MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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PLANNING JUSTIFICATION REPORT

OFFICIAL PLAN AND
ZONING BYLAW AMENDMENT

1 Dunbar Road North

City of Waterloo

Date:
September 2024

Prepared for:
2744668 Ontario Inc.

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC Planning) has been retained by 2744668 Ontario Inc. to assist with the planning applications for their property municipally addressed as 1 Dunbar Road North in the City of Waterloo (the subject lands).

The subject lands are a consolidation of several previous lots on Erb Street West and Dunbar Road. The lands comprise 0.289 hectares (after significant previous road widening conveyances to the Region of Waterloo and prior to a further widening requested by the Region) with frontage on Roslin Avenue North, Erb Street West and Dunbar Road North. The lands are located on the north side of Erb Street West, spanning the block from Dunbar Road North to Roslin Avenue North. The surrounding area contains a mix of low-rise residential buildings, the Waterloo Memorial Recreation complex to the north, a spiritual use on the opposite side of Erb Street West, the Delta Hotel and Barrel Yards (9 – 25 storeys) project to the east and the Waterloo Heights apartment building (9 storey) to the west. Further to the west is an approved 12-storey building and the redevelopment of Westmount Plaza, which includes 12 (under construction) and 25 storey buildings (with additional development planned).

The owner plans to demolish the existing buildings and redevelop the lands with a new stepped 6-10 storey residential building, oriented to Erb Street West. A total of 158 units are proposed, including studio, 1 bedroom, 1 bedroom + den and 2 bedroom units. Parking is proposed in two underground levels (located above the water table) and a small single storey covered parking area at the rear of the building – a total of 123 spaces are proposed, including dedicated visitor parking. Vehicular access is proposed from both Roslin Avenue North and Dunbar Road North, while the main pedestrian entrance is proposed near the corner of Dunbar Road North and Erb Street West.

This Planning Justification Report has been prepared in support of Official Plan and Zoning By-law Amendment applications to establish a new Specific Provision Area and to rezone the lands from Residential Mixed-Use 20 to Residential Mixed-Use 30, with site specific provisions. The requested alternative development standards consider the configuration of the subject lands, the unique and high quality architecture proposed for the development, their location within a Major Transit Station Area, and proximity to transit, commercial uses, recreational spaces and the Uptown.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

2.1 Site Description

The subject lands front onto the north side of Erb Street West, spanning the block from Dunbar Road North to Roslin Avenue North. The lands contain seven detached buildings, which are vacant and proposed for demolition. The location of the subject lands is illustrated on **Figure 1.**

The entire site is comprised of approximately 0.289 hectares (prior to a second road widening conveyance to the Region of Waterloo) and has approximately 78 metres of frontage on Erb Street West. The depth of the site is approximately 38 metres. The lands slope in a westerly direction, with the proposed building entrance at Dunbar Road North located at a higher elevation than the Roslin Avenue frontage.

The subject lands are located east of Westmount Road North and west of Father David Bauer Drive, and south of the Waterloo Memorial Recreation Complex. The lands are located within the Willis Way Major Transit Station Area (MTSA) and also within walking distance of both the Laurier/Waterloo Park Station and the Public Square Station. Furthermore, the lands are located within a Minor Corridor that connects the Westmount/Erb Major Node in the west with the Uptown (Primary) Node in the east. The Minor Corridor is planned to accommodate a mix of uses and greater densities over time. Transit routes travel along Erb Street West and Westmount Road. Transit stops associated with GRT routes are in the vicinity of the subject lands as follows:

- Route 5 Erb: GRT has requested a new stop on the subject lands in front of the building;
- Route 12 Westmount: located on the east side of Westmount Road north of Erb Street West, approximately 460 metres from the site; and
- Route 202 iXpress University: located on the east side of Westmount Road north of Erb Street West, approximately 460 metres from the site.

The Waterloo Public Square and Willis Way ION Stations and the Laurier-Waterloo Park ION station are within a 15-minute walking distance of the subject lands. The transportation network, along with surrounding Major Transit Station Areas, is shown on **Figure 2**.

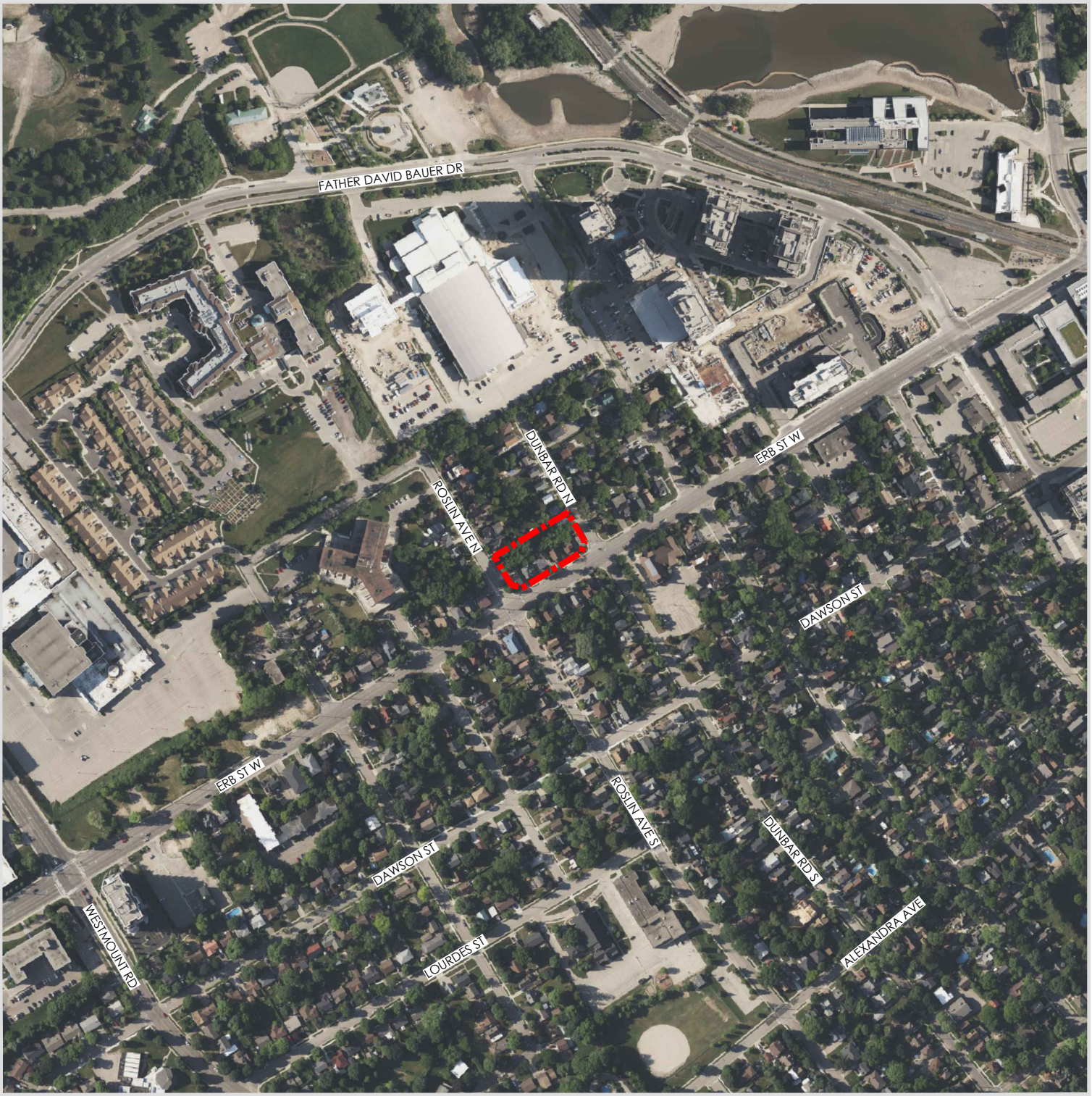


Figure 1

Location Map

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Subject Lands

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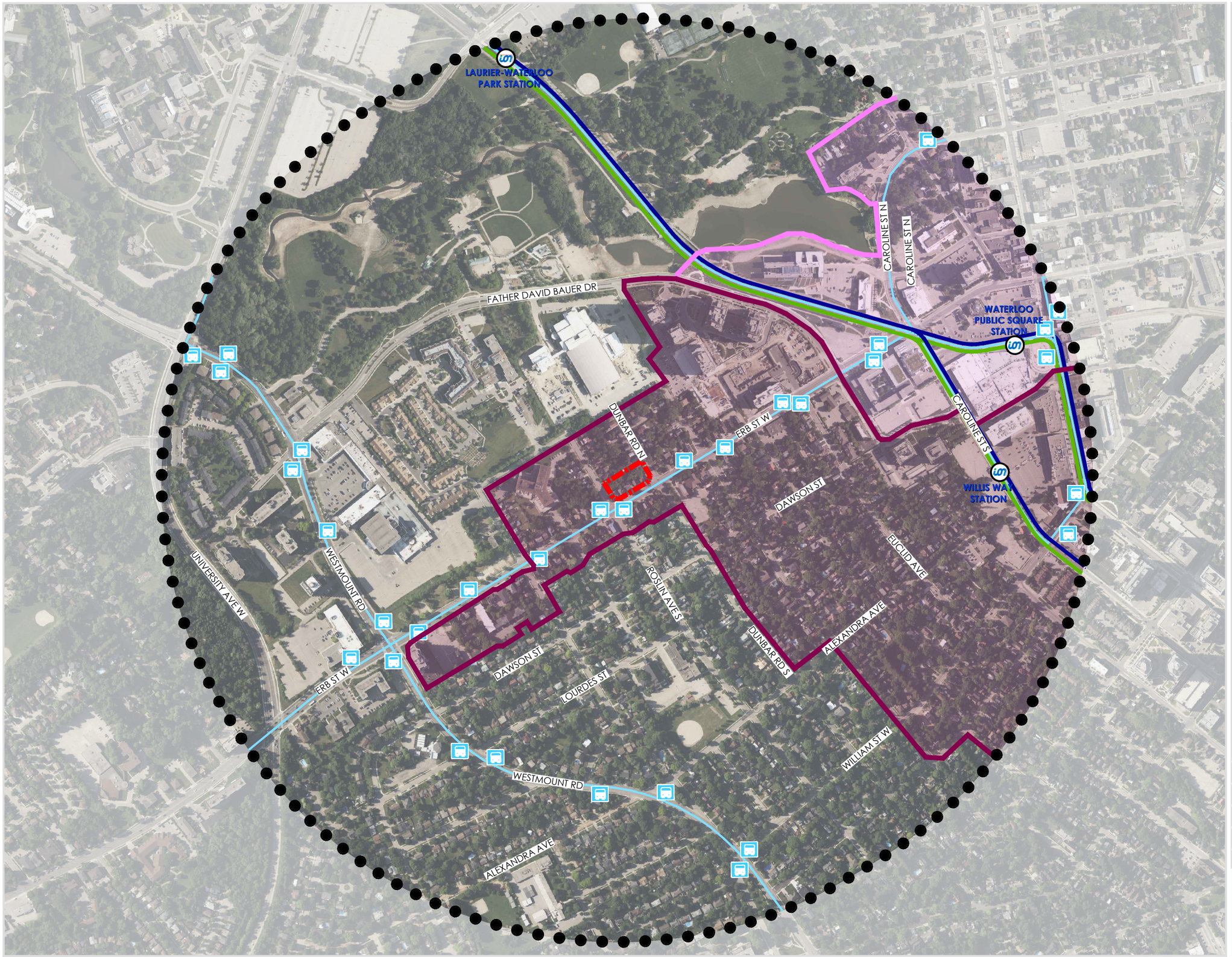
1 Dunbar Rd N
City of Waterloo
Region of Waterloo

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Figure 2

Transit Context Plan

1 Dunbar Rd N
City of Waterloo
Region of Waterloo



LEGEND

- Subject Lands
- 800m Radius (10 min.Walk)
- Willis Way MTSA
- Waterloo Public Square MTSA
- GRT Route
- ION Route
- Go Transit Route
- Bus Stop
- ION Stop

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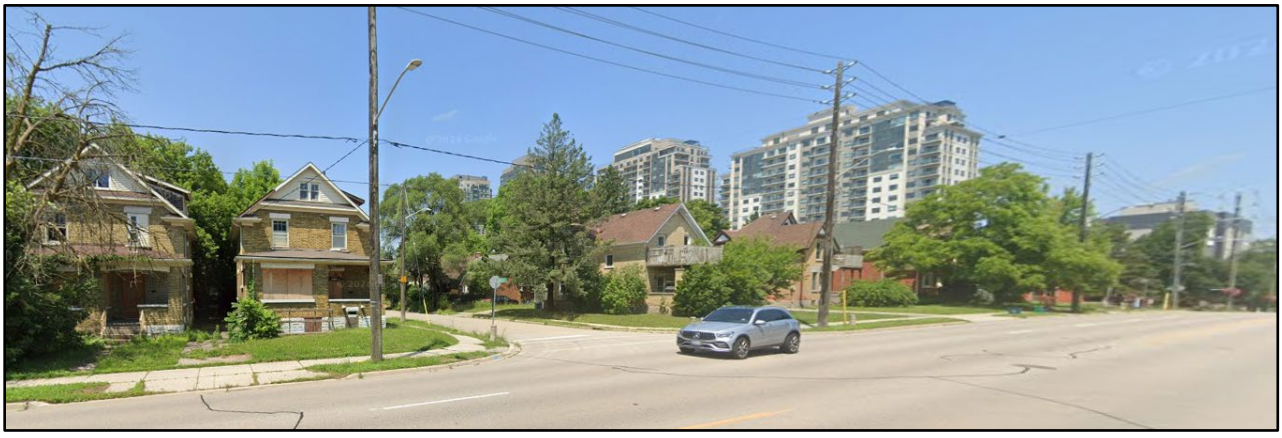
The following photos illustrate existing characteristics of the subject lands and surrounding neighbourhood.



Subject lands along Erb Street West looking west towards Roslin Avenue. The Carrick, a 12-storey apartment building under construction at Dietz Avenue North and Erb Street West, is also pictured.



Subject lands at the corner of Erb Street West and Dunbar Road North. Adjacent dwellings along Erb Street West are two storeys in height, with maximum heights of six storeys permitted in the Zoning By-law.



Buildings associated with the Barrelyards Development can be seen from the subject lands at Erb Street West and Dunbar Road North when looking to the northeast.

2.2 Surrounding Land Uses and Site Context

The surrounding land uses include the following, as illustrated on **Figure 3**:

North: To the north of the subject lands are existing low-rise residential buildings fronting on either Dunbar Road North or Roslin Avenue. Further to the north (approximately a 100 metre walk) is the Waterloo Memorial Recreation Complex, a mid-rise building with seniors programming and broader community recreational facilities. Only two properties abut the subject lands to the north.

West: Low rise residential buildings are located to the west facing Roslin Avenue North, while the Waterloo Heights apartment building (9 storeys) is located immediately behind those dwellings. Further to the west is the Westmount Plaza, which contains commercial and office buildings, a 12-storey building under construction and an approved 24 storey building on Dietz Avenue North. The subject lands do not abut any other property to the west and are separated from surrounding lands by Roslin Avenue North.

South: On the opposite side of Erb Street West are a mixture of low-rise buildings, spiritual uses and multi-unit residential buildings. No properties abut the lands to the south, as Erb Street West, a Regional road with a 4-lane cross section, separates these lands from the subject lands.

East: The north side of Erb Street, east of the subject lands, contains a mix of residential and commercial buildings, while the Delta Hotel and Barrel Yards development is located approximately 150 metres to the east (with buildings up to 25 storeys). Further to the east is the Uptown, which contains a broad mix of uses, as well as two ION Stations. There are no properties that abut the subject lands to the east. Surrounding properties are separated from the subject property by Dunbar Road North.

2.3 Pre-Consultation

A pre-application consultation meeting was held on July 9, 2024, to discuss the proposed Official Plan and Zoning By-law Amendments. A list of the technical requirements for the submission of complete Official Plan Amendment and Zoning By-law Amendment applications was provided by the City of Waterloo to support the application. The technical requirements to support the application are listed below as identified at pre-consultation:

- Cover Letter outlining contents of complete submission;
- Official Plan Amendment Application Form;

Figure 3:

Site Context Plan

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- 800m Radius (10 min.Walk)
- School/Institutional
- Church
- Commercial Area
- Park/Open Space
- Bus Route
- Bus Stop
- ION Stop
- Multi Use Path
- Bike Route

DATE:	August 2024
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- Zoning By-law Amendment Application Form;
- Permission to Enter Form;
- Owner Authorization Form;
- Required fees, being City of Waterloo Joint Official Plan and Zoning By-law Amendment and Zoning Sign Fees; and Region of Waterloo Application Fees for Official Plan Amendment, Zoning By-law Amendment, Environmental Noise Study Review Fee, and Stationary Noise Peer Review Fee;
- Notice of Source Protection Plan Compliance;
- Section 59 Notice;
- Environmental Site Screening Questionnaire;
- Property Survey or Existing Conditions Plan;
- Site Plan;
- Building Elevations, Renderings and Cross-Sections;
- Floor Plans;
- Tree Preservation/Vegetation Management Plan;
- Planning Justification Report;
- Urban Design Brief;
- Wind Study (confirmed in a follow up email though not listed in the Record);
- Energy Study;
- Functional Servicing Report and Engineering Plans;
- Transportation Impact Study;
- Parking Study (confirmed in follow up email this was not required as a result of Bill 185);
- Geotechnical Report;
- Hydrogeology Report;
- Preliminary Grading and Servicing Plans;
- Grading and Servicing Feasibility Report;
- Environmental and Stationary Noise Study;
- Notice of Source Protection; and
- Digital copy of all Reports and Supporting Information.

The required reports/studies listed above have been completed and are included as part of this submission. A brief summary of the relevant technical reports is included in **Section 5.0** of this Report.

3.0 DESCRIPTION OF PROPOSAL

The following is a review of the proposed development for the subject lands, 1 Dunbar Road North, in Waterloo, Ontario.

3.1 Proposed Development

The development includes a new stepped 6 to 10 storey residential building with 158 units (191 bedrooms), oriented to Erb Street West. Parking is primarily located within two underground parking levels, above the water table, accessed from two driveways – one each from Roslin Avenue North and Dunbar Road.

The building includes a range of unit sizes, including studio, one-bedroom, one bedroom + den, and two-bedroom units, as outlined in **Table 1** below. The ground floor contains residential units facing Erb Street West as well as a prominent amenity area at the corner of Erb Street West and Dunbar Road North. Parking is not visible from the street, or from the adjacent lands to the north.

Table 1. Proposed Units

Unit Type	Units	% of Units
Studio	9	6
One bedroom	48	30
One bedroom + den	68	43
Two bedroom	33	21
Total	**158**	**100%**

With respect to amenity area, both indoor and outdoor common amenity spaces are included in the proposed development. Each unit contains a private balcony and/or terrace, while ground floor amenity space is provided as common amenity area, and the rooftop includes common outdoor amenity area facing south. Overall, the development proposes approximately 292 m^2 (3,143 ft^2) of common indoor and outdoor amenity space. Further to this, the stepped design of the building allows for generous terraces for units facing west.

As noted earlier, vehicular parking is entirely enclosed within the building, primarily within two underground parking levels. Parking for both residential and visitors is provided, while a dedicated bicycle parking room is located on the ground floor, complete with a separate entry at grade from the internal driveway. The bicycle parking area includes a bike repair room.

The proposed site plan is enclosed as **Figure 4**. Building Elevations and floor plans have been submitted concurrently with this Report. The building has been designed to both address Erb Street with pedestrian focused elements, while also stepping the building down in height from east to west, to allow more sunlight to penetrate through the site to the lands to the north. The stepped design allows for large outdoor terraces for upper units facing southwest. These terraces will benefit from a panoramic view during sunsets, embrace sustainability and include opportunities for soft landscaping. These rooftop terraces are intended to function as an extension of the unit's living space for relaxation, entertainment, and recreation.



View of proposed development from the corner of Erb Street West and Dunbar Road North



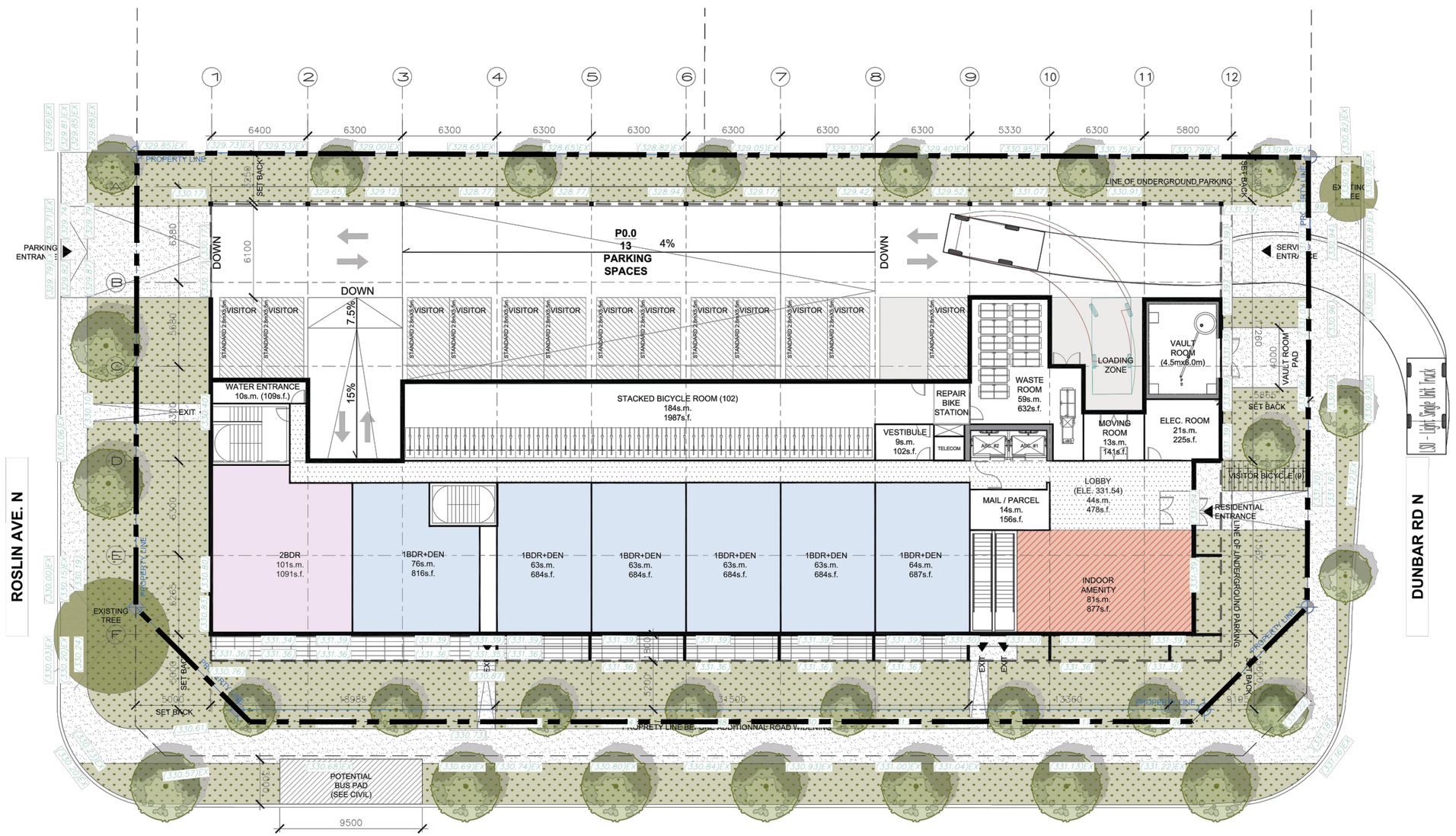
View of proposed development from the corner of Erb St W and Roslin Avenue North

Figure 4:
Site Plan

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands



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Parking is shielded both from the street and from adjacent or surrounding properties. The driveways lead into a single storey enclosed structure to hide cars and headlights, while the majority of the parking, including all of the resident parking, is located below grade. A full 3 metre landscape buffer is provided along the north lot line to allow for a range of plantings, as well as fencing.

As noted earlier, the development is comprised of a mixture of studio, one, one bedroom + den and two-bedroom units to provide a range of choice including larger units suitable for families (1,000+ square feet). The proposed development has a density of 673 bedrooms per hectare and is estimated to accommodate 227 people for a density of 785 people and jobs per hectare as per the following calculations:

	Density Calculation – People and Jobs per Hectare*		
People	**People Per Unit-PPU****	**Number of Units**	**Number of People**
Studio (Apartment)	1.0	9	9
One-Bedroom (Apartment)	1.25	116	145
Two-Bedroom (Apartment)	2.22	33	73
Total			**227**
Total People			227
Land Area			0.289 ha
People and Jobs per Hectare			**785**

**PPU values taken from the City of Waterloo Development Charges Background Study, 2020 prepared by Hemson*

***Average occupancy of apartments PPU, used by Hemson for forecasting purposes (See Section C.1 of Appendix A of Background Study document)*

4.0 PLANNING ANALYSIS

This section of the report reviews the applicable land use policy framework as it applies to the subject lands and how the proposal is consistent with, or conforms to, this framework.

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) was issued by the Province of Ontario in 2020 under Section 3 of the Planning Act. The PPS provides a vision and the policy framework for matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land in Ontario.

The subject lands are comprised of seven (7) residential lots, each containing one detached dwelling and are located within a Minor Corridor and Major Transit Station Area. Redevelopment of the subject lands will make more efficient use of land and services within the Urban Area and contribute to the available housing supply within the City. The lands are well served by the Regional and City transportation networks, including GRT (bus) and ION (LRT) public transit. The proposed development will make optimal use of the site and provide housing for a wide socio-economic demographic, including families.

The following is a summary of applicable policy in the PPS:

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

The PPS promotes healthy living and safe communities that are sustained by promoting efficient development and land use patterns and accommodating an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs. The proposed residential development is located in an area planned for growth (Erb Street Minor Corridor), with existing mid and high-rise developments to the east and west and commercial uses to the east and west, within walking distance. A range of open space and recreation uses, including Waterloo Park and the Waterloo Recreation Complex, are also within a short walk. The lands are planned to accommodate residential intensification over time and will contribute to the existing range and mix of housing available within the neighbourhood.

The proposed development will utilize existing services and infrastructure, which is consistent with the PPS objective for efficient development patterns that optimize the use of land, resources and public investment in infrastructure. The PPS also encourages the integration of land use planning, transit-supportive development, and infrastructure planning with the goal of achieving cost-effective development patterns that optimize transit investments and minimize land consumption and servicing costs. The proposed development is consistent with these objectives – transit stops are located along Erb Street West (including a proposed stop in front of the proposed building), iXpress stops are located at the corner of Erb Street West and Westmount Road North, and the Laurier-Waterloo Park, Willis Way, and Waterloo Public Square ION stations are all within a 10-15 minute walk.

Section 1.1.3 Settlement Areas

PPS Policy 1.1.3.1 states that "Settlement Areas" shall be the focus of growth and development, and their vitality and regeneration shall be promoted. The subject lands are located within the Urban Area as well as the City's Delineated Built-Up Area as further discussed in Section 4.3 of this Report. The subject lands are therefore located within a 'Settlement Area' under the meaning of the PPS, 2020.

Policy 1.1.3.2 states that 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;
c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
d) Prepare for the impact 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.

The subject lands are within the Delineated Built-Up Area. The development will intensify existing urban land that is accommodated by existing roads, commercial services, and transit service resulting in a more efficient use of land and existing services. The proposed development includes bicycle parking for residents and visitors and is in proximity to existing active transportation routes along Father David Bauer Drive and within Waterloo Park, and planned cycling infrastructure along Erb Street West. A number of supporting commercial services are also located within walking distance of the proposed development within Westmount Place to the west and Uptown Waterloo to the east.

Furthermore, planning authorities are to identify appropriate locations and promote opportunities for transit-supportive development that accommodates a significant supply and range of housing

options through intensification and redevelopment as per Policy 1.1.3.3. The proposed redevelopment represents the intensification of residential lands within a Major Transit Station Area and Minor Corridor, provides for a range of unit sizes to accommodate a variety of households, and will support the use of existing transit options, consistent with this Policy.

Section 1.4.3 Housing

The PPS states that an appropriate range and mix of housing types and densities shall be provided to meet projected requirements of current and future residents of the regional market area. This should be achieved by permitting and facilitating all forms of housing and all forms of residential intensification including second units and redevelopment. New housing development should also be directed to where there is appropriate levels of infrastructure and public service facilities available. Densities that promote efficient use of land, resources, infrastructure and public services should be promoted.

The proposed redevelopment supports residential intensification. The redevelopment of seven detached dwellings with a mid-rise apartment building represents a more efficient use of land, resources and infrastructure. The proposed development offers a mix of studio, one- and two-bedroom units in a compact housing form with units appropriately sized to accommodate a range of household sizes, including families. The residential units will be desirable to a range of future residents given the site's location in close proximity to a range of existing commercial uses, parks, trails and transit, in addition to elementary schools.

Lastly, Policy 1.4.3 f) states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected housing needs by establishing development standards for residential intensification that minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of health and safety. The proposed development represents residential intensification in a compact built form within a Major Transit Station Area. Alternative development standards, as discussed in detail in Section 4.5 of this Report, are required to address the unique architectural design of the building and to permit a stepped mid-rise building.

Section 1.6.7 Transportation

The PPS promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation. The proximity of the site to transit services, including an immediately adjacent bus stop and multiple rapid transit stations, provides future residents with access throughout Waterloo and into Kitchener. In addition, future residents will have many nearby amenities and commercial services that can be accessed without use of a vehicle, further reducing impacts on the surrounding road network.

Based on the above, in our opinion the proposed Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement (2020).

4.2 Growth Plan for the Greater Golden Horseshoe

The Growth Plan establishes a vision for the Greater Golden Horseshoe based on the principles of: building compact, vibrant and complete communities; economic competitiveness; protecting natural heritage resources and employment areas; wise use of land and resources; optimizing infrastructure and transit and directing growth to and intensifying existing Built-up Areas. The *Planning Act* requires that decisions respecting planning matters conform to the Growth Plan.

The Growth Plan identifies a planned structure for the area known as the Greater Golden Horseshoe. The Plan directs growth to Settlement Areas, with a specific focus on Strategic Growth Areas. The subject lands are within the Delineated Built-Up Area as well as a Major Transit Station Area.

Policy 2.2.1.2 of the Growth Plan states that forecasted growth will be allocated based on the following:

a) The vast majority of growth will be directed to settlement areas that:
   i) have a delineated built boundary,
   ii) have existing or planned municipal and wastewater systems; and
   iii) can support the achievement of complete communities.

c) Within settlement areas, growth will be focused in:
   i) delineated built-up areas;
   ii) strategic growth areas;
   iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
   iv) areas with existing or planned public service facilities.

The subject lands are located within the Delineated Built-Up Area and a Major Transit Station Area (MTSA). The delineated built-up area is to be a focus area for growth along with strategic growth areas, which include MTSAs. The redevelopment of the subject lands will result in the more efficient use of the lands and provide for residential intensification within a strategic growth area by replacing seven detached dwellings with a mid-rise apartment building.

Policy 2.2.1.4 states that applying the policies of the Growth Plan will support the achievement of complete communities. Complete communities feature a diverse mix of uses, including residential and employment, and convenient access to local stores, services and public service facilities. The proposed development will contribute towards a complete community by:

- adding to the mix of residential units within an area that contains a range of ground related and apartment style residential uses, as well as commercial, indoor recreational and employment uses;

- providing for a more compact built form within a Major Transit Station Area; and
- providing additional residential units with access to established bus and rapid transit options and outdoor recreational opportunities.

Section 2.2.2 (Delineated Built-up Areas) states that the Region of Waterloo is to achieve a minimum of 50% of all residential development within the delineated built-up area. To achieve this minimum intensification target, municipalities are to develop a strategy that identifies strategic growth areas and recognizes them as a key focus for development, as well as identifying the appropriate type and scale of development in these areas and transitions in built form to adjacent areas, among other matters.

The subject lands are located within a strategic growth area, being the Willis Way Major Transit Station Area, and are intended to be a focus for growth and development. The proposed development will contribute to the achievement of the minimum 50% residential intensification target within the Region. While current height permissions afforded to the site by the Official Plan limit development to a general height of six storeys, the subject lands are located in an area that contains a range of building heights, including a 9-storey apartment building to the west and high-rise buildings to the east. Siting of the proposed building close to Erb Street, provides a large setback to adjacent residential lands to the north. Furthermore, the stepped height of the building, from 6-10 storeys breaks up the massing, allows more light to penetrate the site and acknowledges the permitted height for lands to the immediate south, east and west (6 storeys). The proposed development is of an appropriate scale that provides for suitable transitions to surrounding properties.

As per Policy 2.2.4.9, development within MTSAs is to be supported, where appropriate, by planning for a diverse mix of uses, including affordable housing, to support existing and planned transit service levels and providing alternative development standards, such as reduced parking standards, and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. The proposed development provides for a density that will support existing transit. Although the *Planning Act* does not permit prescribing minimum vehicular parking requirements within Major Transit Station Areas, the development includes a supply of residential and visitor vehicular parking, as well as dedicated indoor bicycle parking for residents.

In general, the subject lands are ideally situated for intensification – they are located within both a Major Transit Station Area and Minor Corridor, have access to the Regional transit network (including the ION LRT), and are located within walking and/or cycling distance of a range of amenities, commercial uses, employment opportunities and services.

In summary, in our opinion, the proposed Official Plan and Zoning By-law Amendments conform to the Growth Plan for the Greater Golden Horseshoe.

4.3 Provincial Planning Statement, 2024

On August 20,2024, the Minister of Municipal Affairs and Housing issued the Provincial Planning Statement, 2024 (PPS, 2024) which will take effect on October 20, 2024. The 2024 PPS will replace both the Provincial Policy Statement, 2020 and Growth Plan for the Greater Golden Horseshoe, 2020.

The PPS, 2024 is considered a policy statement under Section 3 of the *Planning Act* and will apply to all decisions made on or after October 20, 2024, subject to a possible transition regulation. Subject to any transition regulation, all municipal decisions will be required to be consistent with the PPS, 2024 after October 20, 2024. As such, the proposed development has been reviewed in the context of the PPS, 2024 below, in addition to in-effect provincial policy as discussed in Sections 4.1 and 4.2 of this Report above.

Section 2.2 Housing

Policy 2.2.1 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents by, in part, the following:

- permitting and facilitating all housing options required to meet the varying requirements of current and future residents, as well as all types of residential intensification, including new housing options within previously developed areas and redevelopment which results in a net increase of residential uses;
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

As previously noted, the proposed development contributes to the range of housing options available within the neighbourhood, including units of different sizes and prices. Representative of residential intensification within an MTSA, the proposed development will result in a net increase of residential units accommodated on the subject lands, in an area well served by a wide range of uses within walking distance, as well as alternative forms of transportation (being cycling infrastructure and bus and rapid transit). The proposed density of the development represents an efficient use of land and existing servicing infrastructure which has been deemed to have adequate capacity to service the proposed development. Lastly, the proposed development will benefit from existing and future active transportation improvements planned for the Erb Street corridor.

Section 2.3.1 General Policies for Settlement Areas

Policy 2.3.1.1 states that within settlement areas, growth should be focused in strategic growth areas (including Major Transit Station Areas) where applicable. The subject lands are located

within a Major Transit Station Area, with the proposed development involving the residential intensification of serviced urban land.

Policy 2.3.1.2 states that land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) efficiently use land and resources;
b) optimize existing and planned infrastructure and public service facilities;
c) support active transportation;
d) are transit-supportive, as appropriate; and
e) are freight-supportive.

This policy is modified from Policy 1.1.3.2 of the Provincial Policy Statement, 2020. Given Policy 1.1.3.2 of the PPS, 2020 has been reviewed in Section 4.1 of this Report above, justification of the proposed development under Policy 2.3.1.2 of the PPS, 2024 has not been repeated here.

Policy 2.3.1.3 directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities by:

- planning for a range and mix of housing options; and
- prioritizing investment in the necessary infrastructure and public service facilities.

The proposed development will add to the range and mix of housing along Erb Street West through the addition of studio, one bedroom, one bedroom + den, and two bedroom units, providing housing for residents in a variety of life stages. The development will also establish additional residents living in close proximity – and in many cases walking distance – to existing commercial uses to meet daily needs, as well as employment opportunities, recreational facilities and amenities, and schools in the effort to further establish the area as a complete community. Furthermore, the proposed development will be better connected to the surrounding neighbourhood over time as planned active transportation improvements along Erb Street West are completed.

Section 2.4.2 Major Transit Station Areas

The subject lands are located within the Willis Way Major Transit Station Area as delineated by the Region of Waterloo through Regional Official Plan Amendment 6 as per Policy 2.4.2.1. The proposed development will assist in the achievement of the minimum 160 residents and jobs density established for the Willis Way MTSA, with this minimum density target being consistent with Policy 2.4.2.2b) of the PPS, 2024.

As per Policy 2.4.2.3a), planning authorities are encouraged to promote development and intensification within MTSAs (where appropriate) by in part planning for land uses and built form that supports the achievement of minimum density targets. As provided for throughout this Report, the proposed development is of a density that will not only assist in the achievement of established minimum density targets, but will also support transit use given its location in

proximity to three ION stations. The proposed development provides for greater residential densities in a built form that has been demonstrated herein to be compatible with the surrounding neighbourhood, cognizant of its context within a Minor Corridor, and creative in its architectural response to these factors.

In summary, in our opinion, the proposed Official Plan and Zoning By-law Amendments conform to the Provincial Planning Statement, 2024.

4.4 Regional Official Plan

The Region of Waterloo's Official Plan (ROP) was approved by the Ministry of Municipal Affairs and Housing, with modifications, on December 22, 2010 and approved with amendments by Oral Decision of the Ontario Municipal Board on June 18, 2015. Regional Official Plan Amendment 6 (ROPA 6), which establishes the planning framework for accommodating forecasted population and employment growth within the Region to 2051, has been approved by the Minister of Municipal Affairs and Housing. ROPA 6 established a new policy framework for Chapter 2 – Where and How to Grow of the ROP as well as new housing policies in Section 3.A, among other policy matters. The following is a review of the proposed development with respect to the relevant policies of the Regional Official Plan.

The subject lands are designated as follows in the Regional Official Plan:

- *Urban Area* as per Map 1: Regional Structure – please see **Figure 5**
- *Delineated Built-Up Area* as per Map 2: Urban System – please see **Figure 6**
- Within the *Willis Way Station Area* as per Figure 5b: Waterloo Public Square and Willis Way Station (Major Transit Station Areas) – please see **Figure 7**; and
- Within *WSPA-8* as per Map 6a: Urban Area Source Water Protection Areas – please see **Figure 8**.

Furthermore, in this location, Erb Street is designated as a *Planned Cycling Route* in Map 5c – Regional Cycling Routes, as illustrated in **Figure 9**.

4.4.1 Urban Areas

The subject lands are located within the Urban Area, which is planned to accommodate approximately 90% of the Region's forecasted growth to 2051 as per Policy 2.C.2.1. The majority of growth is to be directed to strategic growth areas within the Urban Area such as Urban Growth Centres, Major Transit Station Areas, Regional Intensification Corridors, Local Centres and Intensification Corridors, as well as other lands within the Delineated Built-Up Area. The subject lands are located in a Major Transit Station Area and local Intensification Corridor, as well as the Delineated Built-Up Area.

Policy 2.C.2.2 sets out general policies to guide development within the Urban Area. Generally, development within the Urban Area is to be planned and developed in a manner that: implements the Regional Urban System; advances the community's transition into an energy-efficient,

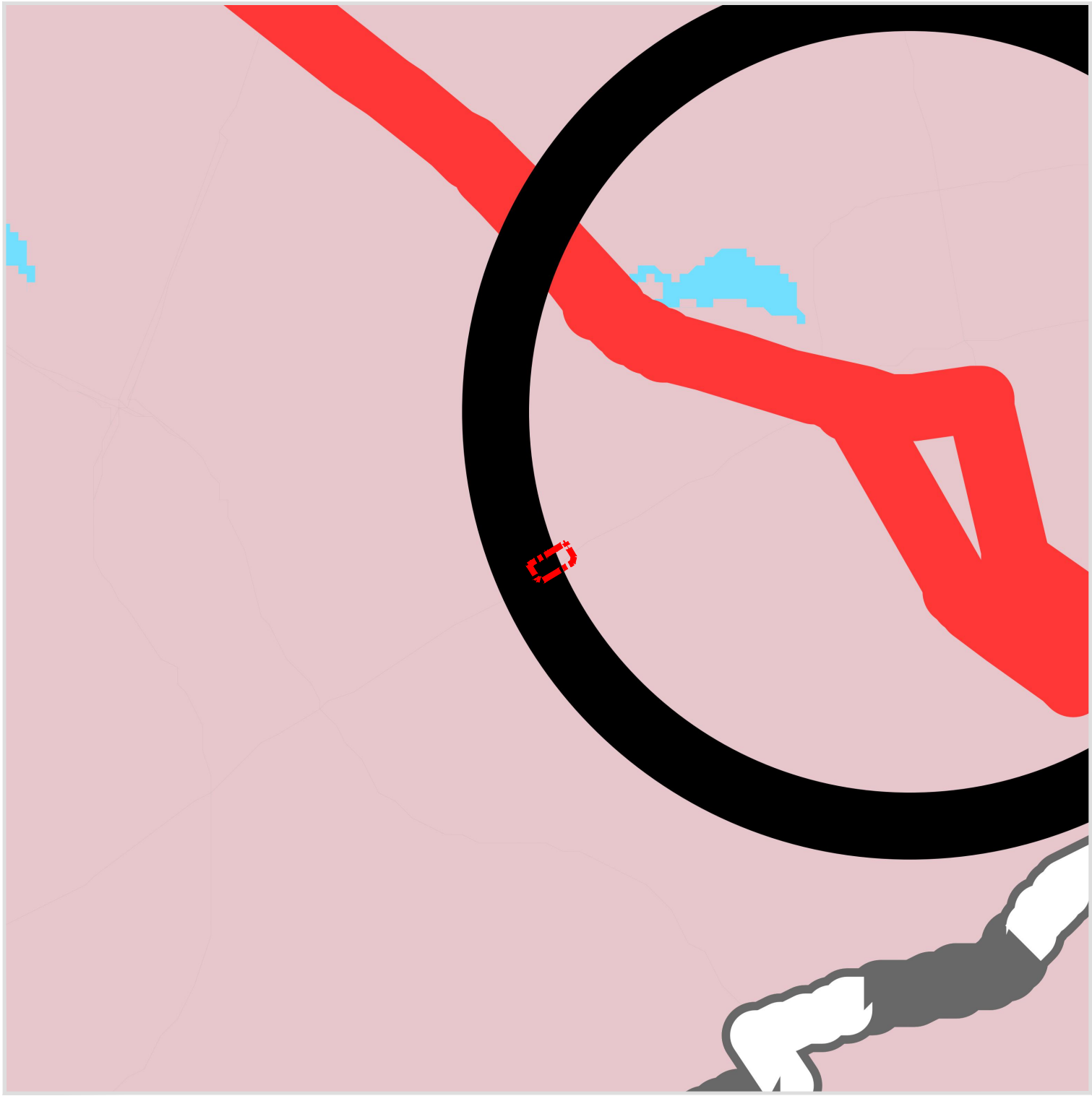


Figure 5

Region of Waterloo Official Plan Amendment 6 Map 1: Regional Structure

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Urban System
- Urban Growth Centre
- Regional Intensification Corridors
- Urban Area
- Township Urban Area
- Countryside Line

Agricultural System*
- Protected Countryside
- Prime Agricultural Area
- Rural Lands
- Rural Settlement Areas

Municipal Boundaries
- Regional Municipal Boundary
- Area Municipal Boundary

Transportation
- Region of Waterloo International Airport
- Provincial Highways
- Regional Roads

* Areas that remain subject to the ROPA 2 appeal.

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Z:\21471A - 1 DUNBAR RD N WATERLOO\RPT\ROP MAP 1.DWG

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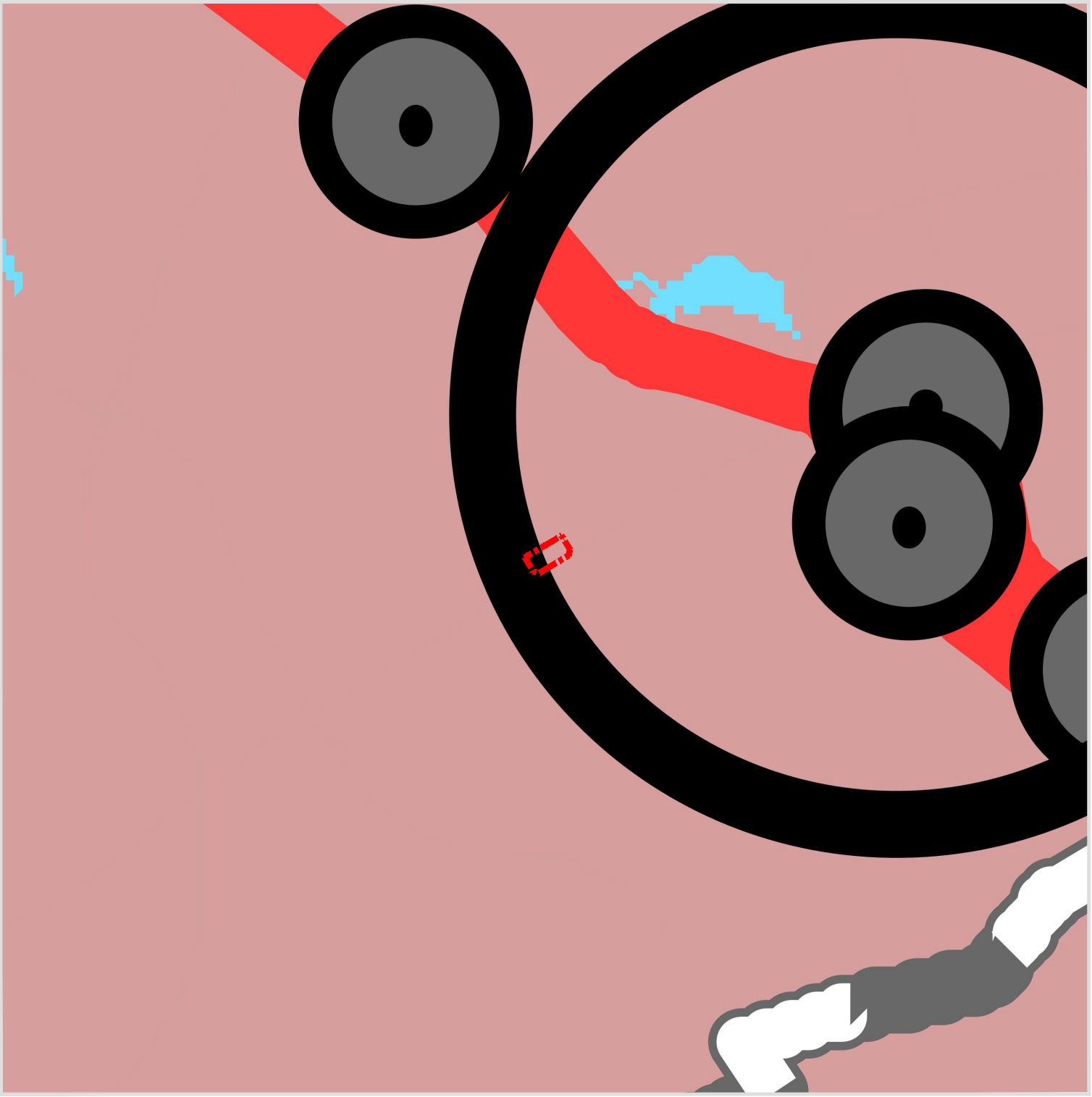


Figure 6

Region of Waterloo Official Plan Amendment 6 Map 2: Urban System

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Strategic Growth Areas
- Urban Growth Centre*
- Regional Intensification Corridors
- Major Transit Station Area*

Urban Area / Township Urban Area
- Delineated Built-Up Area
- Designated Greenfield Area

Municipal Boundaries
- Regional Municipal Boundary
- Area Municipal Boundary

Transportation
- Region of Waterloo International Airport
- Provincial Highways
- Regional Roads

* Areas that remain subject to the ROPA 2 appeal.

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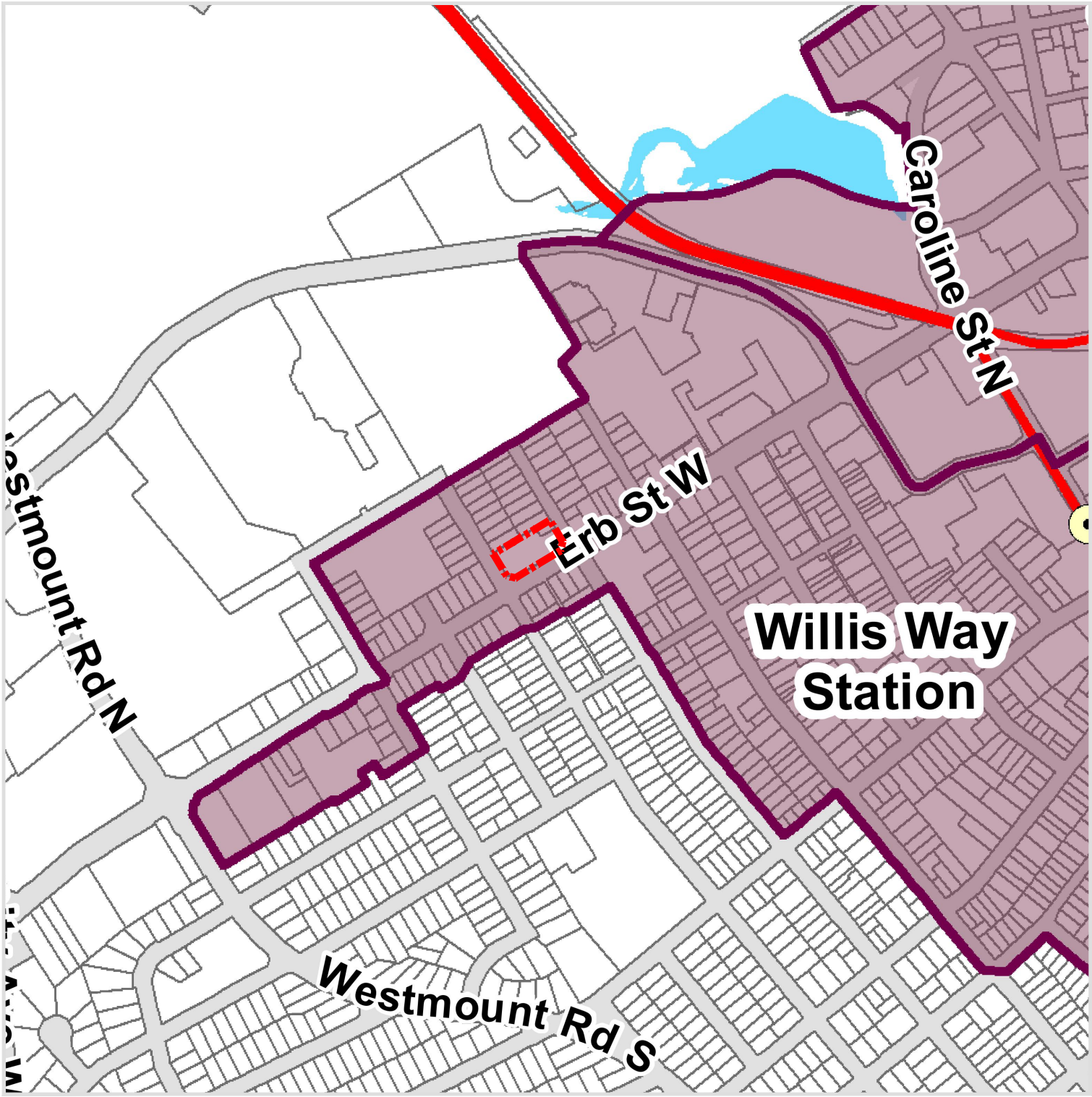


Figure 7

Region of Waterloo Official Plan Amendment 6 Figure 5b: Waterloo Public Square and Willis Way Station

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- Transit Stop
- Stage 1 ION LRT Route
- Planned Stage 2 ION LRT Route
- Major Transit Station Area

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Z:\21471A - 1 DUNBAR RD N WATERLOO\RPT\ROP FIGURE 5B.DWG

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Figure 8

Region of Waterloo Official Plan Map 6a: Urban Area Source Water Protection Areas

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Wellhead Protection Areas
- WPSA-1
- WPSA-2
- WPSA-3
- WPSA-4
- WPSA-5
- WPSA-6
- WPSA-7
- WPSA-8

Municipal Wellhead
- Municipal Wellheads
- Groundwater Under Direct Influence (GUDI)

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Figure 9

Region of Waterloo Official Plan Map 5c: Regional Cycling Routes

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Existing Cycling Routes*

Planned Cycling Routes*

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resilient, low-carbon community; is municipally serviced; protects the natural environment; provides a diverse range and mix of housing options; conserves cultural heritage resources; avoids development and land use patterns that may pose a risk to public health, safety and the environment; improves accessibility for persons of all ages and abilities; ensures the development of high-quality urban form; considers the wellbeing and belonging of all children and youth; and expands residents' access to a range of transportation options, public service facilities, urban greenlands and open spaces, and affordable food options in neighbourhoods.

The proposed development satisfies the Urban Area development policies for the following reasons:

- The proposed development will result in the intensification of residential lands located within a Major Transit Station Area;
- The proposed development will provide for a compact form that accommodates additional residential units in proximity to bus and rapid transit routes, within walking distance of both commercial and recreational amenities (including Waterloo Park), and with access to active transportation routes (including planned improvements to Erb Street);
- The proposed development provides for a range of dwelling unit sizes, which provide housing options for residents at varying life stages (including families) and income levels;
- The proposed development is located in an area well served with a range of commercial uses, recreational opportunities, active transportation and transit. Furthermore, the development is situated west of the Uptown Urban Growth Centre, which contains employment, commercial, entertainment, and rapid transit options within walking distance. Generally, the proposed residential development will contribute to the range of housing in the neighbourhood and accommodate additional population close to a range of amenities, services and transportation options – ultimately supporting the establishment of a 15-minute neighbourhood in the Erb Street Corridor between Uptown and Westmount Road;
- The proposed development is representative of a high-quality urban form and contributes to the public realm by orienting the building entrance to corner of Erb Street West and Dunbar Road North, locating the entrance to structured parking to the rear of the building and providing for active uses along the entire Erb Street frontage; and
- Structured parking proposed within the development is located above the water table.

4.4.2 Major Transit Station Areas

The subject lands are located within the Willis Way Major Transit Station Area (MTSA). The Willis Way MTSA, together with the Waterloo Public Square MTSA, is intended to achieve a minimum density of 160 people and jobs per gross hectare as per Table 2 of the Regional Official Plan. As per Policy 2D.2.2, Major Transit Station Areas are to be planned and designed in a manner that addresses the following:

(a) Achieves the minimum density targets of Table 2;

(b) Is transit-supportive and supports planned transit service levels, among other initiatives;

(c) Provides for a diverse mix of uses, including affordable housing where residential uses are permitted, to support existing and planned transit service levels;

(e) Provides alternative development standards, such as reducing or eliminating minimum automobile parking standards, for uses near transit routes, to maximize intensification opportunities and minimize surface parking areas;

(f) Prohibits land use and built form that would adversely affect the achievement of the minimum density targets of Table 2; and

(i) Is consistent with the relevant transit-supportive development policies of Section 2.D.6.

The proposed development provides for a density of 785 persons and jobs per hectare and accommodates 158 new units adjacent to an existing GRT transit route, within close proximity to an existing iXpress transit stop, and within walking distance of three ION rapid transit stations.

	Density Calculation – People and Jobs per Hectare*		
People	**People Per Unit-PPU****	**Number of Units**	**Number of People**
Studio (Apartment)	1.0	9	9
One-Bedroom (Apartment)	1.25	116	145
Two-Bedroom (Apartment)	2.22	33	73
Total			**227**
Total People			227
Land Area			0.289 ha
People and Jobs per Hectare			**785**

The proposed development will assist in achieving the minimum density target set for the Waterloo Public Square and Willis Way MTSA, as well as introduce additional residents into the neighbourhood to support transit service levels. The addition of new studio, one bedroom, one bedroom + den and two-bedroom units to the neighbourhood will contribute to the mix of available housing for residents, to assist in addressing current housing needs.

Special provisions are requested through the proposed Zoning By-law Amendment, which are discussed in detail in Section 4.5 of this Report, to provide for the development as proposed. These special provisions include relief from tower regulations to accommodate the unique architectural design and expression. As parking minimums are no longer required within Major Transit Station Areas, the development does not propose any reduction in required parking. Although parking is not required from a Zoning By-law perspective, the owner is providing parking in two underground levels, with a small amount of parking at grade, enclosed within a structure, for visitors and short-term deliveries. The requested special provisions represent alternative development standards that ultimately facilitate an appropriately scaled development that achieves many of the ROP's planning objectives, including achieving and ideally exceeding the minimum density target for the Waterloo Public Square/Willis Way Station Area.

It is noted that Policy 2.D.2.8 recognizes that despite the Major Transit Station Area policies of the Regional Official Plan, not every property located within an MTSA is necessarily appropriate for major intensification, noting that the appropriate scale and form of development will be subject to the relevant planning policies of the area municipality. As demonstrated in Section 4.4 of this Report, the proposed development meets the City of Waterloo Official Plan criteria with respect to increased residential density and also aligns with the urban design policies of the Official Plan. Although the City's Official Plan Review is still in process, and our analysis does not rely upon those draft policies, it is worth noting that the first draft of the document proposes to designate the surrounding lands to the north, northwest and northeast Mid-Rise Residential, which would permit a building height of up to six storeys. In this regard, a six to ten storey building along the Minor Corridor, on the perimeter of the neighbourhood, tentatively planned for mid-rise buildings, represents an appropriate transition in built form and massing.

4.4.3 Transit-Supportive Development Policies

Section 2.D.6 of the ROP sets out specific Transit Oriented Development ("TOD") provisions to be considered in the review of a development application on or near existing or planned rapid transit. These policies ensure that development addresses the following objectives:

- Creates an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed-use development;
- Supports a more compact urban form that locates the majority of transit supportive uses within a comfortable walking distance of the transit stop;
- Provides an appropriate mix of land uses that allows people to walk or take transit to work and provides for a variety of services and amenities;
- Promotes medium and higher density development as close as possible to the transit stop;
- Supports a high quality public realm to enhance the identity of the area and create gathering points; and provides access from various transportation modes to the transit facility; and
- Provides access from various transportation modes to the transit facility including consideration of pedestrians, bicycle parking and where applicable, passenger transfer and commuter pick-up drop off areas.

The proposed development will provide for additional residential dwelling units in a compact urban form within walking distance of three ION rapid transit stations and adjacent to an existing GRT bus route and stop. The subject lands are located within a neighbourhood that has an established grid pattern of streets, with established pedestrian connections through adjacent municipal facilities to support access to nearby amenities. Established transit and pedestrian routes, coupled with established cycling routes on Erb Street (existing and planned), Father David Bauer Drive and University Avenue West in the vicinity of the subject lands, provides opportunity for residents to walk, cycle or take transit to a variety of destinations.

Within the development, ground floor units and a common amenity area - as well as architectural details – define the base of the building and maintain the residential character of the street. Vehicular and bicycle parking, most of which is indoor and secured bicycle parking, is accommodated within the parking structure. The majority of the parking structure is located underground. Further, the subject lands are located in a mixed-use area of the City, including the Uptown to the east, so future residents of the site will have the option to walk or cycle to a range of destinations, including employment opportunities and commercial, recreational and institutional uses. Accordingly, in our opinion, the proposal is consistent with the aforementioned TOD objectives.

4.4.4 Intensification Targets in Delineated Built-Up Areas

Section 2.F establishes the policy framework to achieve the objectives of meeting or exceeding minimum intensification targets to make better use of land and infrastructure and support the gradual transition of existing neighbourhoods into 15-minute neighbourhoods. Area municipalities are to meet or exceed the minimum intensification targets set out in Table 3, which establishes a minimum intensification target of 83% and 19,740 total minimum units in the Built-Up Area to the year 2051 for the City of Waterloo. Policy 2.I.5.1 states that the minimum intensification and density targets are minimum standards and area municipalities are encouraged to go beyond these minimum targets, where appropriate. The proposed development will provide 158 dwelling units on lands that are well supported by transit, an evolving active transportation network, commercial and service uses, and recreational amenities in the interest of achieving the intensification target.

4.4.5 Range and Mix of Housing

As per Policy 3.A.2, municipalities are to plan to provide a diverse range and mix of housing options with an overall target of 30% of new housing – both ownership and rental – being affordable to moderate and low income households.

Generally, the proposed development introduces additional apartment housing stock to the neighbourhood while also accommodating a number of family sized dwelling units (1,000+ ft^2 units). The inclusion of one and two-bedroom units in the development further expands the unit mix in the neighbourhood, while the studio units offer an affordable option for those looking to enter the housing market. Overall, the development ultimately provides housing options for a variety of household ages and stages.

With regard to affordable housing, the City of Waterloo has advanced an amendment to the Zoning Bylaw to introduce 'Inclusionary Zoning' within Major Transit Station Areas, which will require a percentage of the gross leasable floor area to be devoted to affordable housing. The City has also enacted a Community Benefits Charge (CBC) By-law that requires financial contributions for every development over a certain size. The collected CBC funds can be allocated by the City to affordable housing.

Lastly, in the interest of streamlining the development of affordable housing, Policy 3.A.20 encourages the application of alternative development standards 'as-of-right' provided health, safety, servicing and other reasonable standards or criteria can be met. This policy identifies reduced parking standards and setbacks as examples of potential alternative development standards. Due to recent changes to the *Planning Act,* a minimum amount of vehicular parking can no longer be prescribed by the Zoning By-law. Requested reductions in setbacks to provide for the development as proposed as further discussed in Section 4.6 of this Report. Technical reports submitted in support of the development assess servicing, traffic impact, noise, shadow and wind impacts and are summarized in Section 6.0 of this Report.

4.4.6 Sourcewater Protection

The subject lands are located within Wellhead Protection Sensitivity Area 8 (WPSA-8) as illustrated in **Figure 8** herein. WPSA-8 delineates the area outside of the ten year time of travel to the land area that contributes water to the municipal drinking water supply. As per Policy 8.A.18, Category 'A' uses – such as waste treatment and disposal facilities – are not permitted and additional study is required to potentially permit geothermal wells and mineral aggregate operations. The redevelopment proposal for the subject lands is a residential building and as such does not involve any Category 'A' uses as identified in Schedule B to the Regional Official Plan and is not related to aggregate operations.

4.4.7 Regional Official Plan Conclusion

In summary, it is our opinion that the Official Plan and Zoning By-law Amendments conform to the Regional Official Plan.

4.5 City of Waterloo Official Plan

The City of Waterloo Official Plan represents the City's vision for growth and change within the community. The Official Plan sets out principles, objectives and policies designed to direct the form, extent, nature and rate of growth and change within the City to 2031. The following outlines the applicable Schedules as contained in the Official Plan:

Schedule A – Land Use Plan	**Mixed-Use Medium Density Residential –** Please see **Figure 10**
Schedule B – City Structure	**Minor Corridor –** Please see **Figure 11**
Schedule B1 – Height and Density	**Medium Density, 20 metres -** Please see **Figure 12**
Schedule B4 – Source Water Protection Areas	**WPSA-8** – Please see **Figure 13**

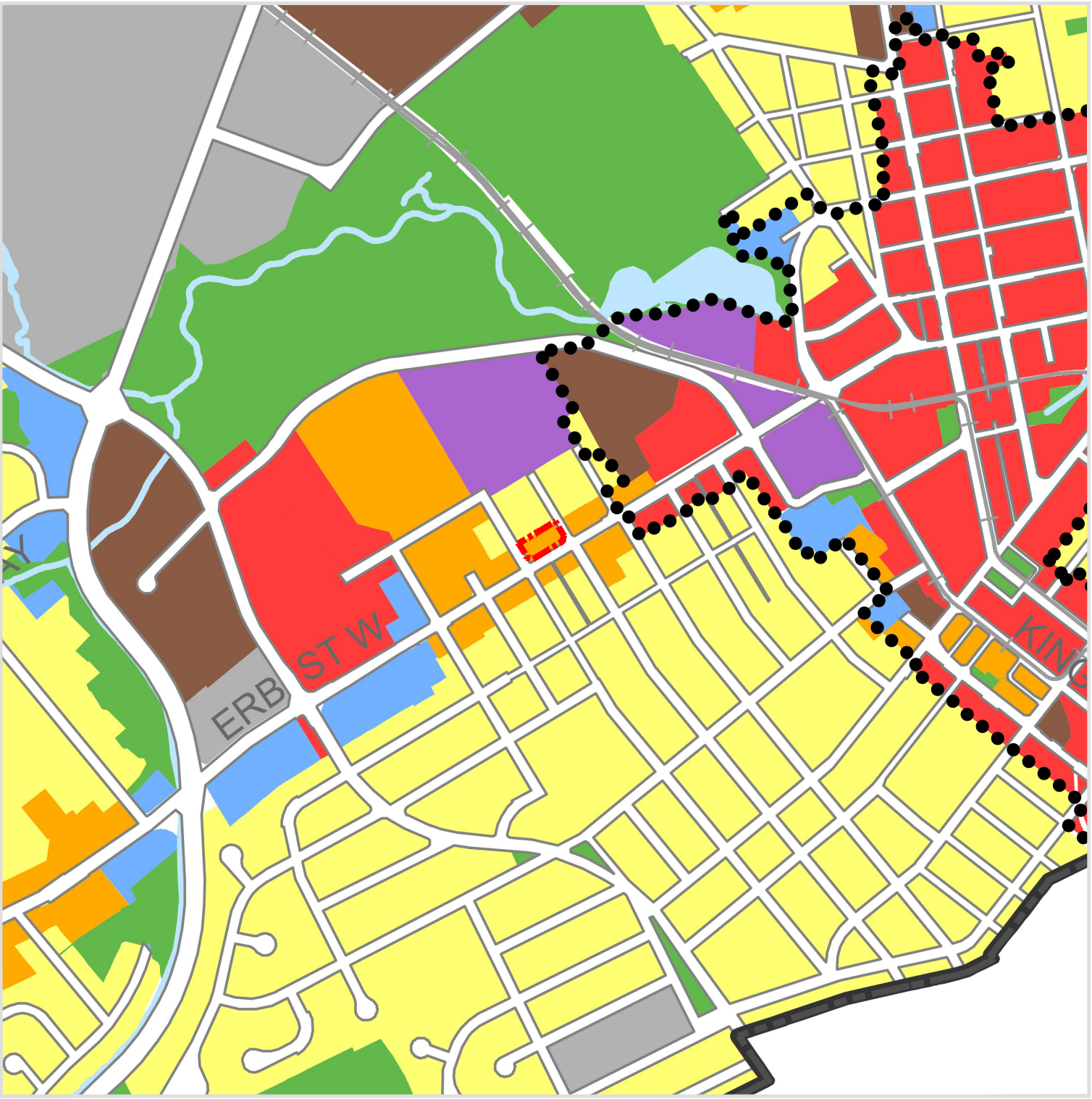


Figure 10:

City of Waterloo Official Plan Schedule A - Land Use Plan

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Land Use Designations

- Low Density Residential
- Mixed-Use Medium Density Residential
- Mixed-Use Medium High Density Residential
- Mixed-Use High Density Residential
- Commercial
- Employment
- Major Institutional
- Open Space
- Rural
- Urban Area Boundary
- Uptown Waterloo Urban Growth Centre
- Future Node

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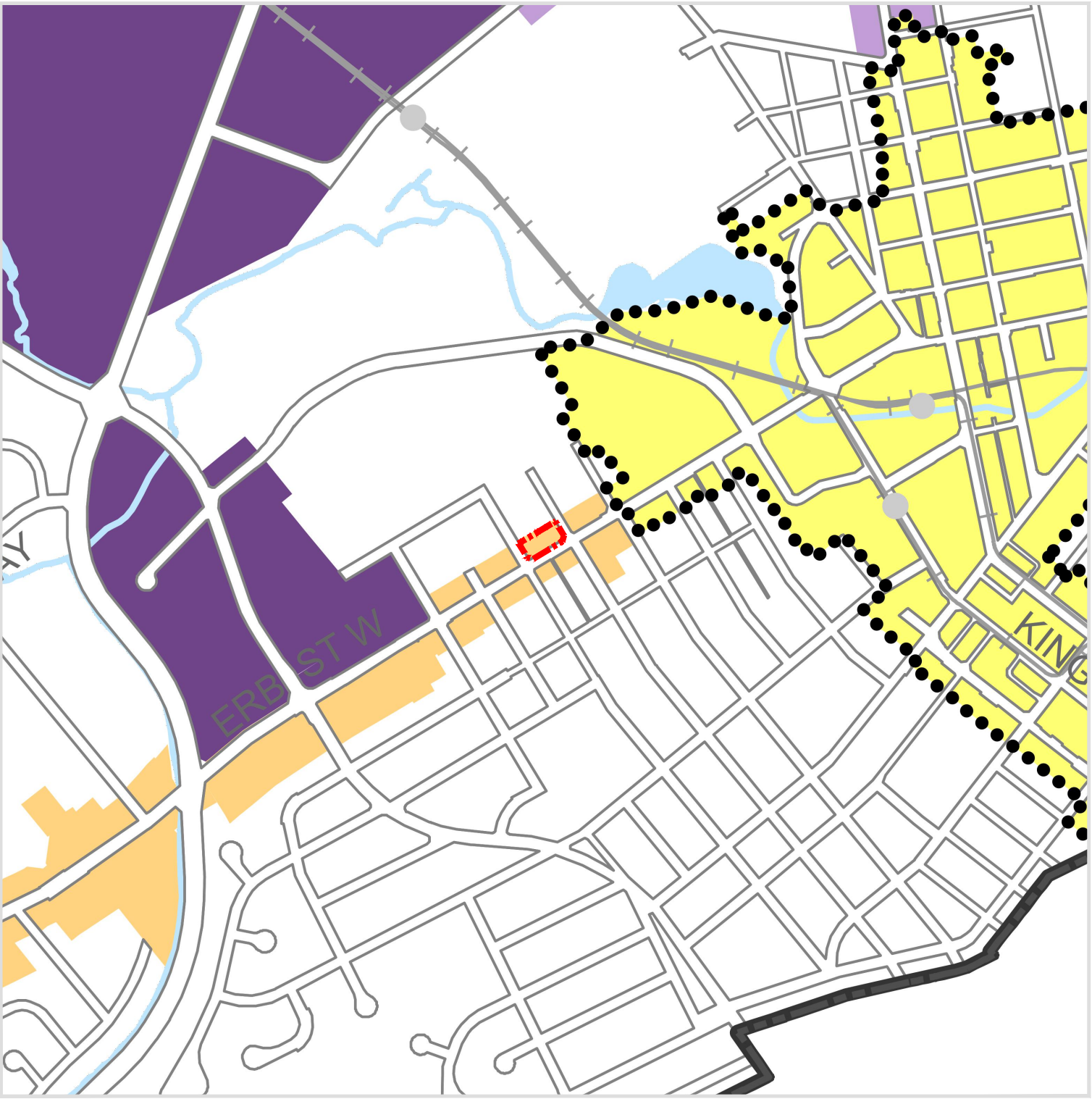


Figure 11:

City of Waterloo Official Plan Schedule B - City Structure

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Nodes and Corridors

- Primary Node
- Major Node
- Minor Node
- Future Node
- Major Corridor
- Minor Corridor
- Urban Area Boundary
- Protected Countryside
- Uptown Waterloo Urban Growth Centre
- Reurbanization Corridor
- Major Transit Station Areas

** Not shown - Map will be amended to designate Major Transit Station Areas and Reurbanization Corridors following completion of the Rapid Transit Environmental Assessment.

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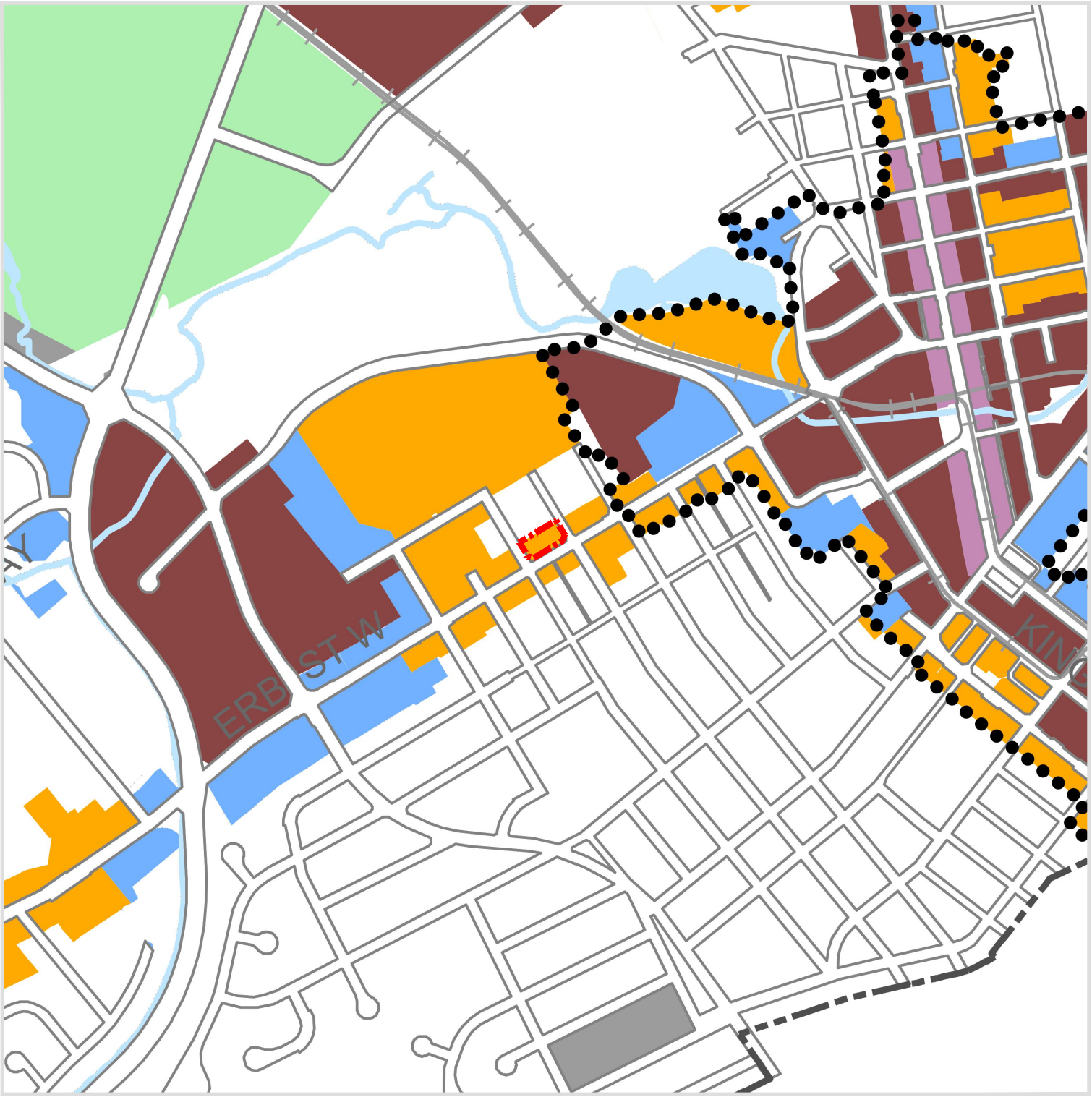


Figure 12:

City of Waterloo Official Plan Schedule B1 - Height and Density

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

- Low Density, 10 metres (Northdale: Low Density, 6 storeys)
- Medium Density, 20 metres (Northdale: Medium Density, 8 storeys)
- Medium High Density, 40 metres (Northdale: Medium High Density, 12 storeys)
- High Density, 81 metres (Northdale: High Density, 25 storeys)

** Note for Northdale only, heights are specified in storeys; the rest of the City is specified in metres.

- Uptown Waterloo Urban Growth Centre
- Main Street, 6 metres to 16 metres
- Medium Density Employment, 27 metres
- Medium-High Density Employment, 40 metres
- High Density Employment, 81 metres

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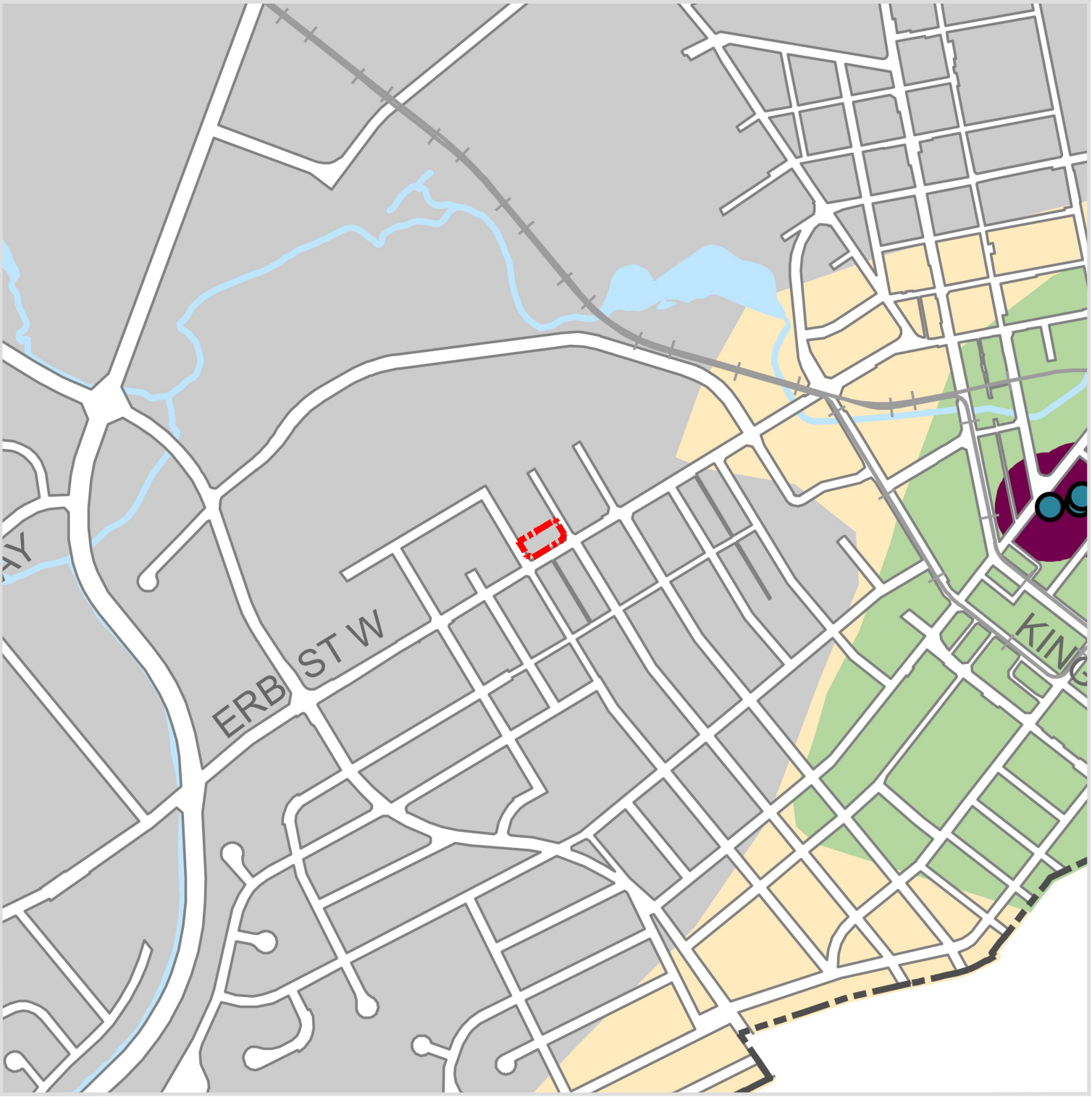


Figure 13:

City of Waterloo Official Plan Schedule B4 - Source Water Protection Areas

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Wellhead Protection Sensitivity Areas

- WPSA-1
- WPSA-2
- WPSA-3
- WPSA-4
- WPSA-5
- WPSA-6
- WPSA-7
- WPSA-8

High Microbial Risk Management Zone

Regional Recharge Area

Municipal Wellheads

Groundwater Under Direct Influence (GUDI)

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4.5.1. Mixed-Use Medium Density Residential

The subject lands are designated Mixed-Use Medium Density Residential. Medium density housing types are intended to be the predominant use of land, with properties being developed primarily for residential purposes. A maximum building height of 20 metres and net residential density of 450 bedrooms per hectare is permitted within the designation. The Official Plan Amendment proposes to introduce a Specific Provision Area to permit:

1. A maximum height of 32 metres; and
2. A maximum density of 673 bedrooms per hectare (or 665 bedrooms/ha based on the pre-widening lot area).

The proposed development is consistent with the land use permissions of the Mixed-Use Medium Density Residential designation. However, as the height (32 m) and density (673 bedrooms/ha) exceed the permissions in the Official Plan, an amendment to the Official Plan is required. The details of the proposed Official Plan Amendment are outlined in Section 4.4.7 of this Report.

4.5.2 Nodes and Corridors

The subject lands are located within the Erb Street West Minor Corridor as illustrated in **Figure 11** to this Report. The Erb Street West Corridor connects the Westmount Major Node with the Uptown Waterloo Urban Growth Centre (Primary Node). The current City Structure, as shown on Schedule 'B', was developed when the Official Plan was advanced in 2012, and largely reflects the designations advanced through the City's Height and Density policy study, approved more than 20 years ago in 2003. Since that time, provincial and Regional policies have changed, focusing more dense and intensive development within Major Transit Station Areas and other Strategic Growth Areas. The subject lands are situated on a major Regional Arterial Road effectively between and in close proximity to both the Westmount/Erb Major Node and the City's Primary Node (Uptown). More specifically, lands 150 meres to the west are zoned for 40 or 81 metres, while lands 150 metres to the east are zoned for 81 metres. In this regard and in our opinion, the subject lands are well situated for a modest increase in height and density, with appropriate consideration to the existing and planned context.

4.5.3 Major Transit Station Areas

While the City of Waterloo Official Plan does not identify the boundaries of the Transit Station Areas within the Uptown, recent amendments to the Regional Official Plan delineated boundaries for both the Willis Way and Waterloo Public Square Major Transit Station Areas. Previous Station Area Planning exercises undertaken by the City of Waterloo also did not address lands within either the Willis Way or Waterloo Public Square MTSAs given they overlap in part with the Uptown Waterloo Urban Growth Centre. The subject lands are located within the Willis Way Station Area. Policy 3.8(1) of the Official Plan provides a general policy framework guide for planning within Major Transit Station Areas. Specifically, as per Policy 3.8(1), MTSAs are to be planned to:

- Achieve, by 2041 or earlier, a minimum gross density target of 160 residents and jobs combined per hectare;
- Accommodate a mix of transit supportive land uses, creating both origins and destinations within the Station Area;
- Serve as focal points for active transportation networks and connect to other destinations;
- Create attractive places for working, learning, living and recreation and support the unique character of each station area;
- Encourage job growth and vitality;
- Support placemaking through public and private realm improvements; and
- Support connectivity, integration and transfers between mobility systems.

As indicated previously, the proposed development will assist in the achievement of the minimum density target established for the Willis Way MTSA and provide additional residents living in close proximity to commercial and recreational uses, as well as employment opportunities. The subject lands will benefit from planned active transportation improvements along Erb Street West and are currently connected to existing recreational facilities through established pedestrian connections. Furthermore, the proposed development is planned to accommodate a future potential GRT stop along Erb Street West, providing connections between different modes of travel. Through unique and well-conceived architecture, the proposed development also contributes positively to the public realm by setting a standard for the design of new buildings, while also further defining the public and pedestrian realm on Erb Street West between Dunbar Road North and Roslin Avenue North. Generally, the proposed development aligns with the objectives of focusing development within key Strategic Growth Areas, such as Major Transit Station Areas, while also addressing the framework of Policy 3.8(1).

4.5.4 Height and Density

The subject lands are currently designated 'Medium Density, 20 metres' on Schedule B1 of the Official Plan. As discussed above, the proposed development exceeds the current height and density permissions in accordance with Schedules A (Land Use) and B1 (Height and Density). An Official Plan Amendment is required to add a new Specific Provision Area to Schedule A6 to permit an increase in height and density.

The pre-consultation comments advanced by City staff make reference to several *proposed* policies in the Official Plan (in Subsection 10.1.4). While the First Draft of the Official Plan Review, released in June 2024 did not propose any changes to the maximum permitted height for the subject lands (other than referring to height in storeys (6) rather than metres (20)), changes were proposed to the surrounding lands. The Draft Official Plan proposes to re-designate the surrounding lands to the north, northwest and northeast from three storeys to six storeys, effectively planning for modest intensification, such as mid-rise buildings. Notwithstanding that the subject lands front on a Regional Arterial Road rather than a local road and have been planned for six storeys for 20 years, no change in height is proposed. Furthermore, we note that maximum

densities are proposed to be removed from the Official Plan – in this regard, under the Draft Official Plan, an amendment would not be required for an increase in density for the proposed development. In our opinion and given the above noted changes proposed through the Draft Official Plan, it is appropriate to consider an increase in height for the lands that have been within the Minor Corridor for many years (and prior to the Draft Official Plan proposed changes) that front on Erb Street West.

The proposed six to ten storey building incorporates a large setback (11 metres) from the adjacent lands to the north and includes a stepped building masing that both acknowledges the existing permitted height (6 storeys) and the planned height for lands to the north.

Policy 10.1.1(12) sets out the criteria to be considered when proposing redesignation of land to the Mixed-Use Medium-High Density Residential designation. Although a re-designation is not proposed, we have considered the policies as an increase in building height is proposed. The following considers these policies/criteria in the context of the proposed development.

(a) The proposed density is deemed appropriate for the neighbourhood and contributes to an appropriate height and density transition including buffering/being buffered from lands designated Low Density Residential.

The subject lands are located within a Major Transit Station Area and a Minor Corridor and within a fifteen minute walking distance of three ION rapid transit stations, as well as multiple bus transit routes. The proposed development provides for transit-supportive densities in a location well-served by multiple forms of transit. The building has been situated on the site to provide 11 metres of separation from the two adjacent properties, which are designated Low Density Residential. The subject lands do not abut any other properties – they are surrounded on three sides by public streets.

We note that both adjacent properties are proposed to be designated Mid-Rise Residential in the Draft Official Plan Update, in which case, buffering is not required per the wording of the policy. Notwithstanding the planned change in the Official Plan, the design of the site accommodates 11 metres of separation between the north lot line and building face and includes a 3 metre landscape buffer along the north lot line for larger plantings and screening. Furthermore, the use of the single storey enclosed parking on the north side of the development, allows for additional stepped massing from north to south.

(b) There is demonstrated community benefit associated with additional medium, medium-high or high density uses, including to accommodate additional population in the context of Waterloo's population forecast and the supply of lands within existing designated Nodes and Corridors.

The subject lands are located in a Major Transit Station Area (MTSA). In accordance with the ROP, MTSAs are recognized Strategic Growth Areas and are intended to accommodate the highest levels of growth and development second only to Urban Growth Centres. The Waterloo Public Square/Willis Way MTSA is to achieve a <u>minimum density</u> of 160 people and jobs per hectare and the City is to achieve an intensification target of 83% within the

Built-Up Area and 19,470 total minimum units to the year 2051. The proposed development will assist in the achievement of these minimum density and intensification targets while also supporting the use of bus and rapid transit.

The proposed development represents a high standard of architecture, which in turn, establishes a high standard of design for the Minor Corridor. In addition, the lands are subject to the Community Benefits Charge (CBC) By-law, which replaced 'height/density bonusing' and requires a payment to the City. The CBC By-law and related Strategy direct those funds to community initiatives. Finally, the development includes 33 large two-bedroom units suitable for families looking for housing in close proximity to transit, shopping, employment and some of the City's primary recreational facilities (Waterloo Park and the Waterloo Memorial Recreation Complex).

(c) Lands are proposed to be located within a designated Node or Corridor and satisfy all relevant policies of the City Form Chapter.

The subject lands are located within a Major Transit Station Area and a Minor Corridor. The proposed development also conforms to all relevant policies of the City Form Chapter of the Official Plan as demonstrated herein and in the Urban Design Brief.

We note that the City proposes to amend Policy 10.1.1(12) c) to also refer to 'benefits', with specific reference to "a broader mix of multi-bedroom units, enhanced active transportation connections, conservation of cultural heritage features among others." *In this case, the development does include 33 large two-bedroom units suitable for families. Furthermore, the lands previously conveyed a large road widening to the Region for Erb Street West and through the future site plan process, will be required to provide a further widening. These widenings, which significantly reduce the size of the property and push the building further to the north, will help facilitate the planned active transportation enhancements for Erb Street West. We also note that the redevelopment includes a new GRT bus stop and shelter and a new, wider sidewalk which will improve both active transportation and public transit use.*

(d) The proposal achieves the applicable performance standards set out in this Official Plan and implementing Zoning By-law.

The development meets the minimum setbacks from all three streets; Erb Street West, Dunbar Road North and Roslin Avenue North. Even though the Region has requested a further road widening, the building will comply with the setback from Erb Street West. The majority of the requested site-specific relief relates to the unique and high-quality design of the building – most notably, a stepped building form and enhanced architectural projections. In our opinion, the regulations of the RMU Zone are not intended to stifle creative architecture, provided building designs respond to their context and address the pedestrian realm. In our opinion, and as outlined further in this Report and the Urban Design Brief, the development responds to its context and the design, which is of a very high standard, enhances the pedestrian realm on all three streets.

We note that the City proposes to also amend Policy 10.1.1(12) d) to "there are limited adverse impacts to the surrounding areas(s) in relation to sun, shadow, wind, significant views, transportation, compatibility and emissions (including noise)." *The supporting studies, which are summarized in this Report and included with the application submission, demonstrate there are no adverse impacts on the surrounding lands in relation to sun, shadow, wind and transportation. Further, there are no land use compatibility matters and no significant views identified with respect to the subject lands in City policies.*

(e) Surface parking is minimized in favour of more intensive forms of parking, including underground parking where feasible.

There is no surface parking associated with the proposed development. Parking is to be provided within a structure, the majority of which is located underground.

(f) Cultural heritage resources are conserved.

There are no cultural heritage resources on the subject lands or adjacent to the subject lands.

(g) The proposal demonstrates a high standard of urban design.

The submitted Urban Design Brief provides an analysis of the site's design and applicable guidelines. In our opinion, the high standard of architecture, the thoughtful design of the building, the use of high-quality building materials and the manner in which it both relates to the street and the broader context demonstrate a high standard of design.

We note that the City proposes to modify Policy 10.1.1(12) g) to state "the proposal does not require significant relief from standard regulations including parking, landscaping, amenity space and other site specific requirements." *The development does not require any relief from parking, or amenity space requirements. Furthermore, the proposed development would have met the landscape requirements had the Region not required road widening. Importantly, all perimeter landscaping is provided (within the required 5 metre setbacks) and the full 3 metre wide landscape buffer is also proposed along the north lot line.*



As illustrated in the rendering above, landscaping on terraces facing west and the shared rooftop amenity space oriented to the south helps soften the building's appearance. Proposed terracing further breaks up building massing to promote sunlight exposure through to the north.



Proposed terracing and architectural design promotes a human-scale designation, as shown in the above rendering which illustrates the view from Roslin Avenue North looking south

(h) The proposal identifies and implements any required transportation improvements, with a particular focus on transportation demand management measures.

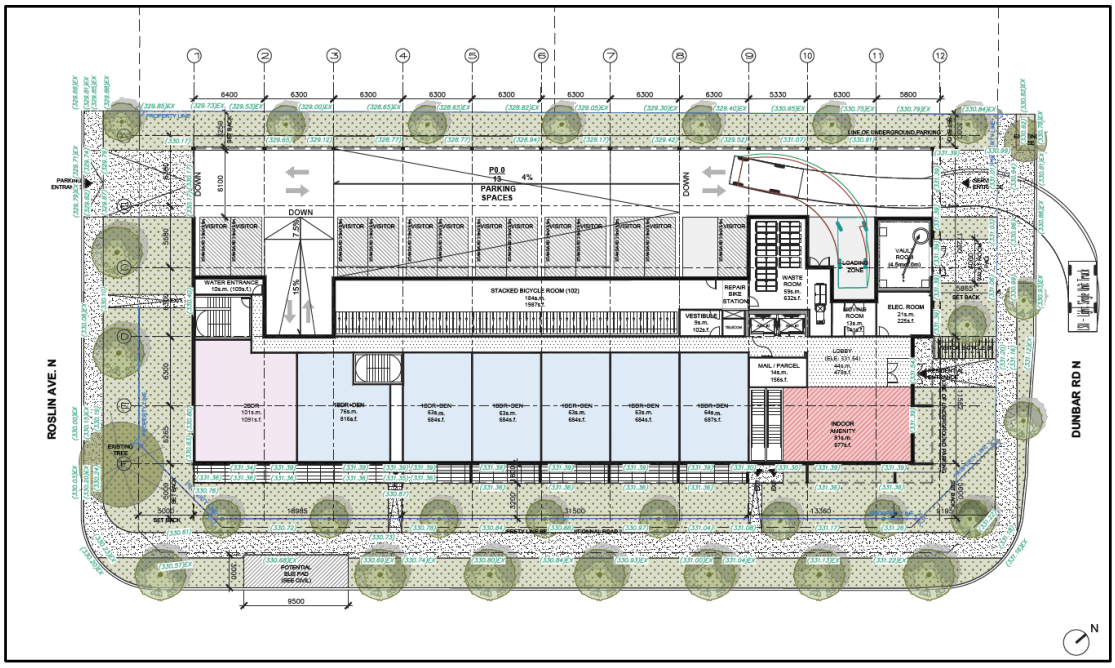
The submitted Transportation Impact Study (TIS) evaluated the traffic generated from the proposed development and any impact on the surrounding road network. The Study concluded that an eastbound left turn lane was warranted at Erb Street West and Roslin Avenue.

With respect to Transportation Demand Management (TDM), the TIS proposed the following TDM measures:

- *Internal sidewalks with connections to the existing municipal sidewalk network along Roslin Avenue, Dunbar Road and Erb Street;*
- *Access to bus transit route and LRT route that provide good connectivity to the broader network and access to major destinations; and*

(i) Medium to high density residential uses are located with direct vehicular access to arterial or collector roads to the extent possible. Where such access is deemed by the City to be undesirable or not feasible, vehicular access may be provided by local streets if traffic is directed to the nearest arterial or collector road via a route that minimizes vehicular travel within the low density residential neighbourhood.

While Dunbar Road North and Roslin Avenue North are local roads, Erb Street West is a Regional Arterial Road. As illustrated in the ground floor plan provided below, traffic from the proposed development will utilize either Dunbar Road North or Roslin Avenue North to directly access Erb Street West, and therefore will not result in additional traffic within a low density residential neighbourhood. Direct vehicular access to Erb Street West is not permitted.



(j) Infrastructure capacity is not exceeded.

Existing municipal infrastructure for water, storm and sanitary are available and are considered sufficient to service the proposed development, as demonstrated in the Functional Servicing and Stormwater Management Report included with this submission.

(k) Sufficient parkland and amenity space is provided to meet the needs of the community including the proposed development.

Waterloo Park, the City's largest park, is within a five-minute walk of the subject lands and provides a diverse range of outdoor recreational amenities for the surrounding neighbourhood and the City as a whole. The Waterloo Recreation Complex is also less than a five-minute walk and accommodates a range of indoor recreational amenities for all demographics. Amenity requirements of the Zoning By-law for proposed residential uses are also met (or exceeded), as further discussed in Section 4.6 of this Report.

(l) If applicable, safe access, flood protection and geotechnical stability is achieved to the satisfaction of the City, the Grand River Conservation Authority, and any other authority having jurisdiction.

Not applicable to the subject lands.

(m) The proposal satisfies all other applicable policies, including the policies of this Official Plan.

The development proposal conforms to the relevant policies of the Official Plan, as reviewed and discussed in this Report, save for the policy amendments requested through the Official Plan Amendment.

(n) Any other criteria identified by the City through the application review process having regard to the location of the lands and nature of the proposed development.

Comments received through the pre-consultation process have been considered through the development of the conceptual site plan and building elevations and by the analysis contained in this Report, or other supporting Reports, Plans and Studies.

While bonusing provisions are no longer enabled under Section 37 of the *Planning Act*, Section 12.3.1 of the Official Plan provides criteria for considering additional height and density. This Section has not been updated to reflect the changes to the *Planning Act*. Notwithstanding that bonusing is no longer permitted, Policies 12.3.1(6) and 12.3.1(8) are reviewed below.

The following is to be ensured through the appropriate development review process as per Policy 12.3.1(6):

- The site is suitable for the proposed density and/or height in terms of parking, landscaping, and other-site specific requirements;

- The increase in density and/or height is compatible with the planned scale and character of the surrounding neighbourhood and has a minimal impact on neighbouring land uses; and
- That community services, infrastructure and transportation impact issues are adequately addressed, if applicable.

While a minimum parking supply can no longer be prescribed within MTSAs as a result of recent amendments to the *Planning Act,* the development includes 123 parking spaces, including 13 dedicated visitor parking spaces to support future residents. The terraced design of the building provides ample opportunity to accommodate landscaping on the sixth to ninth storeys of the building as well as within the rooftop terrace, and the development provides significant soft landscaping along the perimeter of the site, including a 3 metre wide landscape buffer along the north lot line. Overall, landscaping of the site seeks to soften not only the edges of the development to the surrounding neighbourhood, but also portions of the building along the western and southern façades.

The accompanying Functional Servicing Report identifies the servicing approach for the proposed development and demonstrates that surrounding existing municipal infrastructure is sufficient to service the proposed development and that stormwater management criteria can be satisfied.

Paradigm has prepared a Transportation Impact Study (TIS) that analysed movements in the area – it is noted that all traffic movements from the site lead directly to Erb Street West and do not result in traffic movements into the neighbourhood to the north. The TIS concluded that a left turn lane was warranted in the future 2029 condition, however its implementation would depend on Regional plans for a potential reduction in vehicular lanes on Erb Street.

In terms of the compatibility of the development with the adjacent properties, the supporting studies, including the shadow study, demonstrate compatibility. The development is buffered from surrounding lands on three of its four sides by public roads. The inclusion of stepped massing, physical separation and the aforementioned landscape buffer address compatibility with the adjacent lands to the north.

As per Policy 12.3.1(8), applications to exceed maximum height limits of the Zoning By-law must demonstrate how the impact of the increased height will be minimized on adjacent low or medium density areas. The extent to which the proposal meets the urban design objectives and policies of the Official Plan along with the relevant provisions of the Urban Design Manual as described in 12.3.1(8) are matters to be considered, along with appropriate mitigation measures that may include, but not be limited to the following:

- Increasing the setback from abutting low or medium density residential areas;
- Incorporating terraced massing on any side of the building that abuts a low or medium density residential area;

- Recognition of existing or planned grade changes between the proposed development and existing adjacent low or medium density residential properties; and
- Recognition of existing features that provide a buffer between the property and adjacent low or medium density residential areas.

An 11 metre setback has been provided along the northern property line, adjacent to a low density residential neighbourhood where an increase in height to six storeys is being contemplated through the ongoing Official Plan Review. This consistent setback has been provided despite the variation in height of the building. The three metre wide landscape buffer and enclosed surface parking (with outdoor terraces for units on the north façade on the second floor), assist in transitioning building height from south to north to the adjacent neighbourhood while simultaneously screening parking areas from adjacent dwellings. Furthermore, the building has been terraced on the west side, with building height decreasing from east to west from ten to six storeys in order to provide transitional massing within the Minor Corridor and to allow more sunlight for both existing residents to the north and new residents within the proposed development.

Lastly, the proposed development is bordered on the east, west and southern sides by existing streets. Erb Street West, being a four-lane Regional Road, provides significant separation between the proposed development and lands to the south. The proposed building meets the maximum permitted building height of 6 storeys on the west side of the site, adjacent to Roslin Avenue North. The 5 metre streeline setback along Roslin as per RMU Zone regulations is also met by the proposed development, providing sufficient area (and depth) to accommodate robust landscape plantings to further buffer the development at the lower levels. While similar setbacks are accommodated on the east side of the site along Dunbar Avenue North, building height for the eastern portion of the building is 10 storeys. Lands immediately to the east along Erb Street West are permitted a six storey building height, as are other lands within this Minor Corridor.

In summary, the proposed development meets the relevant Density Bonusing criteria of Policy 12.3.1, as well as the criteria of Policy 10.1.1(12) with respect to increases in permitted height and density.

4.5.5 Active Transportation

Development is to encourage active transportation and over the long term strengthen the active transportation network as per Policy 3.3(3). The subject lands are adjacent to Erb Street West, which is designated as part of the City-Wide Cycling and Multi-Use Routes network on Schedule F to the Official Plan (please see **Figure 14**). These cycling and multi-use routes are intended to support active transportation by connecting neighbourhoods and districts throughout the City as per Policy 6.5.1(3)(a). Erb Street West has established bike lane infrastructure west of Westmount Road and east of Euclid Avenue, whereas Dawson Street paralleling Erb Street to the south also provides a signed cycling route. Both of these cycling routes provide access to Uptown Waterloo and the TransCanada Trail. Additional cycling infrastructure exists on Father David Bauer Drive and University Avenue West, with cycling routes also throughout Waterloo Park. Furthermore, we

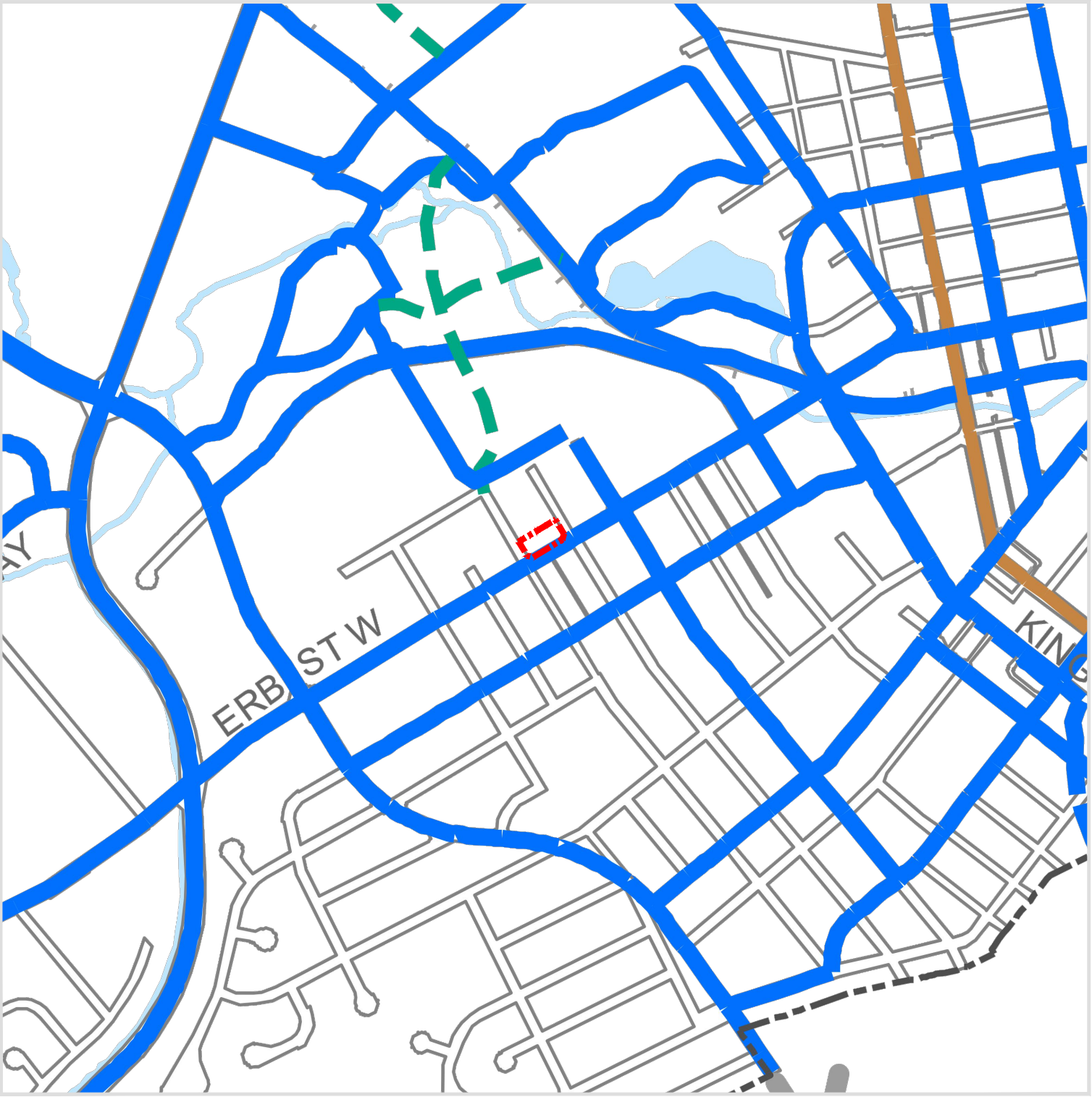


Figure 14:

City of Waterloo Official Plan Schedule F - Active Transportation Network

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Existing and Planned Active Transportation Framework

- City-Wide Cycling and Multi-Use Routes
- Proposed City-Wide Cycling and Multi-Use Routes (Conceptual)
- King Street Corridor
- Potential Pedestrian Corridor (Conceptual)
- Active Transportation Connections (Conceptual)
- Connection to Adjacent Municipality / Lands

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north

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understand the planned upgrades to Erb Street between Westmount Road and Euclid Avenue will include active transportation infrastructure, further improving mobility between the subject lands and the Uptown. The subject lands are therefore well-connected to existing and planned active transportation infrastructure. The inclusion of indoor bicycle parking, accessible on the ground floor and with an internal bike repair station, is intended to encourage the use of cycling for daily trips.

4.5.6 Parking

Policy 3.8.1(7) provides direction for the establishment of vehicular and bicycle parking in the Zoning By-law for lands within a Station Area that are furthest from the LRT stop, with vehicle and bicycle parking standards reflecting a shift to reduce reliance on the automobile in favour of transit and active forms of transportation. As discussed above, the recent changes to the *Planning Act* remove the ability for planning authorities to prescribe minimum parking requirements within Zoning By-law for lands within MTSAs, which includes the subject lands. As such, there is no minimum required supply to be met by the proposed development.

4.5.7 Proposed Official Plan Amendment

To implement the proposed development, an amendment to the City of Waterloo Official Plan is required.

The proposed amendment is illustrated in **Figure 15** and seeks to amend Schedule 'A6' *Specific Provision Areas* to establish a new Specific Provision Area (SPA XX) for the subject lands that:

- Permits a maximum residential density of 673 bedrooms per hectare and a maximum permitted height of 32 metres.

In summary, the proposed Official Plan and Zoning By-law Amendments are consistent with the policy objectives and criteria for additional density and height in the City of Waterloo Official Plan.

4.6 City of Waterloo Zoning By-law

The City of Waterloo approved a new Zoning By-law in 2018 (By-law 2018-050). As illustrated in **Figure 16**, the subject lands are zoned Residential Mixed Use-20 (RMU-20). Lands to the east, west and south along Erb Street West and within the Minor Corridor are also zoned RMU-20 in the vicinity of the subject lands, while lands to the north are zoned Residential Four (R4). As noted earlier, lands 150 metres to the west and east are zoned for a maximum of 40 and 81 metres in building height.

Residential Mixed-Use Zone

An amendment to the Zoning By-law is required to implement the proposed Official Plan Amendment and rezone the subject lands to the Residential Mixed Use 30 (RMU-30) zone with site-specific provisions to provide for the development as proposed. The following is a review of

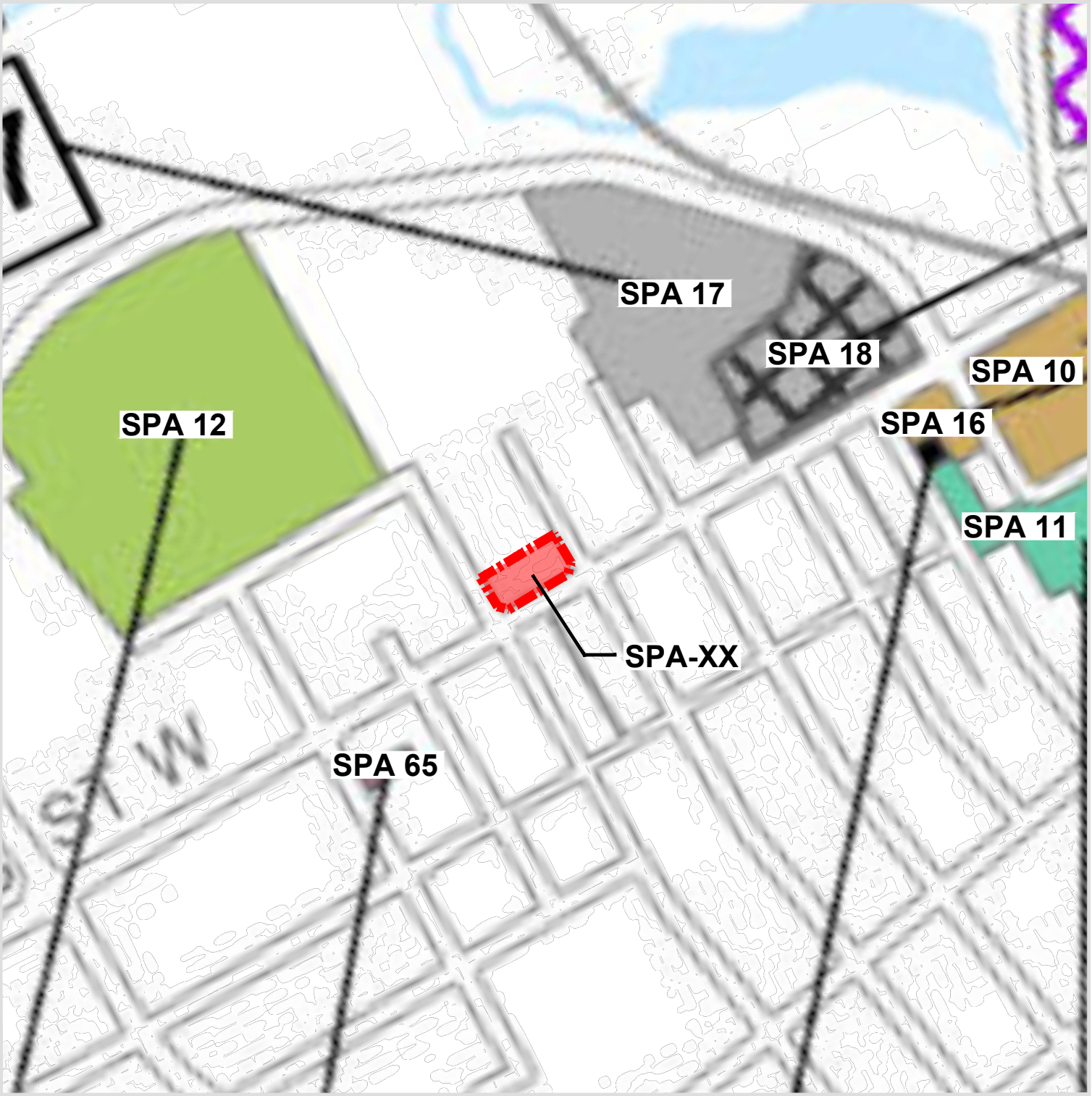


Figure 15:

Proposed Official Plan Amendment - Schedule A6 Specific Provision Areas

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Establish new Specific Provision Area (SPA-XX) to permit:

- A maximum residential density of 665 bedrooms per hectare; and
- A maximum building height of 32 metres

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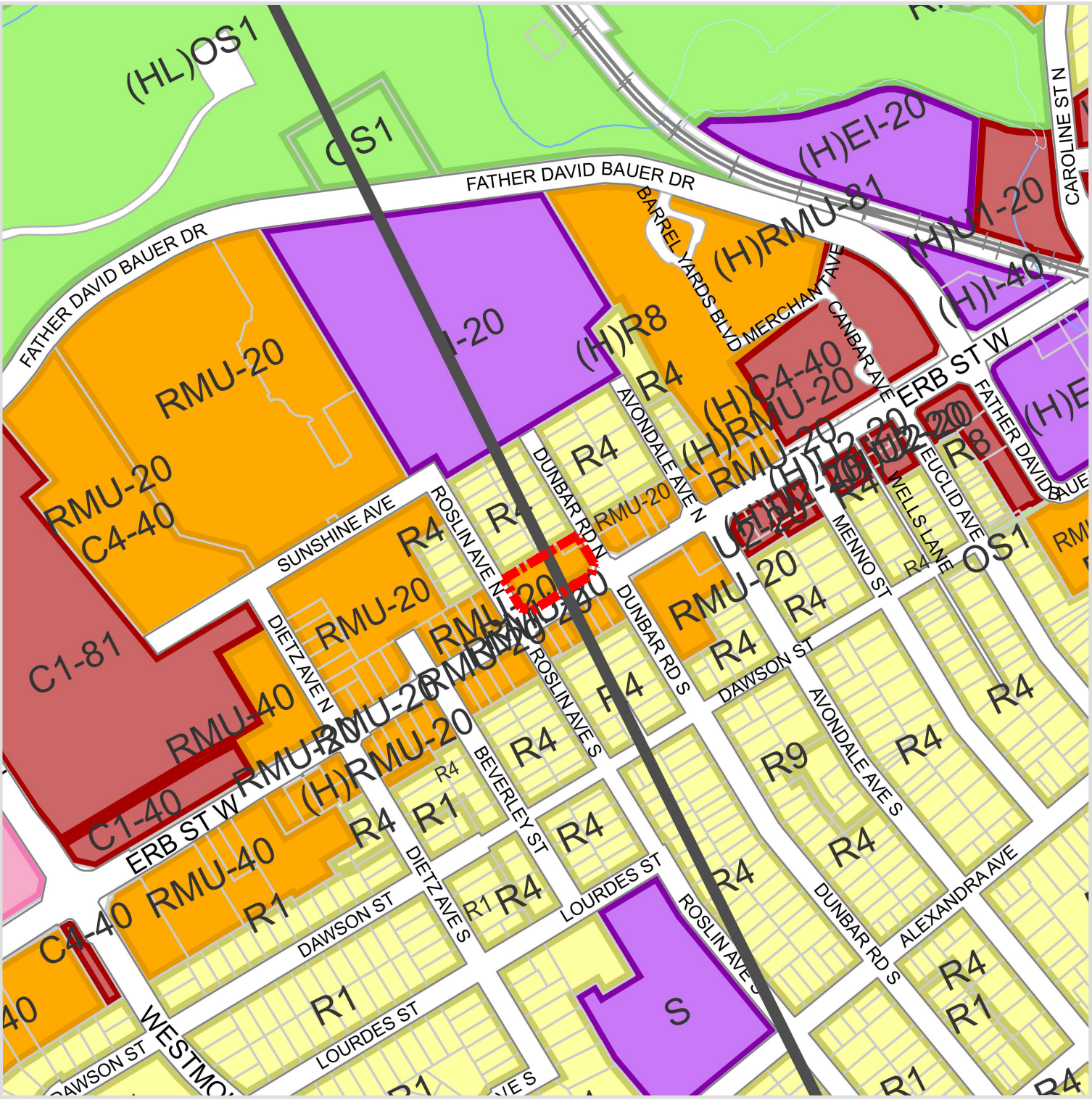


Figure 16

City of Waterloo Zoning By-law Schedule A Zoning Map

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

ION Rapid Transit Stations	Water Bodies	School	Uptown
Hydro Transmission Lines	City Boundary	Residential	Employment
ION LRT	Property Fabric	Residential Mixed-Use	Waste Management
Railway	**Zone Classifications**	Residential Northdale	Future Determination
Perennial Creeks	Academic	Open Space	Zone Change
Intermittent Creeks	Institutional	Environmentally Sensitive Landscape	
Rivers	Educational Institution	Commercial	

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the proposed development with respect to the relevant regulations of the RMU-30 zone contained in Tables 7O and 7P of the Zoning By-law:

Regulation	Required	Provided
Street Line Setback (minimum)	5 metres	5 metres (Dunbar) 5 metres (Roslin) 5.8 metres (Erb - pre-widening) 5 metres (Erb - post widening)
Side Yard Setback (minimum)	3 metres	N/A
Rear Yard Setback (minimum)	7.5 metres	N/A
Low Rise Residential Setback (minimum)	½ the height of the building (15.8 metres) or 7.5 metres min	**3 metres (single storey parking structure)** **11 metres (balance of building)**
Building Height (maximum)	30 metres and 9 storeys	**32 metres and 10 storeys**
Density (maximum)	525 bedrooms per hectare	**673 bedrooms per hectare (after widening)**
Landscaped Open Space (maximum)	30%	**26.9% (pre-widening)** **25.6% (post-widening)**
Height of First Storey (minimum)	4 metres	4 metres
Podium Height (minimum)	10.5 metres	**N/A – podium not proposed**
Podium Height (maximum)	14.8 metres and 4 storeys	**N/A – podium not proposed**
Tower Separation (minimum)	11 metres from an interior lot line	11 metres (though no 'tower' is proposed)
Horizontal Tower Dimension (maximum)	40 metres	**N/A – tower is not proposed** **6th storey = 68 metres** **7th storey = 62.6 metres** **8th storey = 56.3 metres** **9th storey = 50.0 metres** **10th storey = 42.7 metres**
Tower Footprint (maximum)	1,000 sq. metres	**N/A tower is not proposed** **Footprint ranges from 1,365 sq. metres (6th floor) to 832 sq. metres (10th floor)**
Tower Stepback above the Podium (including	3 metres	**N/A – no stepback is proposed –** the 6th through

Regulation	Required	Provided
balconies) on the Front Building Façade and Flankage Building Façade (minimum)		10th floors are stepped from the Front Lot Line (Roslin)
Amenity Area (minimum)	3 sq. metres for the first bedroom and 2 sq. metres for each additional bedroom in the dwelling unit (856 sq. metres required)	Outdoor = 212 sq. metres Indoor = 81 sq. metres Balconies = 1,298 sq. metres (total 1,591 sq. metres)
Class 'B' Architectural Projection (Section 3.A.5)	1 metre into Front Yard or Flankage Yard	**The balconies oriented to Erb Street West (Flankage Yard) project 1.8 m from the building face.** **The balconies in the Side Yard project 1.8 m**

As the table above demonstrates, relief is required from certain regulations largely related to the design of the building and how its unique and compelling architecture differs from the traditional and standard podium and tower built form imposed through the regulations of the RMU Zone category. Maximum height and density for the site as established through the proposed Official Plan Amendment, in turn is implemented by the proposed Zoning By-law Amendment.

4.6.1 Low-Rise Residential Setback

The proposed one-storey parking structure, being four metres in height, is set back 3 metres from the north property line. While half the height of the proposed parking structure would result in a 2 metre setback, the low rise residential setback provision requires a minimum setback of 7.5 metres, regardless if a building was less than 15 metres in height. The requested low rise residential setback of 3 metres is intended to apply to the one-storey parking garage only, as the remainder of the building is setback 11 metres from the north property line. The proposed 3 metre setback is sufficient to accommodate dense plantings along the north property line. These landscape plantings, in combination with outdoor terraces above the parking structure, will effectively screen this component of the building from adjacent lots.

The majority of the proposed building is set back 11 metres from the north property line, whereas the setback, which is based on the height of the building, would be 15.8 metres (based on the tallest part of the building). In this case, the height of the building varies, from six to ten storeys. The building is setback a uniform distance from the northerly property line, notwithstanding the variation in height. The extent of this physical separation, combined with the single storey enclosed visitor parking at the rear of the building and the 3 metre landscape buffer along the northerly property line will assist in the transition to lands to the north. The stepped massing of the building and use of plantings both at grade and on the first level terrace will assist with privacy in the rear yards of the adjacent lots.

The combination of the physical setback, the landscape buffer and the height transition accommodated with the enclosed single level parking structure achieve the objectives of the low-rise residential setback. As the Shadow Study demonstrates, the adjacent lands have full sun all afternoon from 1 pm onwards in the spring and fall equinoxes – and more sun during the summer.

4.6.2 Height and Density

The Zoning By-law Amendment proposes an increase in the maximum permitted height from 20 metres and 6 storeys to 32 metres and 10 storeys and an increase in density from 450 bedrooms/ha to 673 bedrooms/ha. As discussed earlier, the lands are located along a Regional Arterial Road, within a Major Transit Station Area and Minor Corridor, which are both planned for intensification. Furthermore, the building provides physical separation from the side yards of the two adjacent properties, and from other surrounding properties through a combination of street line setbacks and the widths of the three adjacent municipal roads.

The design of the building, with the stepping of height down from 10 storeys to 6 storeys is intended to allow more sunlight to penetrate from the south, through the lands to the surrounding properties. As the Shadow Impact Study demonstrates, the adjacent lands all have significant amount of partial or full sunlight during the spring, summer and fall equinox.

While the proposed increase in height does not rely upon the Draft Official Plan, it is important to note that the lands to the north, northwest and northeast are all planned to be designated Mid-Rise Residential, which will permit 6 storey buildings. The proposed 6-10 storey building continues to be appropriate in that context, and should the Official Plan be amended, would allow for a modest transition in height towards the Minor Corridor.

Finally, the development:

- includes a significant amount of soft landscape open space, including within the landscape buffer along the north property line,
- satisfies the bicycle parking requirement and
- provides for large setbacks from all three streets to allow for landscaping between the building and public sidewalks.

4.6.3 Balcony Projections

The development includes external balconies on the north and south facades. The balconies are projecting rather than recessed balconies, as it improves the energy performance of the building and is a key element of the building's architectural design. The projection towards Erb Street West will not impact landscaping, or the pedestrian environment. Trees and other soft landscaping is proposed, and can be accommodated, in this yard as the plan enclosed as **Figure 4** illustrates. Section 3.A.5 of the Zoning By-law permits a 1.0 metre projection; the larger proposed projection of 1.8 metres allows for a slightly deeper balcony and more outdoor private space for the residents.

The Bylaw also permits a 1.0 metre projection into the rear yard. As the site abuts three streets, it does not technically have a rear yard. However, the north yard functions as a rear yard as the 'rear' of the building is located on the north façade. For building symmetry, the balconies on the north façade also project 1.8 metres. Had the northern yard been a rear yard, the Zoning By-law would permit a 1.0 metre projection under Section 3.A.5. The proposed increase in architectural projection to 1.8 metres on the northern façade of the building allows for more useable outdoor space for the residents, while maintaining the integrity of the exterior building façade for energy efficiency purposes. The use of recessed balconies can add 30% more building envelope to a typical one-bedroom unit, impacting the energy efficiency of the building and its related carbon footprint.

4.6.4 Landscaped Open Space

A minimum landscape open space of 30% is required in the RMU zone category. Landscape open space can be located anywhere on the site at grade and can include soft (plantings, sod) and hard (walkways, patios) landscaping that leads to amenity areas. The proposed development will accommodate 726 square metres of landscaped open space, being 25.6% of total site area post-widening (it would have been higher had the Region not taken a further widening along Erb Street).

The intent of the landscape open space requirement is to provide areas on sites for soft landscaping, ideally along the private/public interface, or where screening is required from adjacent properties. The project achieves these objectives – the building meets the required setback from all three streets allowing for soft landscaping along all three private/public interfaces and plantings between the public sidewalks and the building. Furthermore, the project also includes a full 3 metre wide landscape area along the north lot line, allowing for plantings to assist with the transition to the adjacent properties and to provide additional visual screening as the plantings mature.

In our opinion, while there is a minor reduction in the percentage of landscape open space, the key areas of the site are all landscaped and can provide for trees. Furthermore, and although not counted towards the calculation of landscape open space, the project also includes several terraces that are intended to accommodate soft landscaping, which will further enhance the visual appearance of plantings on the site.

4.6.5 Alternative Development Standards – Tower and Podium

The project architect, ACDF, approached the design with the objective of creating a project with a unique architectural signature. Taking inspiration from surrounding award winning buildings (Clay and Glass Gallery, CIGI campus and Perimeter Institute) ACDF aimed to development a project with a distinctive architectural signature – a building that not only stands out, but that withstands the test of time and avoiding purely aesthetic driven architecture. In recognition of the materials used in the buildings that currently exist on the site and in the surrounding area, the owner plans to repurpose some of the bricks from the existing homes and use them within the project.

The building design does not include a traditional 'podium and tower' built form. The architect has advanced a creative and unique design that has been thoroughly evaluated and considered, as evidenced by the architectural design package and supporting Urban Design Brief submitted concurrently with this Report. The proposed building maintains the intent of pedestrian related design, while providing for a high quality building that will help establish a significant standard of design for the Erb Street West Corridor. The use of recessed corner treatments, active uses at grade, entries into the site from the sidewalk and substantial opportunities for landscaping all serve to create a welcoming building in an urban environment, without the need for a step back between a podium and tower. ACDF is of the opinion that the typical podium and tower built form, is effective in establishing a pedestrian relationship on narrow streets. However – Erb Street is not a narrow street, and as a result of two widenings required from the subject lands, will become even wider. As such, the necessity for a step back is lessened and alternative design approaches are entirely appropriate.

The development uses a textured façade to create a graphical image or abstraction. This pictorial approach allows for the animation of the Erb Street façade, creating an appealing and inviting street presence. The ground floor has a direct dialogue with the public realm through the use of traditional masonry materials that add warmth to the pedestrian facing facades. The projecting balconies create the volumetric articulation and architectural richness leading to the unique design.

The building design does not include a traditional 'tower' component. Rather, the building uses stepped massing from west to east, from 6 to 10 storeys, creating visual interest, opportunities for landscaped terraces and to allow more sunlight to penetrate to the north. While the measured length of the building varies in relation to its height, the length decreases as the height increases. Furthermore, the massing is appropriate for its design, and for the length of the property. The building's length is proportionate to the site's frontage on Erb St, which is a significant street in the City.

In our opinion, the podium and tower regulations were not intended to limit or stifle architectural creativity, provided the intent of the regulations were met (i.e. that the building effectively addressed the pedestrian realm). In this regard, the building appropriately addresses the three streets, creates active spaces on the ground level, uses stepped massing to break up the upper floors of the building, and includes a prominent entry at the corner of Erb Street West and Dunbar Road North to bring pedestrians into the building.

4.6.5 Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposes to rezone the lands from the RMU-20 to the RMU-30 zone and to modify certain regulations in the RMU-30 zone to permit creative architectural design and implement the proposed Official Plan Amendment. The Zoning By-law Amendment is illustrated on **Figure 17** and proposes the following:

- Rezone the subject lands from RMU-20 to RMU-30; and

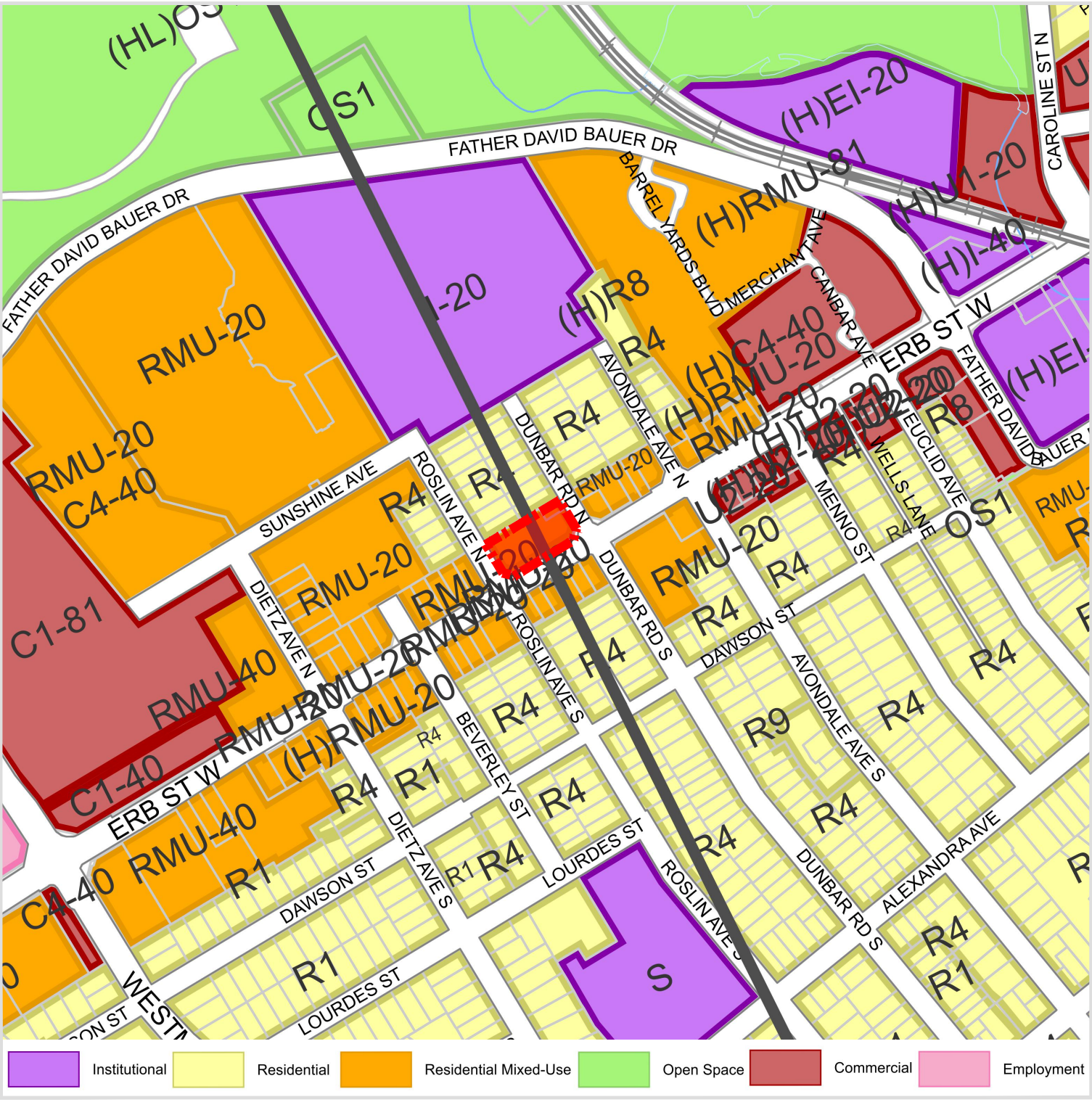


Figure 17

Proposed Zoning By-law Amendment

1 Dunbar Rd N
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Rezone from "Residential Mixed-Use 20" (RMU-20) to "Residential Mixed-Use 30" (RMU-30) and establish new Site Specific Exception to:

- Implement the proposed Official Plan Amendment
- Permit exceptions to podium and tower regulations to recognize proposed building form
- Establish a reduced low rise residential setback
- Permit increased balcony encroachments in required yards

DATE:	August 2024
SCALE:	1:5,000
FILE:	21471A
DRAWN:	LC

north

Z:\21471A - 1 DUNBAR RD N WATERLOO\RPT\ZBA.DWG

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- Establish a new Exception (CXX) for the entirety of the subject lands with site-specific regulations that:
    - Permit a maximum residential density of 673 bedrooms per hectare;
    - Permit a maximum height of 32 metres and 10 storeys
    - Permit a minimum low rise residential setback of 3 metres for a one-storey enclosed parking structure;
    - Permit a minimum low rise residential setback of 11 metres for the entire building, which varies in height from 19.5 metres to 32 metres;
    - Provide an exemption from the podium regulations, including the requirement to provide a step back between the podium and tower;
    - Provide an exemption from the maximum tower footprint and horizontal tower dimension regulations, with the following maximum horizontal dimensions and footprints established to guide future development:

Storey	Maximum Horizontal Tower Dimension	Maximum Tower Footprint
6	68 metres	1,365 sq. metres
7	63 metres	1,223 sq. metres
8	57 metres	1,093 sq. metres
9	50 metres	963 sq. metres
10	43 metres	830 sq. metres

    - Permit a minimum landscape open space requirement of 25%; and
    - Permit balcony encroachments into the Flankage and Side Yards of 1.8 metres.

4.6.6 Zoning By-law Amendment Summary

The Zoning By-law Amendment facilitates the development of an apartment building with creative and unique architecture that contains a range of unit sizes, including large units suitable for families. The lands are located in a Major Transit Station Area, on the perimeter of an established neighbourhood and along a Regional Arterial Road in close proximity to a wide range of commercial, employment and recreational amenities. Both GRT bus and ION rapid transit are available, and existing and planned active transportation infrastructure provide additional opportunities for connectivity. The majority of the requested site-specific amendments relate to the design of the building, which replaces the traditional podium and tower built form with an alternative and compelling approach to a building's relationship to the pedestrian realm on a wide street like Erb Street, and its surrounding context. In our opinion, the Zoning By-law is not intended to restrict architectural creativity when such creativity is appropriate for its context. The proposed building is appropriate and will establish a high standard of design for future development within the Minor Corridor.

5.0 SUMMARY OF SUPPORTING STUDIES

5.1 Road Traffic & Stationary Noise Impact Study

JJ Acoustic Engineering prepared a Road Traffic and Stationary Noise Impact Study, which evaluated the transportation and stationary noise sources in the study area. The study determined that the development can meet the applicable NPC-300 Guideline with the following mitigation measures:

- A Type C warning clause is required due to road noise from Erb Street West,
- That the building utilize centralized air conditioning, due to road noise from Erb Street West.

The Study also concluded that no stationary noise sources resulted in impacts on the proposed building that require mitigation.

5.2 Functional Servicing & Stormwater Management Report

MTE Consultants prepared a Functional Servicing and SWM Report in support of the development. The Report determined that:

- The existing grades fall from east to west along Erb Street West. Existing elevations vary from 331.25+/- along Dunbar Road North to 330.30+/- along Rosin Avenue North. The front yards of the single detached houses fronting Erb Street West drain toward Erb Street West. The backyards drain north into the neighbouring properties on Roslin Avenue North and Dunbar Road North. Existing elevations are around 329.00 along the north property line.
- A major storm overland flow route is proposed to be directed to Roslin Avenue North with the revised concept.

- It is proposed that the Site will be serviced by a new 150mm diameter sanitary sewer complete with a new manhole at the existing 300mm diameter municipal sanitary sewer within the Roslin Avenue North right-of-way which drains north.
- It is proposed that the Site will be serviced by a new 250mm diameter storm sewer complete with a new manhole at the existing municipal sewer on Roslin Avenue North.
- The new 200mm diameter watermain is proposed to connect to the existing 200mm diameter municipal watermain within the Roslin Avenue North right-of-way.
- Fire protection is proposed to be provided by an existing municipal hydrant located at the southwest quadrant of the Erb Street West and Dunbar Road North intersection. Pending the location of the fire department connection, fire protection may also be provided by an existing municipal hydrant located at the northeast quadrant of the Erb Street West and Roslin Avenue North intersection.

Please review the complete report prepared by MTE for additional details.

5.3 **Energy Strategy**

DEI Consulting Engineers have prepared an Energy Strategy in support of the development that reviews the options and considerations related to the building's energy performance. The following includes a summary, however, please see the Strategy for the detailed analysis.

The architectural design intent for this building includes a few intentional energy efficient design elements. Firstly, the building form has been designed to reduce total perimeter walls, by maintaining straight wall elements and eliminating recessed balconies. This design improves the heat loss form factor and reduces overall energy consumption by reducing perimeter wall area. Secondly, the balcony system proposed for the site is a glide-on prefabricated system, which greatly reduces thermal bridging often seen in conventional construction.

5.4 **Hydrogeological Report**

MTE prepared a Hydrogeological Investigation in support of the proposed development. The Investigation concluded that:

- The soil conditions encountered at the Site typically include surficial topsoil and pavement structure underlain by fill materials followed by granular deposits of sand to sand and gravel, which were then underlain by a clayey silt till.
- The hydraulic conductivity for the native granular and till deposits was estimated to be in order of 10^{-4} m/sec and 10^{-9} m/sec respectively.
- Based on the groundwater monitoring data collected from June 23, 2023, to August 26, 2024, the groundwater elevation ranged between 324.11m AMSL (BH6) and 323.59m AMSL (BH1).

- Construction dewatering is anticipated to be required for excavations that extend below approximately 324.11m AMSL, corresponding to the highest observed groundwater elevation during the monitoring period.
- Should the excavation not be supported by groundwater cut-off wall, groundwater taking volume during construction (including initial storage and steady state rate) is estimated to greater than 400,000L/d. Based on this a Category 3 PTTW from the MECP would be required for construction dewatering activities.
- Should the excavation not be supported by a groundwater cut-off wall, it is anticipated that the radius of influence generated as a result of dewatering operations may be approximately 718m from the center of excavation. However, socketing the cut-off wall into less permeable lower till deposits will reduce the radius of influence laterally, thereby confining it within the excavation limits.
- Should the excavation be supported by a groundwater cut-off wall embedded into the lower till deposits, groundwater taking volume during construction (including initial storage and steady state rate) is estimated to be greater than 50,000L/day and less than 400,000L/day. Based on this an EASR registration is required with MECP to register construction dewatering activities.
- Unfiltered groundwater samples collected had exceedances for total metals when compared against PWQO guidelines. However, no exceedances were reported for analyzed parameters when compared to Region of Waterloo Sanitary Sewer Use By- Law 21-036 guideline.
- No local and regional water supply wells are anticipated to be impacted by the proposed dewatering operations.
- The proposed development is not expected to significantly reduce infiltration or groundwater recharge relative to the current conditions and is not expected to be considered as 'Significant' drinking water threat.

Please refer to the complete Hydrogeological Investigation for further details.

5.5 **Geotechnical Investigation**

The Investigation provides direction regarding building foundation design, depth of the water table and construction techniques. Please refer to the Investigation for the detailed recommendations.

5.6 **Transportation Study**

Paradigm Transportation Solutions has prepared a Transportation Impact Study in accordance with approved Terms of Reference. The study includes an analysis of existing traffic conditions, a description of the proposed development, traffic forecasts for a five-year horizon from the date of TIS submission (2029), and assessment of traffic impacts with recommendations to accommodate the proposed development as appropriate. The analysis concluded that:

- Existing Traffic Conditions**:** The study area intersections are operating with acceptable levels of service
- Development Trip Generation: The development is forecast to generate 40 trips during the AM peak hour and 40 trips during the PM peak hour
- 2029 Background and Total Traffic Conditions: The study area intersections are forecast to operate within acceptable levels of service
- Left-Turn Lane: An eastbound left-turn lane with 15 metres of storage is warranted at Erb Street and Roslin Avenue under 2029 forecast total traffic volumes. The warrant is met by only a small number of vehicles and Paradigm recommends that the Region consider whether the turn lane should be implemented
- Signal Warrant: Traffic control signals at Erb Street and Roslin Avenue are not warranted under forecast total traffic conditions.
- Cosmetic improvements be considered for the existing signalized pedestrian crossing at Roslin Avenue North and Erb Street West to make the crossing more appealing to pedestrians and more visible to motorists.

Please review the complete Transportation Impact Study for additional analysis including Transportation Demand Management recommendations.

5.7 **Pedestrian Wind Assessment**

SLR prepared a Pedestrian Wind Assessment that assessed the wind impact on and around the site, including the rooftop amenity area and building entrances/exits. The Assessment concluded that:

- The wind safety criterion is expected to be met at all areas assessed in both the Existing Configuration and Proposed Configuration
- Existing wind conditions on and around the site are expected to be suitable for the intended use year-round
- With the addition of the proposed development, wind conditions onsite including the main and secondary building entrances and exits are predicted to be appropriate for the intended use throughout the year

- On the sidewalk surrounding the proposed development, as well as at the nearby transit stops, wind conditions are expected to be suitable for the intended use year-round
- During the summer months, wind conditions on the rooftop outdoor amenity terrace are expected to be suitable for passive use (e.g. lounging) however mitigation measures, such as a taller guardrail be considered to reduce wind in this area.

Please refer to the complete Pedestrian Wind Assessment for additional details.

6.0 CONCLUSION

This Planning Justification Report concludes that the proposed Official Plan and Zoning By-law Amendments to permit the proposed residential development, which includes a range of unit sizes, is in the public interest and represents good planning for the following reasons:

1. The Official Plan and Zoning By-law Amendment is consistent with the *Provincial Policy Statement*.
2. The Official Plan and Zoning By-law Amendment conforms to the *Growth Plan for the Greater Golden Horseshoe*.
3. The Official Plan and Zoning By-law Amendment are consistent with the 2024 Provincial Planning Statement.
4. The Official Plan and Zoning By-law Amendment conforms the *Region of Waterloo Official Plan* and provides for modest residential intensification within a Major Transit Station Area.
5. The development achieves many of the City's objectives, including intensification with the Built-Up Area and within an identified Major Transit Station Area.
6. The inclusion of family sized units, within an MTSA provides much needed housing in areas well served by transit and within close proximity to many key amenities (shopping, employment, Waterloo Park and the Waterloo Memorial Recreation Complex)
7. The building has been situated in recognition of the site context with perimeter landscaping, a large setback from the lands to the north and stepped massing to allow more sunlight to penetrate the site.
8. The high level of architecture establishes a standard for this section of the Erb Street Corridor, creates an inviting place to live and an appealing public realm.
9. The development is transit supportive, providing additional housing for residents in close proximity to existing GRT bus routes and stops, and within a 15 minute walking distance of three rapid transit stations - Laurier-Waterloo Park, Willis Way, and Waterloo Public Square.

Respectfully submitted,

MHBC



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Partner



Meghan Lippert, BA, MAES
Planner

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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