontage, supporting non-residential uses within the neighbourhood. The proposed development is designed to provide eyes on the street through primary entrances and transparency at great.
2. Complement higher densities with new gathering spaces and open areas	The proposed development provides private outdoor amenity spaces above the enclosed partially underground structured parking area and on top of the podium that can function as gathering spaces for building residents. The subject property is within 200 m of Sunview Park and 500 m of the city-wide Waterloo Park.
3. Design buildings to support pedestrian comfort and increase street level activity	The proposed development provides a human-scale tower-podium design with transparency and primary entrances as well as landscaping at the street level to support pedestrian comfort and contribute to increased levels of street activity.
4. Establish a Pedestrian Transfer Zone at key transfer points	The proposed development provides connections to the local mobility network, including sidewalks and protected cycling infrastructure as well as public transit, as well as secure bicycle parking, to support public transit users accessing nearby LRT stations.
5. Seamlessly integrate local and regional bus routes with the LRT	The proposed development is in close proximity to local, express, and inter-city bus stops, which integrate with the LRT.
6. Establish a finer grained street and block network	The subject property is not in an area identified in the Northdale Land Use and Community Improvement Plan as providing potential mid-block connections.
7. Improve the pedestrian experience at and around station areas	The proposed development contributes to an improved pedestrian experience through high-quality urban design, including a human-scale podium, and landscaping, transparency, and primary entrances at grade.
8. Establish a network of cycling routes leading to and from each station	The proposed development is on a neighbourhood street and is in close proximity to established protected cycling infrastructure along University Avenue West, which is connected to University of Waterloo Station.
9. Employ Transportation Demand Management Strategies to reduce the need for parking and support a shift to other modes of transport	The proposed development will employ Transportation Demand Management Strategies, including the provision of secure long-term bicycle parking and providing reduced vehicle parking

Station Area Key Directions	Discussion of Regard for Key Directions
	consistent that meet the requirements of the Northdale neighbourhood.
10. Design and organize parking where it will not detract from the public realm	The proposed development locates parking behind and underneath the building, including through partially underground structured parking that, due to the grade of the site, extends above grade. The portion of structured parking extending above grade will be concealed from the public realm through attractive landscaping treatments and will provide private outdoor amenity spaces and landscaped open space.
11. Green the station areas to support sustainable development and placemaking	The proposed development provides a small green roof as well as provides landscaped open space to maximize tree planting opportunities.
12. Rebalance streets in favour of pedestrians and cyclists	Sunview Street has been designated a neighbourhood street in the Northdale Streetscape Master Plan, providing for enhanced sidewalks and boulevards with reduced road width upon reconstruction. The proposed development will contribute street trees to Sunview Street and provides short-term bicycle parking, secure long-term bicycle parking, and lower vehicular parking, supporting the shift in favour of pedestrians and cyclists.
<i>Station Area Plan: University of Waterloo</i>	
<i>Key Directions for Private Developers and/or Local Landowners (Lead or Partner)</i>	
Ensure the design of taller buildings contributes to the pedestrian experience (Direction 4.4.4)	The proposed development provides a human-scale tower-podium design with transparency and primary entrances as well as landscaping at the street level to support pedestrian comfort and contribute to increased levels of street activity.
Ensure new developments preserve opportunities for improved connectivity through the station area (Direction 4.4.5)	The proposed development preserves opportunities for improved connectivity through the station area. The subject property is not in an area identified in the Northdale Land Use and Community Improvement Plan as providing potential mid-block connections.
Orient new buildings and continue to retrofit existing buildings over time so that they animate streets and public spaces (Direction 4.4.6)	The proposed development provides a human-scale tower-podium design that is oriented to the street, providing transparency and primary entrances as well as landscaping at the street level to animate the street.

In our opinion, the proposed development has regard for the applicable key directions in the Station Area Plan.

6.7 City of Waterloo Zoning By-Law 2018-050

The subject property is zoned '(H)RN-12 – Residential Northdale Twelve Zone' in Zoning By-Law 2018-050, which permits multi-unit residential buildings, including apartment buildings, as well as certain non-residential complementary and ancillary uses subject to performance criteria (see Figure 6-8). Section 3.S.7 of the Zoning By-Law further provides that the subject property is within a 'Neighbourhood Frontage' area. Table 6-6 reviews the zoning compliance and deficiencies of the proposed development, with variances indicated in bold orange.

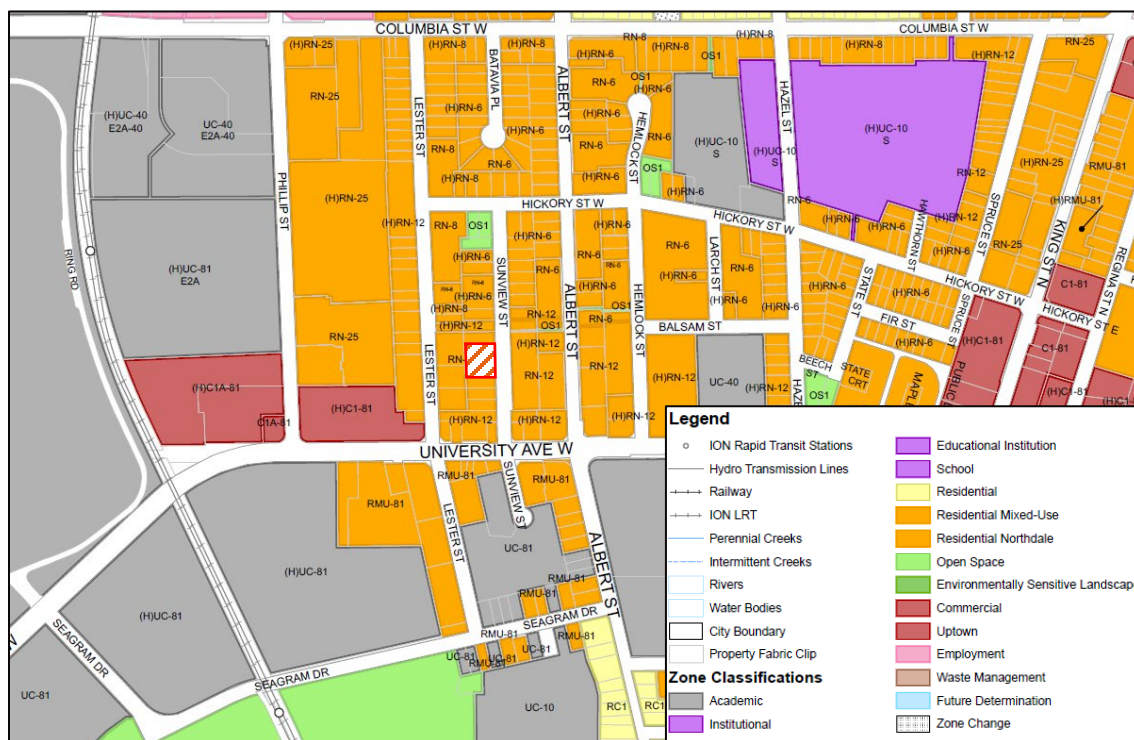


Figure 6-8 City of Waterloo Zoning By-Law 2018-050 Schedule 'A', with the subject property outlined and hatched

Table 6-6 Zoning By-Law Compliance of the proposed development with variances in **bold**

Regulation	Required (RN-12)	Provided
LOT AREA (min)	1,000 m ²	2,194.04 m ²
LOT FRONTAGE (min)	20 m	50.16 m
STREET LINE setback	3 m – 6 m	3.0 m (BUILDING) 0.95 m (raised terrace and enclosed portion of partially underground STRUCTURED PARKING extending above grade)
SIDE YARD setback (min)	3 m	6.3 m (BUILDING, south), 3.3 m (BUILDING, north),

Regulation	Required (RN-12)	Provided
		0.5 m (enclosed portion of partially underground STRUCTURED PARKING extending above grade, north)
REAR YARD setback (min)	7.5 m	12.0 m (BUILDING), 0.6 m (enclosed portion of the partially underground STRUCTURED PARKING extending above grade)
Height of FIRST STOREY (min)	4.0 m	4.5 m – 6.0 m
BUILDING HEIGHT	10.5 m – 41.5 m	39.01 m
PODIUM HEIGHT (max)	10.5 m – 20 m	20.50 m
BUILDING STEPBACK above PODIUM (min)	3 m	3.0 m (STREET LINE), 3.3 m (south), 8.7 m (north)
TOWER Footprint above the Eighth (8 th) STOREY (max)	800 m ²	661 m ²
TOWER Separation measured from exterior face of the BUILDING, including balconies (min)	11 m from an INTERIOR LOT LINE	12 m (north), 12 m (west), 9.5 m (south)
Horizontal TOWER Dimension (max)	35 m	25 m x 28.1 m
Density	250 – 600 BEDROOMS per hectare	596 BEDROOMS per hectare (131 BEDROOMS)
Number of FIRST STOREY Entrances to the BUILDING (min)	1 per 15 m of STREET LINE BUILDING FAÇADE	1 per 12.6 m (4 entrances)
AMENITY AREA (min)	3 m ² for the first BEDROOM in the DWELLING UNIT (393 m ²)	5.27 m ² per BEDROOM (691 m ²)
LANDSCAPED OPEN SPACE (min)	30% (658.32 m ²)	29.33% (643.82 m²)
Residential PARKING SPACES (min)	0.20 per BEDROOM	0.206 per BEDROOM (27)
VISITOR PARKING SPACES (min)	0.05 per BEDROOM	0.053 per BEDROOM (7)

Regulation	Required (RN-12)	Provided
BICYCLE PARKING Spaces (min) (section 6.6.2 shall not apply)	0.25 per BEDROOM (33 spaces)	0.34 per BEDROOM (40 long-term, 5 short-term)
Number of DRIVEWAYS per LOT	One (1)	One (1)
Number of main BUILDINGS per LOT (max)	More than one (1) permitted	One (1)
Number of LOADING SPACES	One (1) Type A	One (1) Type A

In our opinion, the variances from Zoning By-Law are minor in nature and result from providing an appropriate design response to the site context, particularly the significant change in grade across the street frontage of the site. The design response is generally consistent with surrounding buildings approved without amendment to the Official Plan or Zoning By-Law under the previous Zoning By-Law and original Northdale Neighbourhood regulations. The following subsections reviews the variances in greater detail.

6.7.1 Building Setbacks

The location and design of the surface parking area in the context of the grade change permits enclosure of the northerly section of the parking area that functions like underground parking, except that a portion of the underground parking not entirely underneath the building extends above grade. This extension generates the requested variances in the rear yard setback (see area circled in orange on Figure 6-9) and northerly side yard setbacks (see area circled in orange on Figure 6-10) as the walls supporting the enclosure of the parking area are connected to the building and so are treated as part of the building in the Zoning By-Law. Notably, the adjacent lands to the north, west, and south have retaining walls in proximity to their lot lines, but as they are not connected to the primary building their setback from the lot line is not regulated. The proposed building itself also complies with or exceeds the setback requirements in the Zoning By-Law.

The majority of the street line setback meets the Zoning By-Law, except where the partially enclosed parking area extends into the front yard to provide a hammerhead in the parking area (see areas circled in teal on Figure 6-10 and Figure 6-11). As the Zoning By-Law requires residential units abutting the street line building façade to have direct access to the street, the presence of the partially enclosed parking area is leveraged to provide this access through a flat terrace that rises relative to the existing grade of the street. Based on comments from city staff, the structural components of the enclosed parking area supporting the terrace will be screened from the public realm through a proposed seating wall and landscape plantings, conceptually shown in Figure 6-12.

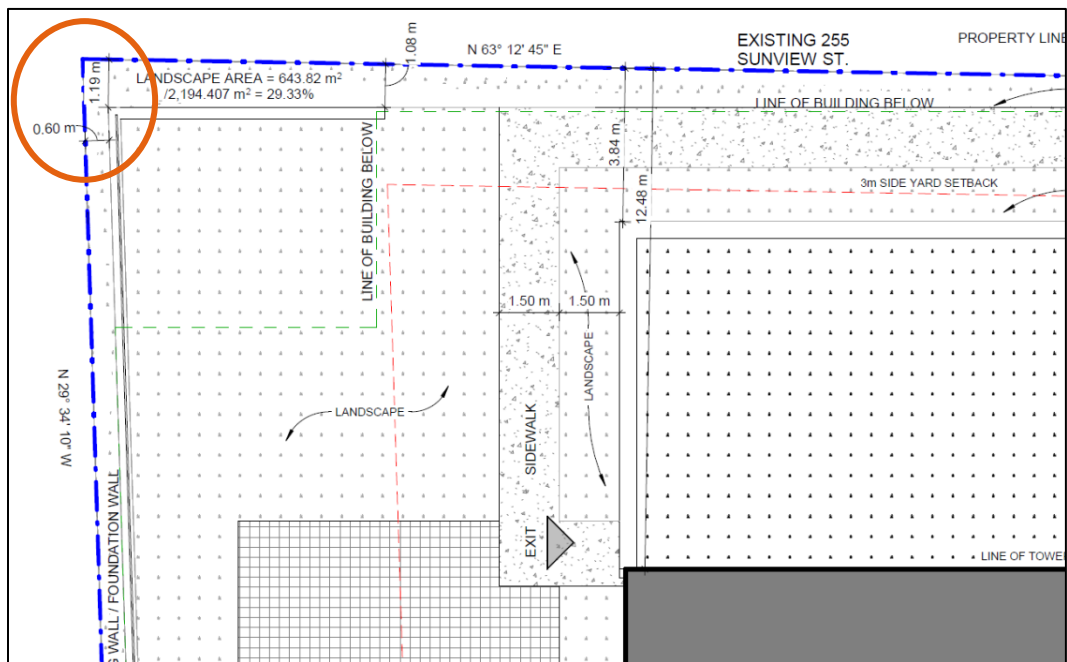


Figure 6-9 Rear Yard Setback to enclosed portion of partially underground structured parking extending above grade (Source: Site Plan, Arcadis)

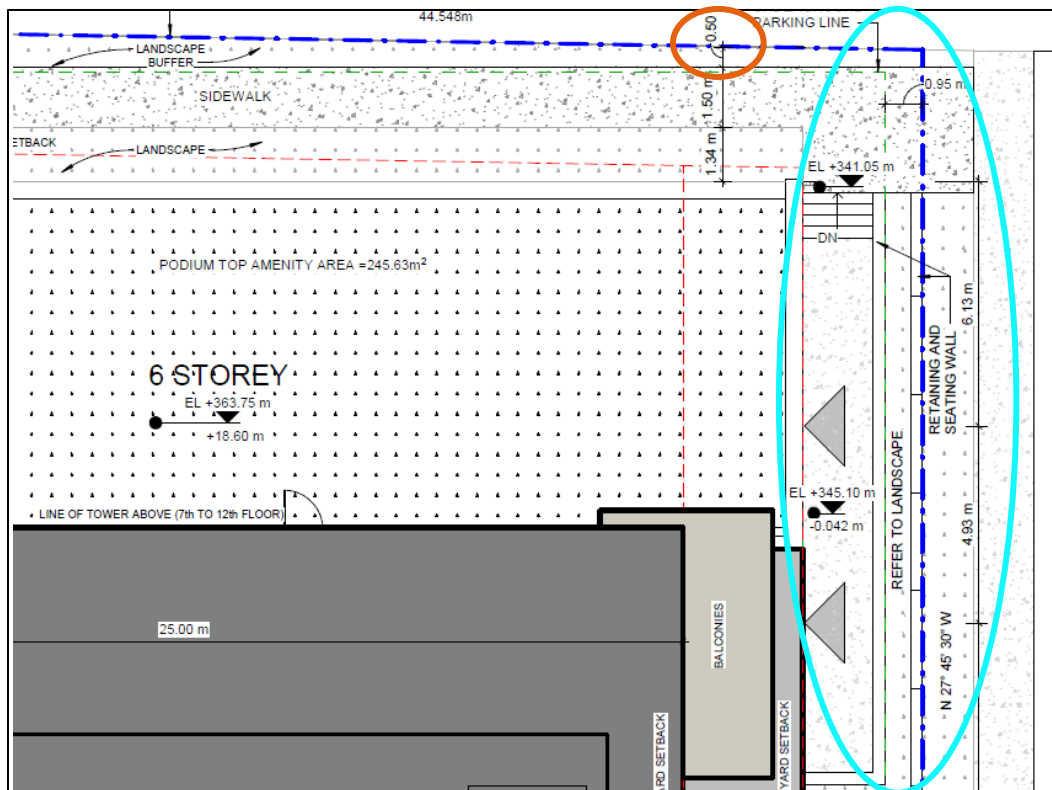


Figure 6-10 Northerly side yard and street line setbacks to enclosed portion of partially underground structured parking extending above grade (Source: Site Plan, Arcadis)

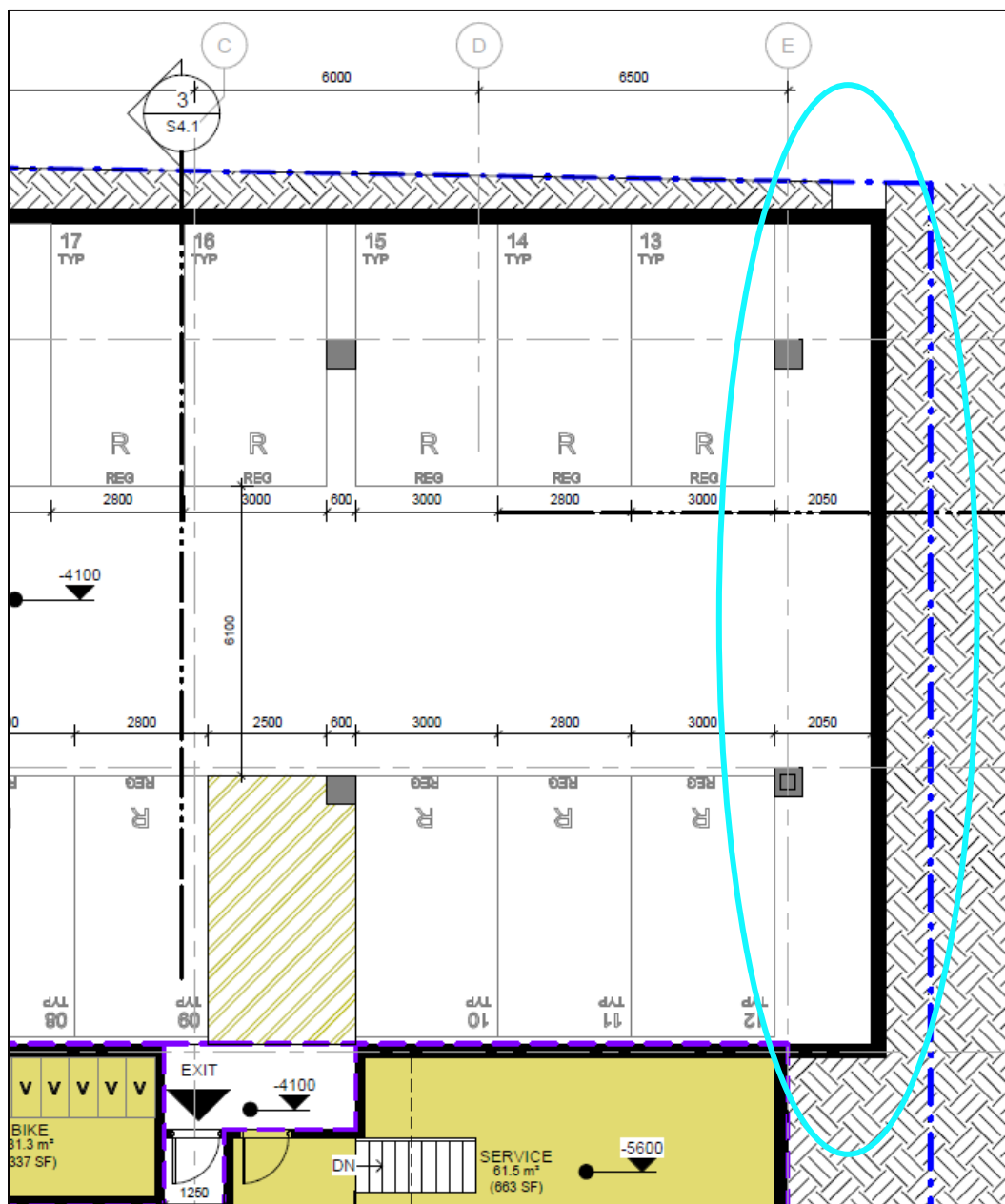


Figure 6-11 Street line setbacks to enclosed portion of partially underground structured parking extending above grade
(Source: Basement Level Plan, Arcadis)



Figure 6-12 Rendering of Proposed Seating and Retaining Wall to screen the raised terrace and enclosed portion of partially underground structured parking extending above grade abutting Sunview Street (Source: East Elevation Sheet, Arcadis)

It is anticipated that agreements with adjacent property owners may be required to maintain the foundation walls given their proximity to adjacent lands, which will be considered through the Site Plan approvals process. The street line building setback is anticipated to be sufficient for the City to maintain utilities within the Sunview Street right of way and does not impede the provision of landscaping in the front yard.

In our opinion, the proposed partially underground structured parking achieves the City's policy objectives generally and in Northdale specifically regarding preferring underground or structured parking screened from the public realm over surface parking in the specific context of the subject property. The variances in setbacks are, in our opinion, minor in nature.

6.7.2 Tower Separation

The intent of the tower regulations in the Zoning By-Law is to clearly distinguish the tower from the podium, create a pedestrian-oriented human scale at grade, maximize the available sunlight and minimize overlook between adjacent towers, and to not impede future development on adjacent lands.

The proposed development provides a smaller tower footprint and a shorter horizontal tower dimension than is required by the Zoning By-Law while meeting or exceeding the required building setback above podium regulation. The design orients the tower toward the south in response to the scale and massing of existing, recent developments to the north, west, and south, exceeding the minimum tower separation to the adjacent northerly and westerly lot lines (see Figure 6-13). While the proposed tower is 9.6 metres from the southerly interior lot line, the total separation between the proposed tower and the existing 6-storey building to the south is 18.9 metres. As the 6-storey building was recently constructed and as there is sufficient area on site to orient a tower toward

University Avenue, it is not anticipated that the minor reduction in tower separation will constrain the unlikely future redevelopment of the adjacent lands.

In our opinion, the proposed tower achieves the intent of the Zoning By-Law and the variance in tower separation is both minor in nature and will not impede the unlikely future redevelopment of the adjacent lands.

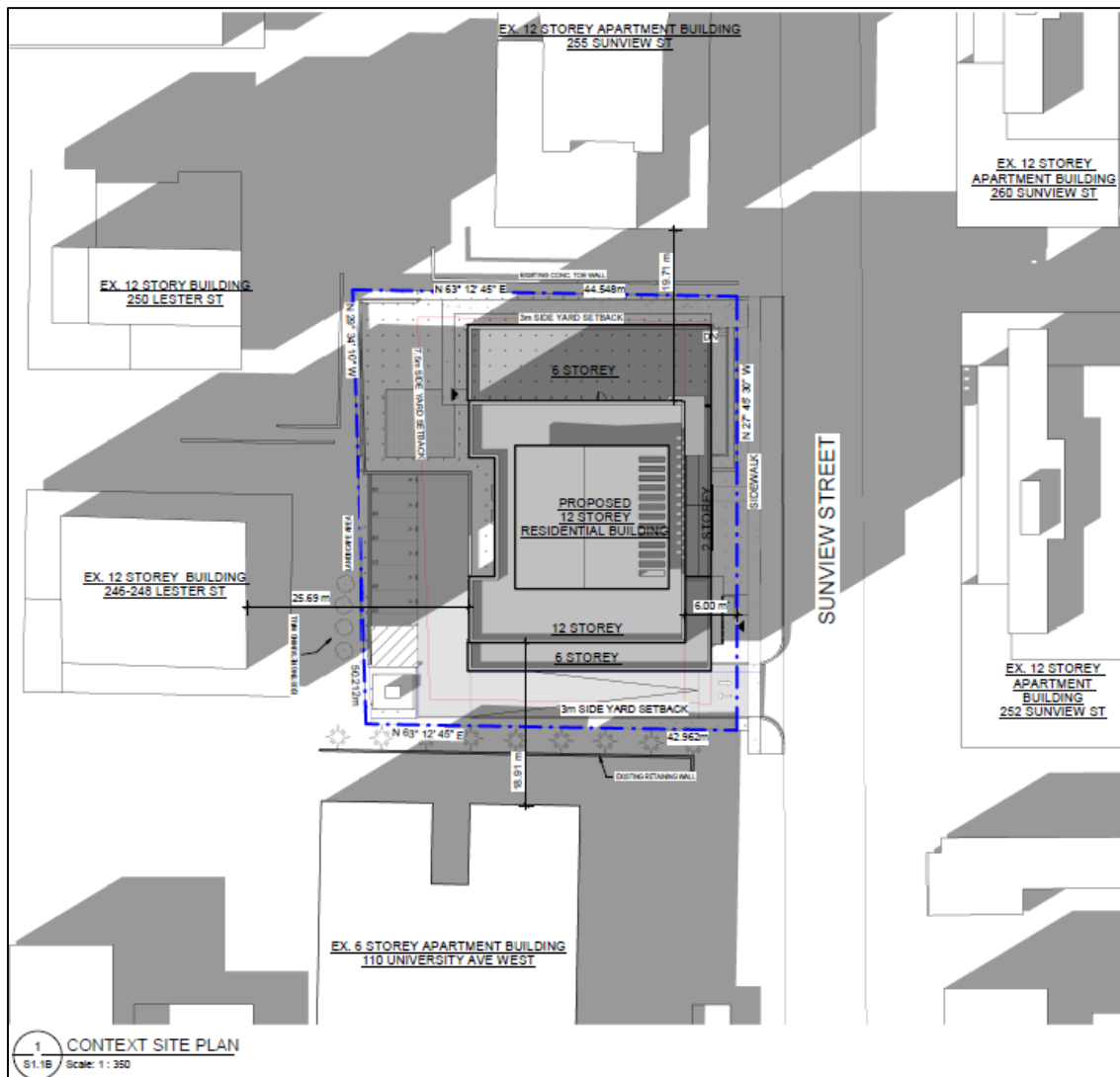


Figure 6-13 Context Site Plan showing the proposed development and adjacent developments (Source: Arcadis)

6.7.3 Podium Height

The height of the podium is generally in line with the Zoning By-Law, with the relative height of the podium to grade changing across the site. The overall height of the podium is impacted by providing a higher first floor that follows the changing grade, including the provision of mezzanine residential units and a double height main entrance lobby and indoor common amenity area, which ensures the overall design of the building reads like a 12-storey building with a 6-storey podium. Based on how the regulations define the average finished grade, the podium design slightly exceeds the permitted maximum height with the difference not perceptible from the public

realm. In our opinion, this design approach is consistent with the intent of the Official Plan, the proposed podium height is consistent with the intent of the Zoning By-Law, and the variance is both minor in nature and desirable for the development of the subject property.

6.7.4 Landscaped Open Space

Consistent with the intent of Official Plan policies and Zoning By-Law regulations, a significant portion of landscaped open space has been congregated with a common outdoor amenity area and with a designed void in the partially enclosed underground structured parking providing sufficient soil volume to support large canopy trees. This design approach allows building residents to enjoy the provided landscaped open space in a way that perimeter landscaped buffers typically do not. Additional landscaped open space is provided between the street line building façade and the public realm, including a seat wall amenity, supporting an enhanced streetscape and the enjoyment of both building residents and street users.

The landscaped open space is generally in line with the requirements of the Zoning By-Law, with a deficiency of 15 m² or 0.67%. A 41 m² green roof is also provided at the same level as and connected to the congregated landscaped open space area and, if it were permitted to be included in the landscaped open space calculation, would allow the proposed development to fully comply with the regulation.

In our opinion, the variance is minor in nature, consistent with the intent of the Official Plan and Zoning By-Law, and desirable for the development of the subject property.

6.7.5 Holding Provision Removal

Table 6-7 summarizes how the criteria for removal of the Holding provision have been met as part of this application. In our opinion, and based on the below, the Holding provision can be removed.

Table 6-7 Review of Holding Provision Removal Requirements

Criteria	Demonstration of How Criteria is Met
<i>7.3.17 Notwithstanding anything to the contrary, where the holding symbol (H) is applied, only those uses which lawfully and actually existed on the date of passing of this BY-LAW shall be permitted to continue until such time as the holding symbol (H) is removed. The holding symbol (H) shall not be removed until the following criteria are satisfied:</i>	
1. Verification of sufficient servicing capacity (water, sanitary, and stormwater) to fully service the LOT and development thereon	The Site Servicing Plan and Water, Sanitary, and Storm Loading Sheet demonstrate that there is sufficient servicing capacity.
2. Verification of sufficient transportation capacity and transportation infrastructure within the surrounding road network affected by the development and or use of the LOT.	The submitted Transportation Impact Study, prepared by Arcadis IBI Group, demonstrates there is sufficient transportation capacity and infrastructure to support the development. Minor adjustments to the timing at two signalized intersections have been recommended.
3. For known or suspected contaminated sites as identified by the REGION, verification from the	As part of its Pre-Submission Consultation comments dated April 13, 2022, the Region did not

Criteria	Demonstration of How Criteria is Met
REGION and or the Province of Ontario that the owner has completed a Record of Site Condition.	require the completion of a Record of Site Condition. Instead, the Region required the completion of the Region's Environmental Site Screening Questionnaire. The questionnaire has been included with this application.
4. Where an increase in BUILDING density is proposed pursuant to Section 37 of the PLANNING ACT, the completion and registration of an agreement pursuant to subsections 37.3 and 37.4 of the PLANNING ACT between the owner and the CITY.	Not applicable.
5. A Block Plan has been prepared in accordance with the Block Plan policies of the OFFICIAL PLAN for the Northdale Neighbourhood Specific Provision Area, where applicable.	Not applicable.
6. Verification through an urban design brief that the LOT and development thereon will conform to: a. the OFFICIAL PLAN; b. the REGION'S Official Plan; and c. the CITY'S Urban Design Manual in effect, including the Northdale Urban Design Guidelines.	An Urban Design Brief was submitted as part of Site Plan Application SP-22-14 demonstrating conformity with the City's Urban Design Manual. The Brief has been updated and submitted as part of this application. Based on Site Plan Review comments, this Official Plan Amendment has been advanced to ensure conformity of the development to the City's Official Plan.
7. Demonstrate compliance with the Provincial D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses" where there are potential land use compatibility issues associated with existing and or planned industrial uses operating in proximity to residential or other sensitive land uses	Not applicable. The subject property is not within the potential influence zone of any Class I, Class II, or Class III industrial facilities.

7 Planning Rationale

This section of the Planning Justification Report summarizes the planning justification in support of the proposed combined Official Plan Amendment and Zoning By-Law Amendment application.

7.1 Alignment with Overarching Planning Framework

Based on the analysis provided in Section 6 of this Report, it is our opinion that the proposed redevelopment demonstrates regard for the "Matters of Provincial Interest" set out by the Planning Act and is consistent with the

PPS. We further believe that the proposed redevelopment conforms to the applicable policies of the Growth Plan for the Greater Golden Horseshoe, the Region of Waterloo Official Plan, and the City of Waterloo Official Plan.

As discussed in Section 6.5.4 of this Report, the proposed Official Plan Amendment arises due to more detailed definitions in the new Zoning By-Law deeming the proposed development to be 13 storeys in height, notwithstanding that it is designed as a 12-storey building with a first storey that follows the changing grade. In our opinion, the proposed building is consistent with the intent of the Northdale-specific Official Plan policies regarding height in the context of the site.

7.2 Compatible and Context-Appropriate Intensification

The subject property is located within a Strategic Growth Area in the Region of Waterloo Official Plan, specifically a Major Transit Station Area, and within a Major Transit Station Area and Minor Corridor in the City of Waterloo's Official Plan. Policy at the Provincial, Regional, and municipal levels encourage lands in such areas to be a focus of new residential growth in order to support the efficient use of land, resources, and infrastructure.

It is our opinion that the proposed medium high density residential apartment use is consistent with the planned function of the neighbourhood and represents compatible, context-sensitive intensification.

The design and siting of the tower on the site responds to the context of surrounding medium and medium high density residential uses that exist adjacent to the site, maximizing tower separation without negatively impacting the redevelopment potential of lands to the south containing a recently constructed 6-storey residential apartment building. The design of the podium provides human-scale development with a ground level that follows the changing grade and engages with and contributes to the streetscape, with a minor variance in height that is imperceptible from the public realm.

The proposed partially underground structured parking achieves the City's policy objectives generally and in Northdale specifically regarding preferring underground or structured parking screened from the public realm over surface parking in the specific context of the subject property. As the building façades themselves meet or exceed the required setbacks, as adjacent properties have retaining walls abutting side and/or rear lot lines, and as the partially underground structured parking extending above grade parking will be screened from the public realm without impeding landscaped open space, the variances in setbacks the structure generates are, in our opinion, minor in nature.

7.3 15-Minute Neighbourhoods

The proposed development is located within the Delineated Built-Up Area and a Strategic Growth Area in proximity to post-secondary institutions, a high school, neighbourhood and city-wide parks, commercial retail, and employment uses within or adjacent to the neighbourhood. The proposed redevelopment facilitates the intensification of an underutilized property, contributing to the planned revitalization and reurbanization of an existing 15-minute neighbourhood in transition.

7.4 Range and Mix of Housing

The proposed development provides 131 residential apartment units within in close proximity to two post-secondary institutions and within walking, cycling, and rolling distance of a third post-secondary institution. The

additional residential apartment units will provide critical new residential housing units in the City of Waterloo, contributing to the City's 83% intensification target and responding to high and increasing local demand in form that tends to be more affordable than new low density, ground oriented residential housing.

7.5 Efficient Use of Infrastructure and Municipal Services

As demonstrated in the Site Servicing Plan and Stormwater Management Report prepared by Arcadis and the Water, Sanitary, and Storm Loading Sheet prepared by Rombald Inc., the subject property has access to full municipal services and the proposed development can be adequately serviced via existing infrastructure. This form and scale of intensification represents a more efficient use than three single detached buildings, in keeping with Provincial, Regional, and City policies.

The subject property is also located within walking, cycling, and rolling distance of a wide range of uses in an existing 15-minute neighbourhood in transition. Protected cycling facilities are located on nearby University Avenue West, stops serving local, express, and inter-city bus routes and light rail transit exist within 60 metres, 325 metres, 500 metres, and 750 metres of the site respectively. In our opinion, the proposed development makes efficient use of existing active transportation and public transit infrastructure, including higher frequency and higher order public transit.

8 Supporting Studies

As part of the complete application for the proposed Official Plan Amendment and Zoning By-Law Amendment, a number of supporting studies have been prepared and submitted for City and Agency review based on the pre-submission consultation record dated April 1, 2023, and which are summarized in the following subsections.

8.1 Urban Design Brief

An Urban Design Brief was originally submitted as part of Site Plan Application SP-22-14 demonstrating how the proposed development provides a high-quality urban design consistent with the policies of the City of Waterloo's Urban Design Manual, specifically the policies of the Northdale Urban Design Guidelines. An updated Brief has been provided with this application to reflect minor changes arising from Site Plan Review comments.

8.2 Sun/Shadow Study

The Sun/Shadow Study, prepared by Arcadis Architects (Canada) Inc., evaluated the shadow impacts of the proposed development in conformity with the applicable sections of the City's Sun/Shadow Analysis Terms of Reference.

Consistent with the Shadow Study criteria in the Urban Design Manual, at least 50% or more of any properties shaded by the proposed development are not shaded for more than two interval times at both equinoxes and solstices. With respect to shadows cast on the public sidewalk opposite the subject property on the equinoxes, the proposed development does not add shadows at the 10 am and 12 pm time intervals and adds shadows only to the northerly portion of said public sidewalk at the 2 pm time interval. As the podium of the existing development opposite the subject property casts shadows on the northerly portion of said sidewalk at the 10 am time interval, the total shadow impact of existing and proposed development on the northerly portion of the public

sidewalk opposite the proposed development is more than two time intervals. The shadow impacts noted from the existing development opposite the site are from its podium, as are the shadow impacts from the proposed development at the 4 pm time interval. The shadow impact from the proposed development at the 2 pm time interval is cast from the lower portion of the tower. As the proposed tower is smaller in length and in area than the detailed zoning requirements, these minimal incremental shadow impacts are unavoidable.

8.3 Wind Study

A pedestrian wind assessment, prepared by SLR Consulting (Canada) Ltd., was submitted and reviewed by the City as part of Site Plan Application SP-22-14. Generally, the wind assessment concludes that wind safety criterion is expected to be met in all areas on-site and surrounding the proposed development throughout the year in the existing conditions and in the proposed configuration. Specifically, wind conditions are predictable to be will remain comfortable for sitting throughout the year at the main entrance and secondary entrances and exits and comfortable for sitting or standing year-round on surrounding sidewalks. The 7th floor amenity terrace is predicted to be comfortable for sitting or standing throughout the year. The addendum letter submitted with this application confirms the minor design changes requested by the City did not change these original findings.

8.4 Energy Study

An Energy Study was prepared by Romblad Inc. to review energy efficiency and sustainable design measures that could be considered in the proposed building. Compared to a baseline building under the Ontario Building Code, the proposed building is estimated to consume 25% less energy. The Energy Study observed the roof of the proposed building could potentially support 100kW – 150 kW of solar generation capacity and further identified alternatives to natural gas-fired water source heat pumps that could be considered as the proposed building progresses through subsequent phases of the development process.

8.5 Civil Engineering Submission

As functional servicing plans were submitted and reviewed by the City as part of Site Plan Application SP-22-14, a complete civil engineering submission incorporating comments received has been provided as part of this Official Plan Amendment and Zoning By-Law Amendment application in lieu of a much less detailed Functional Servicing Report. In addition, a Water, Sanitary, and Storm Loading Sheet, prepared by Rombald Inc., has been submitted.

The Site Servicing Plan within the civil engineering submission proposes that the development connect to available municipal services on Sunview Street. A 150 mm water service lateral will connect to the 150 mm municipal water service and a 200 mm sanitary service lateral will connect to the 200 mm municipal sanitary service.

The Storm Water Management Report demonstrates that stormwater will be attenuated using rooftop storage with underground and parking lot surface storage will control peak flows to the required levels for the 2-, 5-, and 100-year storms. Stormwater quality will be addressed by routing parking areas through OGS units.

8.6 Environmental Noise Study

The “Road Traffic and Stationary Noise Impact Study”, prepared by JJ Acoustic Engineering Ltd., concluded that the potential environmental impact from road traffic noise exceeded NPC 300 requirements for the east, south, and west facades under a worst-case scenario, requiring the following ‘Type C’ warning clause for units abutting these facades:

This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.

Sound level predictions for stationary noise impacts from neighbouring buildings were determined to be below the site-specific noise limits for all facades and both identified outdoor living areas.

The noise from the site to the neighbouring buildings will be reviewed through an addendum after mechanical design is completed and will be submitted as part of any future plan of condominium submission.

8.7 Transportation Impact Study (TIS)

The Transportation Impact Study demonstrates that there is available capacity within the transportation network and infrastructure to support the proposed development. Minor adjustments to signal timing are recommended at two intersections (University Avenue West and Albert Street; Albert Street and Columbia Street West) to improve forecasted total traffic conditions. As would be expected where local streets meet a major arterial road at an uncontrolled intersection, there are significant delays for southbound through movements at the intersection of University Avenue West and Sunview Street; however, there are limited to no observed southbound through movements.

9 Public Consultation Strategy

The Planning Act establishes minimum public consultation and notice requirements for proposed Official Plan and Zoning By-Law Amendment, which include sign postings on the site, mail-outs to nearby residents, notice for meetings of Council. This is the traditional method of consultation for development applications mandated by the Planning Act under a timeline that has been compressed under Bill 109.

Should additional public/neighbourhood consultation and engagement be warranted or requested by staff or Council prior to consideration at a Formal Public Meeting, online consultation via Zoom, Google Hangouts or Microsoft Teams would be a preferred alternate format. The applicant will discuss preferred engagement approaches with the City of Waterloo as the development review process is undertaken.

10 Summary and Conclusions

This Planning Justification Report provides an overview of the proposed development of the subject property known municipally as 249, 251, and 253 Sunview Street, including its surrounding context and the applicable land

use planning framework. It also describes the development proposal from our client and the required planning applications needed to advance the project.

Based on the justification described in this Report, it is our opinion that the proposed Official Plan Amendment and Zoning By-Law Amendment application is justified, has regard to the “Matters of Provincial Interest” set out in the Planning Act, is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Waterloo Official Plan and conforms to or is consistent with the intent of the City of Waterloo Official Plan.

Furthermore, and in our opinion, the proposed development of 131 new residential apartment units represents good planning that is in the public interest as it is consistent with the planned function of the lands, represents a compatible and context-sensitive form of intensification, supports the revitalization and reurbanization of a 15-minute neighbourhood in transition, contributes to the range and mix of housing, and provides efficient use of infrastructure and municipal services.

Therefore, it is our recommendation that the City of Waterloo:

- Together with the completed municipal applications forms and fees deem the combined Official Plan and Zoning By-Law Amendment application as complete and process the application in accordance with the Planning Act and municipal processes; and,
- Provide the opportunity for review of the Planning Justification Report and supporting materials to the City of Waterloo Council, technical review agencies and the community in accordance with municipal public engagement processes.

Appendix A

Draft Official Plan Amendment

Draft Official Plan Amendment

That Official Plan Amendment No. XX be adopted as follows:

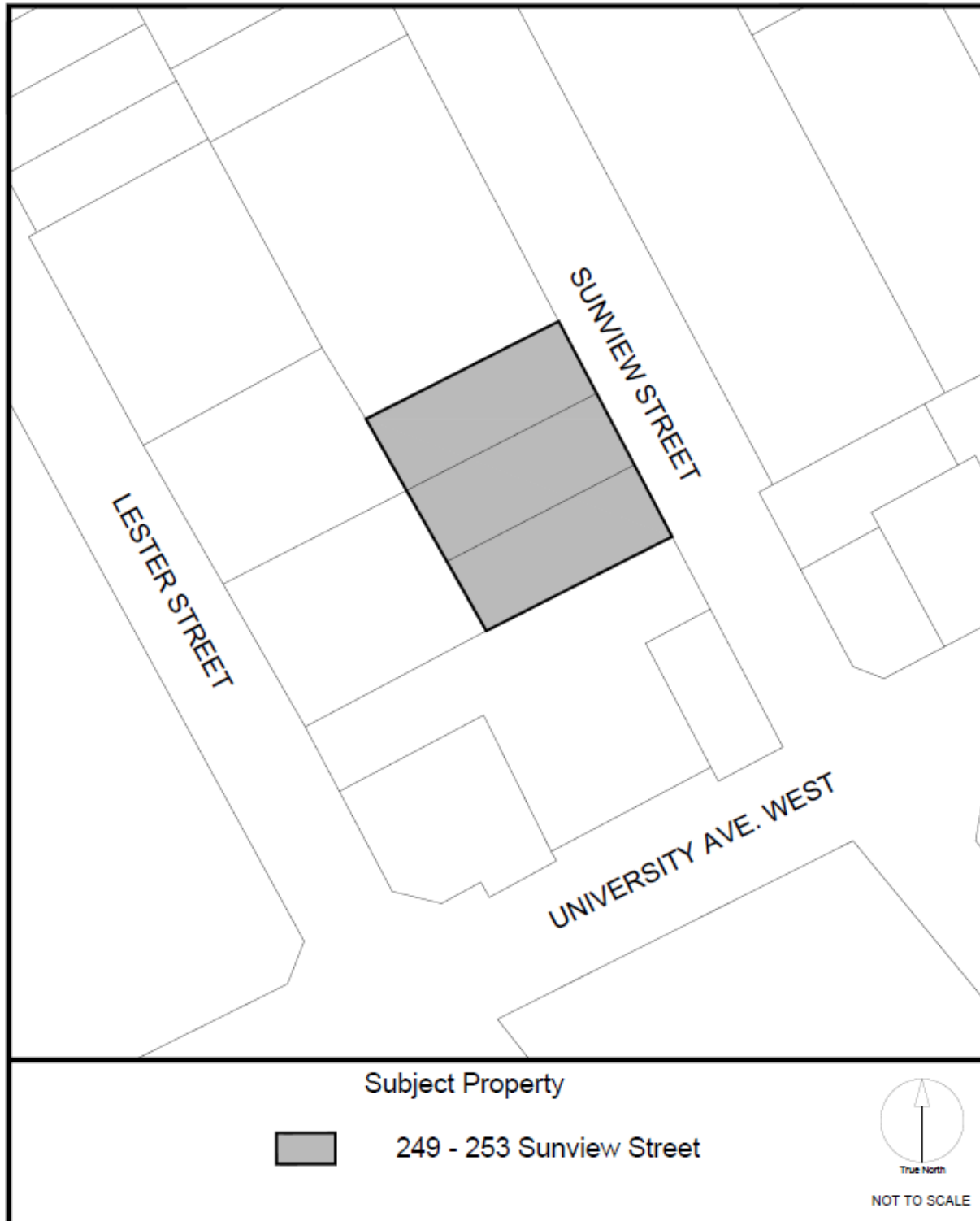
1. Schedule 'A6' of the Official Plan of the City of Waterloo Planning Area is hereby amended by designating 249-253 Sunview Street as 'Specific Provision Area XX', as shown on Map 1 attached hereto.
2. That Section 11.1 of the Official Plan, Specific Provision Areas, be amended by adding the following Specific Provision Area:

11.1.XX Specific Provision Area XX (249-253 Sunview St)

- (1). The policies of this Specific Provision Area XX (SPA XX) apply to lands known municipally as 249-253 Sunview Street, shown as SPA XX on Schedule 'A6' – Site Specific Provision Area.
 - (2). It shall be a policy of this Plan that, notwithstanding the maximum building height within the "Northdale: Medium High Density, 12 Storeys" designation on Schedule "B1", the maximum building height on the lands comprising SPA 80 shall be 13 storeys.
3. That Council request that the Regional Municipality of Waterloo approve Official Plan Amendment No. XX (OPA XX).

[Full Name]
[Company]
[Date]

MAP 1 - SUBJECT LANDS



Appendix B

Draft Zoning By-Law Amendment

[Full Name]
[Company]
[Date]

Draft Zoning By-Law Amendment

That Council approve Zoning By-Law Amendment Z-23-XX, 249-253 Sunview Street, as

follows:
1. That Zoning By-Law 2018-050 is hereby amended by adding "CXXX" to Schedule 'C' of said By-Law 2018-050 for the lands known municipally as "249-253 Sunview Street" as shown on Map 1 attached hereto, as set out below:

Exception	Address	Zoning	File Reference
CXXX	249-253 Sunview Street	RN-12 CXXX	OPA XX Z-23-XX

Location: 249-253 Sunview Street as shown on Schedule 'C1' to this BY-LAW.

Site Specific Regulations:

- a) Notwithstanding anything to the contrary, the following site specific regulations shall apply:
- STREET LINE SETBACK (minimum): 0.95 metres for the raised terrace and partially underground STRUCTURED PARKING extending above grade.
 - SIDE YARD SETBACK (minimum): 0.5 metres from the northerly lot line for the partially underground STRUCTURED PARKING extending above grade.
 - REAR YARD SETBACK (minimum): 0.6 metres for the partially underground STRUCTURED PARKING extending above grade.
 - PODIUM HEIGHT (maximum): 20.5 metres.
 - TOWER separation (minimum): 9.5 metres from the southerly INTERIOR LOT LINE.
 - LANDSCAPE OPEN SPACE (minimum): 29.3%.

[Full Name]
[Company]
[Date]

MAP 1 - SUBJECT LANDS



Arcadis Professional Services (Canada) Inc.
410 Albert Street, Suite 101
Waterloo, Ontario N2L 3V3
Canada
Phone: 519 585 2255
Fax:
www.arcadis.com