333 Albert Street, Waterloo

PLANNING JUSTIFICATION AND URBAN DESIGN BRIEF

APPLICATION TO LIFT A HOLDING PROVISION

APPLICANT: 333 ALBERT STREET INC.

APRIL 2023

The Planning Partnership



FIGURE 1: PROPOSED DEVELOPMENT - LOOKING WEST TOWARD 333 ALBERT STREET

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1. INTRODUCTION

1. INTRODUCTION

The proposal that is the subject of this Planning Justification & Urban Design Brief ("Brief") is situated on properties municipally known as 309, 329 & 333 Albert Street, and 318 & 320 Batavia Place, in the City of Waterloo (the "Subject Site") and owned by Albert Street Inc. (the "Applicant"). This Brief has been prepared by The Planning Partnership ("TPP") in support of an application to lift a Holding ("H") symbol that applies through the existing "(H)RN-6" zoning, in order to permit the development of a 6-storey mixed-use building, comprised of 85 one bedroom residential units and approximately 400 square metres of grade related commercial space (the "Proposed Development").

A Site Plan Approval (SPA) application for the Proposed Development was previously submitted on November 30, 2022, with a resubmission made on March 14, 2023 (SP-23-03). The SPA review process is nearing formal endorsement from the Site Plan Review Committee and a pre-submission consultation review for the lifting of the Holding symbol from the Subject Site has taken place – the Record of Consultation is appended in this Brief (Appendix B).

Included with the SPA application was an Urban Design Brief dated November 30, 2022 ("UDB"), prepared by Prica Global Enterprises. The UDB and SPA application as a whole demonstrated alignment of the Proposed Development with the City's planning policy and design framework, bringing forward a redevelopment proposal that was comprehensively and thoughtfully conceived with the following objectives in mind:

1. To create a cohesive development that provides residential units that can accommodate a variety of residents;
2. To provide high quality massing, articulation, and amenity space throughout the Subject Site;
3. To promote a well-integrated development that follows the intent of the Official Plan;
4. To ensure safety by providing opportunities for natural surveillance throughout the Subject Site; and
5. To make a positive architectural contribution to the evolving Northdale Neighbourhood.

The UDB largely focused on the urban design elements of the Proposed Development, considering all applicable urban design policies outlined in the City of Waterloo's Official Plan and Urban Design Guidelines, concluding that they were all satisfied as follows:

> *"It supports the intent of the Official Plan through providing residential units in a compact, high density urban form that promotes walkability and transit-oriented design. The development is visually appealing while remaining compatible with the surrounding context through diligent selection of materials and architectural styling."*

Building on the previously submitted UDB, this Brief has been prepared to evaluate the application to lift the Holding symbol, and to generally assess the Proposed Development against the applicable planning and urban design framework.

As the Applicant has continued to work collaboratively with Planning Staff since the time of SPA application submission, this Brief describes how steps have been taken through the refined Proposed Development to better align or conform with the Regional and City's planning policies and meet the criteria for lifting of the Holding provision.

The Subject Site is ideally located within an area that is planned for high density redevelopment in close proximity to public transit services, the University of Waterloo, Wilfred Laurier University, and neighboring commercial and employment uses. The Brief addresses its context as it discusses the policies pertaining to efficient growth and intensification, particularly as it relates to development within a Major Transit Station Area ("MTSA") and the Northdale Neighbourhood policy context.

Finally, the Brief considers the City's Urban Design Guidelines, concluding that the Proposed Development provides for a thoughtfully conceived and sensitively designed mid-rise built form that generally adheres to all applicable urban design principles and guidelines.

This Brief forms part of a larger application package in support of lifting the Holding symbol, which includes the following submission materials:

- Architectural Drawing Set
- Transportation Impact Study
- Functional Servicing Report
- Stormwater Management Report

The above are supplementary materials to the standard submission requirements (ie. Cover Letter, Application Form, Permission to Enter Form, Owner Authorization Form, City and Regional Fees, and Source Protection Screening Form) required by Planning Staff as per the Record of Consultation. Additional submission materials previously included in the SPA application submission can be referenced for further background and detail.

Overall, this Brief concludes that the Proposed Development represents good planning and good, thoughtful urban design, and that all conditions associated with the Holding symbol have been satisfied, allowing the City to now lift the Holding symbol and for the Proposed Development to proceed to final Site Plan Approval.

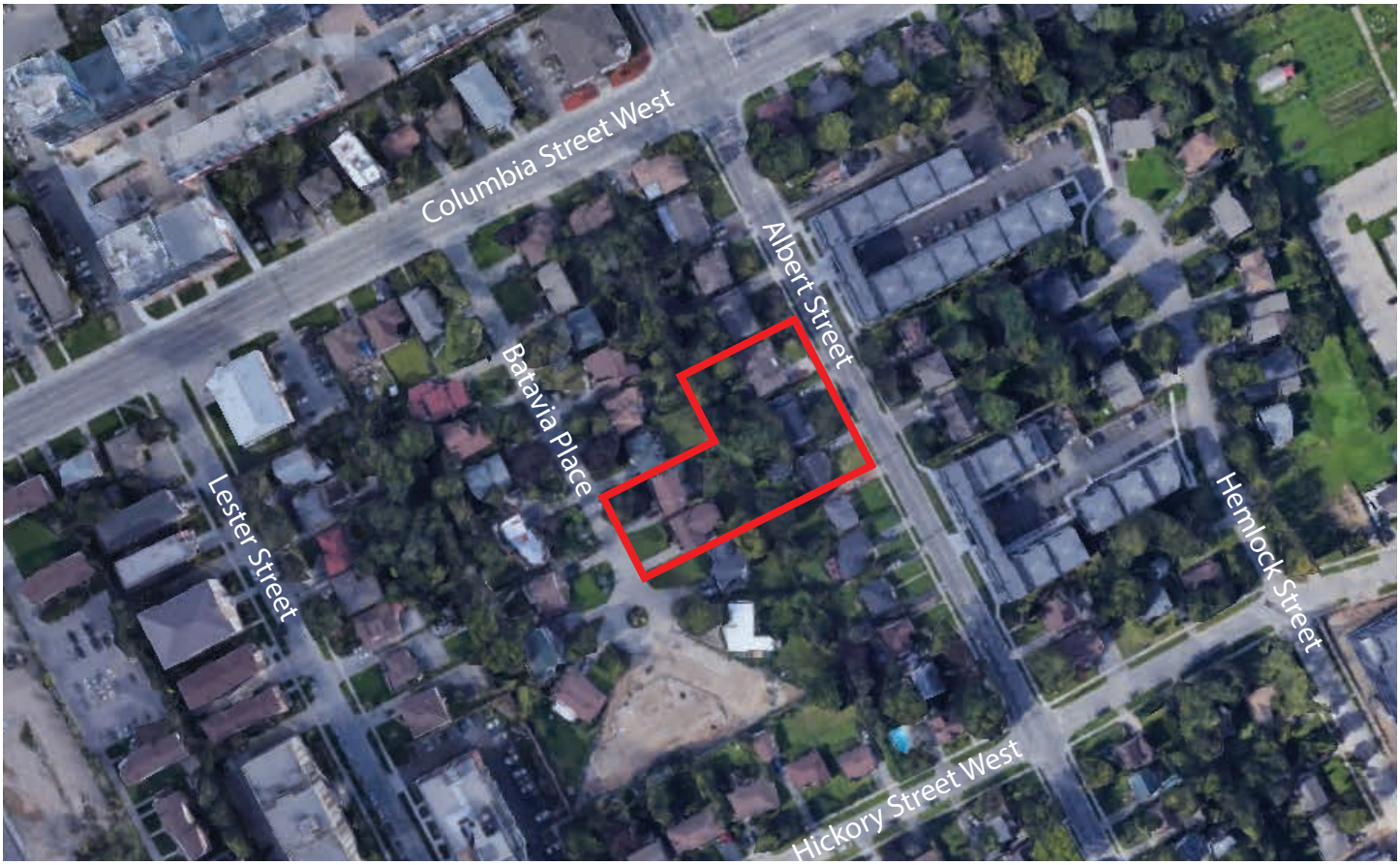


FIGURE 2: SUBJECT SITE - 318, 320 BATAVIA PLACE & 309, 329, 333 ALBERT STREET

2. SUBJECT SITE & NEIGHBOURHOOD CONTEXT

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2.1 NORTHDALE NEIGHBOURHOOD

The Subject Site is located in the central north portion of Waterloo's Northdale Neighbourhood. The Northdale Neighbourhood is bound by Phillip Street, Columbia Street West, King Street North, and University Avenue West.

The Northdale Neighbourhood has been the focus of careful and deliberate intensification planning initiatives over the last decade as the growth and influx in student population attending the three surrounding post-secondary institutions: University of Waterloo, Wilfred Laurier University, and Conestoga College continues to add pressure to accommodate change in the area. The neighbourhood has been undergoing a steady evolution since its inception as a special planning area and is starting to offer a broader range of mixed-use development in higher density format.

A set of Specific Provision Area policies within the City's Official Plan and the associated Northdale Land Use and Community Improvement Plan Study: Urban Design and Built Form Guidelines (2012) inform new development in the area, transitioning it from a traditional suburban bungalow-form residential neighbourhood into a more compact, sustainable, mixed-use transit-oriented community.



FIGURE 3: NORTHDALE NEIGHBOURHOOD

2.2 SUBJECT SITE

The Subject Site is municipally known as 309, 329 & 333 Albert Street, and 318 & 320 Batavia Place. Collectively these properties create an 'L' shaped through lot condition, occupying an area of 3,568 square metres with about 58 metres of frontage along Albert Street and 31 metres of frontage on Batavia Place.

Albert Street is classified as a Major Collector Road, while Batavia Place is classified as a Local Road within the City's Road Classification System in the City's Official Plan (Schedule 'E'). Albert Street serves as a north-south connection within the local context, linking the Northdale Neighbourhood to employment areas to the north and Wilfred Laurier University and Uptown Waterloo to the south. It also directly connects to Columbia Street and University Avenue, a City Arterial Road and a Regional Arterial Road, respectively, providing key east-west linkages to the greater surrounding context and access to bike lanes and multiple public transit routes.

The Subject Site is currently occupied by five single-storey detached residential dwellings. Each property exists in a traditional suburban layout consisting of a bungalow house form with a large paved driveway able to accommodate several vehicles leading to a garage and landscaped areas around the dwelling and driveway. The buildings, although originally intended for occupancy by a single family unit, have come to primarily serve as small-scale multi-tenanted student residences.

The Subject Site was formed by an assembly of a number of smaller properties, creating a through lot with a main frontage on Albert Street and a secondary frontage on Batavia Place. The Subject Site is centrally and conveniently located within walking distance to the University of Waterloo, Wilfred Laurier University, Conestoga College, the Research & Technology Park, higher order transit (ION LRT), GRT and iXpress bus routes, cycling paths, and other day to day retail and service commercial amenities.

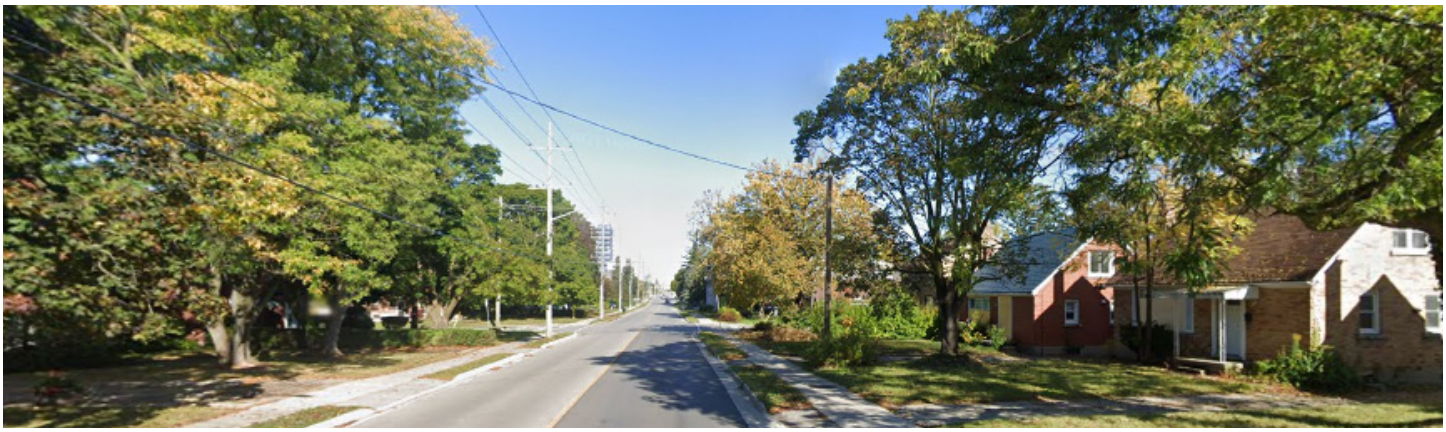


FIGURE 4: NORTHDALE NEIGHBOURHOOD - HISTORICAL/EXISTING CONTEXT



FIGURE 5: NORTHDALE NEIGHBOURHOOD - EMERGING CONTEXT

Uses and amenities immediately surrounding the Subject Site include:

North: Immediately north of the Subject Site are existing single detached dwellings along Albert Street and Batavia Place. Notwithstanding this existing, low-rise condition, the lands north of the Subject Site are designated Low Density Residential and Mixed-Use Medium Density Residential within the City's Official Plan and thus are planned for medium and high density redevelopment. Further north across Columbia Street West are lands designated Mixed-Use Medium Density Residential, Mixed-Use Medium High Density Residential, and Employment. Existing uses include high density residential apartment buildings – some with a mixed use component, and various employment uses, primarily consisting of low-scale office buildings. The employment uses form part of the Research and Technology Park's employment district, which is expected to evolve into a higher density mixed-use area over the long-term, as part of the Research and Technology Major Transition Station Area ("MTSA").

East: Albert Street abuts the Subject Site to the east and existing uses are residential uses in low density and medium density forms, as well as Waterloo Collegiate Institute further to the east. Recent mid-rise redevelopment projects exist in the form of 3-storey mixed-use buildings. The lands east of Albert Street are designated Low Density Residential and thus are planned to intensify with lower density, mid-rise forms. The occupancy of housing in this area is predominantly made up of students seeking off-campus housing arrangements.

South: Adjacent to the south property line is an approved 6-storey residential redevelopment proposal. Further south are single detached dwellings, a few of which are parts of assemblies intended to accommodate future midrise residential development, as well as a number of existing medium and high density residential buildings. This mix represents the planned urbanization and intensification of the area through the Low Density Residential and Mixed-Use Medium High Density Residential designations under the City's Official Plan. The block south of University Avenue West is entirely designated Mixed-Use High Density Residential, permitting even higher density forms of development.

West: Abutting the Subject Site to the west is Batavia Place, a local road that ends in a cul-de-sac just to the south of the Subject Site. Existing residential uses transition progressively in density from single detached houses to midrise residential buildings and up to podium with point towers and tall block apartments approaching the University of Waterloo's main campus. Lands to the west of the Subject Site are designated Low Density Residential, Mixed-Use Medium Density Residential, Mixed-Use Medium High Density Residential, Mixed-Use High Density Residential, and Employment under the City's Official Plan, permitting a mixture of uses, built forms, and varying levels of intensification.



FIGURE 6: SUBJECT SITE - LOOKING NORTHWEST ON ALBERT STREET



FIGURE 7: SUBJECT SITE - LOOKING NORTHEAST ON BATAVIA PLACE

3. PROPOSAL

3. PROPOSAL

3.1 PROPOSED DEVELOPMENT

The Subject Site is proposed to be redeveloped as a 6-storey mixed-use development. The proposed modest midrise building is comprised of 85 one-bedroom dwelling units and 365 square metres of commercial space at grade, supported by 33 vehicle parking spaces and 26 bicycle parking spaces.

Vehicular access for parking and loading on Site is gained from the northeast corner off the Albert Street frontage. Vehicular parking is provided in two parking areas: a surface parking lot wrapping the north and west sides of the commercial units to the side and rear of the building, and additional parking spaces in a connected lower (partially underground) level.

The remainder of the Albert Street frontage is comprised of the entrances to commercial units, which are oriented towards the street along with the main residential entrance. This orientation and concentration of commercial and residential entrances will create an active pedestrian environment and streetscape condition along Albert Street.

Conversely, The Batavia Place frontage will have a more passive pedestrian focus, with a walkway leading to a landscaped outdoor amenity area and secondary building entrances. This different approach reflects the more local nature and residential character of Batavia Place versus the Albert Street character.

Long-term bicycle parking spaces are located in an indoor bicycle storage room accessed internally and from the surface parking area. Short term bicycle parking is provided near the main residential entrance. Approximately 220 square metres of common amenity area is to be provided, along with private outdoor amenity through individual unit balconies.

The Proposed Development follows the contemporary architectural style that has become the prominent and characteristic building style in the Northdale Neighbourhood and surrounding area. Contrast has been used as a recurring theme in the design, alternating a light and dark colour palette, along with the use of solid and glazed materials. There is an added styling emphasis on the facades facing Albert Street and Batavia Place with the use of accents to add visual interest to the glazed building faces as well as a degree of rhythm to the articulation. The flanks of the building also alternate between light and dark to break up the massing of this long building wall. This understated, refined building design approach aids in the area's planned function as a medium density transition between high density areas to the west and lower density areas to the east and northeast.



FIGURE 8: ALBERT STREET BUILDING FACADE



FIGURE 9: BUILDING SIDE WALL ARTICULATION

The existing low density residential uses to the north are planned to eventually intensify, but may remain in their current form in the short-term. To respect their current form, but proactively ameliorate against their future redevelopment, the Proposed Development has been designed to provide an expanded buffer in between by massing the taller components of the building towards the south lot line, which is shared with the approved 6-storey redevelopment site to the south (Z-20-05).

Enhancing how the Proposed Development addresses the public realm, thoughtful landscape design has also been followed and incorporated into the overall site design. Building on Albert Street's desired transition to a more walkable and active street, commercial units are established on the ground floor level with planters to create an attractive and vibrant pedestrian experience overall.

The row of commercial units along Albert ends at an enclave at the southeast corner of the Subject Site, providing a dedicated opening space to the main residential entrance. The corner area features soft landscaping, seating, and short term bicycle parking to welcome and accommodate residents and visitors.

The Batavia entrance features a more subdued and passive design concept, providing a quieter access to the building through a series of landscaped patios and outdoor amenity area with plantings, canopied seating, and a recreational table.



FIGURE 10: OUTDOOR COMMON AMENITY AREA RENDERING

The Proposed Development will contribute to the ongoing and planned evolution of the Northdale Neighbourhood into a dynamic, mixed-density, and mixed-use community in alignment with local and regional policy and design frameworks. Overall, the Subject Site represents a desirable and fitting redevelopment opportunity for mixed-use intensification within the Northdale Neighbourhood planning area.



FIGURE 11: OUTDOOR COMMON AMENITY AREA IN CONTEXT RENDERING

3.2 REQUIRED APPROVALS

The Subject Site is zoned "(Holding) Residential Northdale – 6" ("(H)RN-6") under Zoning By-law 2018-050. The Proposed Development fully complies with all applicable zoning provisions. As such, this application simply seeks to lift the Holding symbol applicable to the Site to facilitate the review and approval process for the associated SPA application SP-23-03, which was resubmitted on March 14, 2023 to address Staff comments and is close to achieving Site Plan Control endorsement.

The Zoning By-law is reviewed in more detail in the following two sections of this Brief, including a detailed analysis of the conditions that apply to the Holding symbol. A detailed assessment of all applicable zoning provisions is provided within the Zoning Matrix, contained in Appendix A of this Brief.

4. PLANNING ANALYSIS

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In addition to Provincial planning frameworks, the Subject Site is located within a local and regional planning jurisdiction that is largely focused on intensification, especially in MTSAs, to achieve efficient and transit-oriented development. Overall, the Proposed Development is representative of the type, scale, form, and mix of development that is planned and desired for the Subject Site.

4.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement, 2020 ("PPS") was issued under Section 3 of the Planning Act by the Province of Ontario and sets the rules for land use planning within the Province to address growth management, natural resources, protecting the environment, public health and safety, and other matters of Provincial interest. The PPS also works together with the Planning Act and Growth Plan to achieve the current Provincial government's goal of rapidly increasing housing supply.

Under Section 1.1 and Section 1.1.1, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns, the PPS lists priorities for creating healthy, livable and safe communities, among which include:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

Settlement Areas are specifically identified by the PPS in Section 1.1.3 as the focus of growth and development to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities, and minimize unnecessary public expenditures. Section 1.1.3 also requires planning authorities to implement minimum intensification targets based on local conditions.

Specific to housing, Section 1.4.3 provides direction on how planning authorities shall provide for an appropriate range and mix of housing options by:

c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The City of Waterloo is subject to a very high and ambitious minimum intensification requirement which was established by the Region recognizing the City's limited remaining greenfield land and ability to accommodate new growth through intensification. The Subject Site is specifically planned to

accommodate mid-rise intensification, being located within a Special Provision Area (Northdale Neighbourhood) that is planned to accommodate much of the City's future growth through intensification.

The Proposed Development will redevelop a Site within a Settlement Area that is planned for intensification, but is currently significantly under-utilized with the existing five single detached houses. The Proposed Development is compact in design, comprises a mix of uses, utilizes existing site servicing more efficiently by providing 85 residential units near transit lines and employment areas. It will also support a more healthy and livable city with the inclusion of outdoor and indoor amenity spaces that exceed the minimum requirements.

Based on a review and analysis of all applicable policies, the Proposed Development is consistent with the Provincial Policy Statement. Lifting of the Holding Symbol will directly support achievement of efficient land use planning in Ontario to create strong, sustainable, and resilient communities as the Applicant is ready and geared up to begin construction immediately.

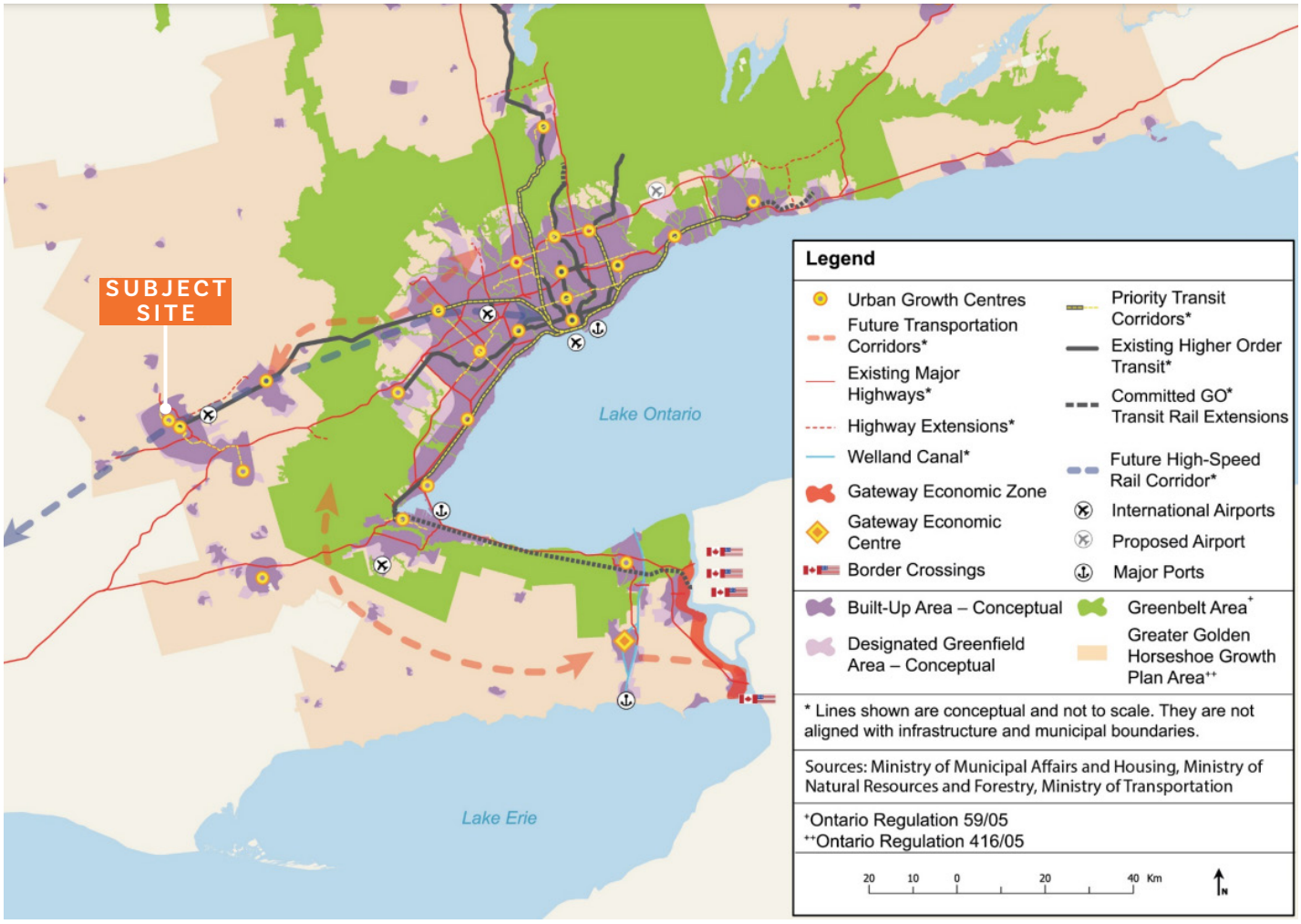


FIGURE 12: A PLACE TO GROW SCHEDULE 2 - A PLACE TO GROW CONCEPT

4.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") was approved and first came into effect on June 16, 2006 following the Places to Grow Act, 2005. The current version of the Growth Plan came into effect August 28, 2020. Building on the PPS, the Growth Plan provides a long term plan for land use, with a specific focus on growth management, for the Greater Golden Horseshoe area, which includes the City of Waterloo.

Section 2 establishes where and how the Greater Golden Horseshoe will accommodate growth. There is an emphasis on prioritizing intensification and higher densities to make efficient use of land, and optimize infrastructure and transit investment. The following policies direct how forecasted growth will be allocated:

(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 water and wastewater systems; and

iii. Can support the achievement of complete communities;

(g) 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 Proposed Development contributes to the City and Region reaching their growth targets in a sustainable and effective manner as it shifts the historical and current approach to land form to a more compact development pattern. The Subject Site is well positioned in that it is located within a settlement area, within the built-up area, and within a Strategic Growth Area that is planned for higher density, mixed-use intensification. The Site is also well serviced by municipal infrastructure, regional transit lines including the higher order ION LRT, and by active transportation routes such as nearby cycling paths.

Major Transit Station Areas ("MTSAs") are specifically highlighted by the Growth Plan as important Strategic Growth Areas where higher density, mixed-use intensification is promoted. More specifically, planning is prioritized for MTSAs on "priority transit corridors" identified by the Growth Plan. The proximate ION LRT is one of the priority transit corridors specifically identified by the Growth Plan and as such, planning and higher density development within MTSAs along the IOR LRT corridor is specifically prioritized, "including zoning in a manner that implements the policies of this Plan". The Growth Plan sets a tiered framework of minimum density targets depending on the mode of public transit that serves an MTSA. The minimum density target of 160 residents and jobs combined per hectare applies to MTSAs that are serviced by light rail transit or bus rapid transit, such as the ION LRT.

The Proposed Development, due to both its form and location, will build on the progress that has been made towards the shift to compact development near higher order public transit services by redeveloping a low density site to accommodate a higher density built form with non-residential uses at grade and a vibrant public realm design to achieve the Province's vision of creating transit-supportive complete communities. Again, due to its form, the Proposed Development will support the City and Region in achieving the minimum density target for the University of Waterloo MTSA, and complies with all applicable zoning

provisions, which were specifically created by the City to promote higher density, mixed-use intensification within an important Strategic Growth Area.

Based on a review and analysis of all applicable policies, it is our view that the Proposed Development conforms with the Growth Plan. The Proposed Development will contribute to a better integration of transit and land use planning, making more effective use of investments in infrastructure and public service facilities, and the application to Lift the Holding provision will allow the Proposed Development to immediately move forward to help contribute to necessary housing supply.

4.3 REGION OF WATERLOO OFFICIAL PLAN

Under the Region of Waterloo Official Plan ("ROP"), as was recently amended with the Provincial approval of Regional Official Plan Amendment 6 ("ROPA 6"), the Subject Site is located within the Region's Urban Area and is designated within the Built-Up Area under Map 3a. Prior to ROPA 6, lands within the Built-Up Area were planned to accommodate a minimum of 45% of all new residential development through intensification.

As noted, through ROPA 6, the ROP was recently updated in order to implement changes made to the Provincial Growth Plan for the Greater Golden Horseshoe, which further promotes intensification within Strategic Growth Areas and extends the planning horizon to 2051.

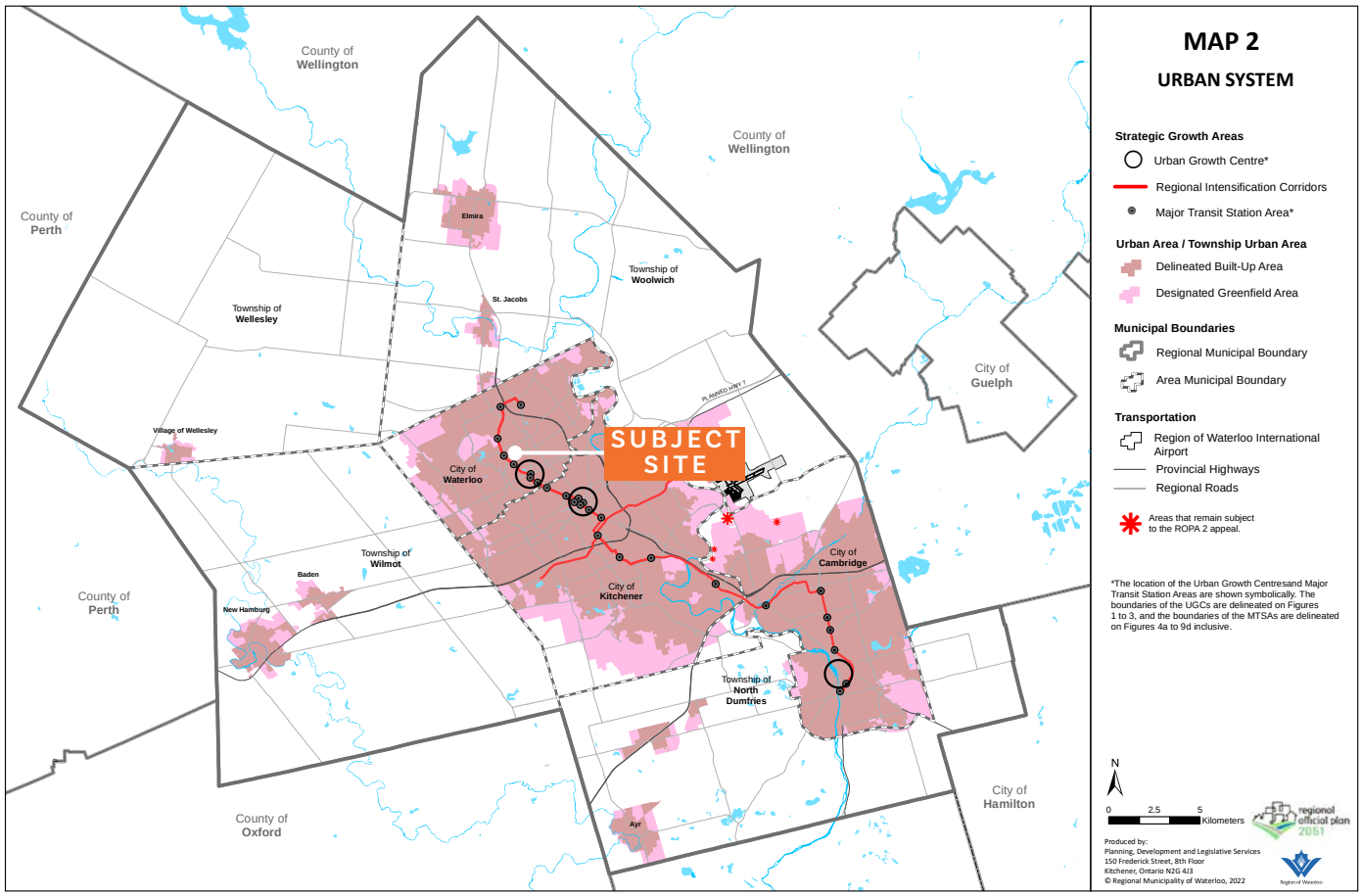


FIGURE 13: ROPA 6 MAP 2 - URBAN SYSTEM

The Subject Site remains within the Urban Area and Built-Up Area in ROPA 6. Taking a much more aggressive approach to intensification, ROPA 6 now requires that 83% of all new residential development (19,740 residential units) within the City of Waterloo occur within the Delineated Built-Up Area, ensuring future developments support the achievement of the region's vision for 15-minute neighbourhoods. To achieve this even more ambitious target, ROPA 6 directs a significant portion of growth towards strategic growth areas, including MTSAs. The Subject Site is strategically located within the University of Waterloo MTSA boundary on Figure 4d.

In addition to establishing the minimum density targets for MTSAs in Section 2.D.2 (160 people and jobs per hectare for the University of Waterloo MTSA), Section 2.D.6 of ROPA 6 outlines policies that promote transit-supportive development, including criteria that area municipalities are to consider when reviewing and evaluating development applications within MTSAs and other strategic growth areas. The Proposed Development directly responds to these policies and criteria, as follows:

(a) creates an interconnected, multimodal street pattern that prioritizes walking, cycling, and rolling, and taking transit over automobile trips, and supports vibrant mixed-use developments;

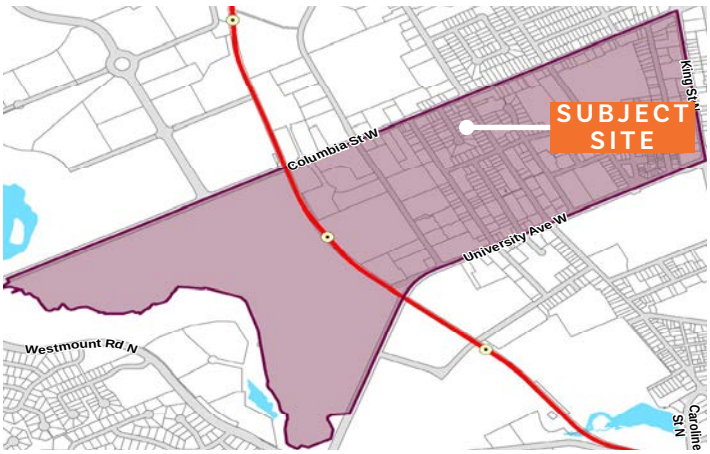


FIGURE 14: ROPA 6 FIGURE 4D - UNIVERSITY OF WATERLOO MTSA

In addition to the Subject Site's proximity to Columbia Street, which is a primary arterial road and an important transit corridor, and the University of Waterloo ION LRT Station, the 10-minute walking radius of the Subject Site captures the rest of the Northdale Neighbourhood, the University of Waterloo, Waterloo Park, and the residential neighbourhood to the north. The Proposed Development also provides an informal connection between Batavia Place and Albert Street. Provision of 26 bicycle parking spaces for residents, 4 of which are reserved for short-term use by visitors, further supports active transportation.

(b) supports a more compact built form that locates the majority of transit-supportive uses within a comfortable walking distance of a transit stop or Major Transit Station Area;

(c) provides an appropriate mix of land uses, including a range of food destinations, local services and amenities to meet people's daily needs for living;

The Subject Site is located within an MTSA and is specifically zoned for medium density development by the City's Zoning By-law. The Proposed Development will establish a much more compact built form with the creation of 85 new residential units and commercial, where only 5 single detached units exist today. The non-residential units create a true mixed-use development that adds diversity and supports the day to day needs of residents of the Subject Site and the surrounding area.

(d) promotes medium and higher-density development as close as possible to the transit stop to support higher frequency transit service and optimize transit rider convenience;

The Subject Site is within 650 metres of the University of Waterloo ION LRT Station and is within the associated

MTSA. It is also within 100 metres of bus stops along Columbia Street West and 400 metres of bus stops along Phillip Street. The Proposed Development is a mixed-use medium density development that is well located close to transit service that will optimize transit investment and ridership.

(e) supports a high quality public realm to enhance the identity of the area and create gathering points for social interaction, community events and other activities;

The provision and thoughtful design of outdoor amenity spaces and building frontages have prioritized pedestrian comfort over automobile-oriented conveniences. The Proposed Development utilizes one access point off Albert Street for vehicles entering and exiting the Subject Site, whereas pedestrian movement is connected through the site from Batavia Place to Albert Street and is linked to the common amenity area near Batavia Place. There is also a pedestrian gathering area at the southeast corner of the Site by the main building entrance, and landscaping along both building frontages creating a safe and comfortable space and a priority for social interaction.

A more general objective of ROPA 6 for all urban areas is supporting the concept of 15-minute neighbourhoods, which are defined as:

> *Compact, well-connected places such as mixed-use neighbourhoods or other areas within the Urban Area and Township Urban Areas. They are places that offer support and opportunities for people of all ages and abilities and at all times of year to conveniently access the necessities for daily living with a 15-minute trip by walking, cycling and rolling, and where other needs can be met by taking direct, frequent, and convenient transit, wherever possible. 15-minute neighbourhoods include an appropriate mix of jobs, local stores and services, a full range of housing, transportation options and public service facilities. They are also age-friendly places and may take different shapes and forms appropriate to their contexts.*
>
> Achieving the 15-minute neighbourhood concept requires an intensification-first approach to development and a modal shift to encourage most trips being made by walking, cycling, and rolling. The approval of the application to Lift the Holding provision would support an SPA application that proposes a medium density mixed-use development that supports active transportation options inherently by its location and design as a transit-oriented development.

The Proposed Development carefully and intelligently balances the need for intensification on the Subject Site with the emerging context of the surrounding area. The result is a thoughtfully conceived and well designed medium density built form that conforms with the applicable height and density limits, while prioritizing and promoting other objectives related to pedestrian connectivity and outdoor amenity.

Based on a review and analysis of all applicable policies, it is our view that the Proposed Development conforms to the Region of Waterloo Official Plan, and the application to Lift the Holding provision will support the Region and City in achieving the minimum density target for the University of Waterloo MTSA and minimum intensification target for the Built-Up Area as a whole.

4.4 CITY OF WATERLOO OFFICIAL PLAN

The City of Waterloo's Official Plan designates the Subject Site as Low Density Residential under Schedule 'A' – Land Use Plan and it is within Special Provision Area 45 ("SPA 45") under Schedule 'A6' – Special Provision Policy Areas.

The Subject Site is located within the University of Waterloo Station Area under Schedule 'J4' and Schedule 'A45a' – Street Frontage Areas and Streetscape Elements identifies Albert Street as a Mixed-Use Street with Convertible Frontage Areas and Batavia Place as a Residential Street with Neighbourhood Frontage Areas.

The Subject Site is also designated Northdale: Low Density on Schedule 'B1' – Height and Density. The Low Density Residential designation for the Northdale Neighbourhood permits low to mid-rise development of up to 6 storeys in height and a maximum density of 250 bedrooms per hectare – equating to permission for approximately 86 bedrooms for the Subject Site.

Further to height and density designations specific to Northdale is the hierarchy of street typologies and frontages meant to enhance the public realm within the neighbourhood as set out in Schedule 'A45a'. While Batavia Place is identified as a Residential Street with Neighbourhood Frontage, which is intended to provide an intimate and subdued pedestrian environment, Albert Street is identified as a Mixed Use Street with Convertible Frontage. The latter is intended to provide a more active streetscape that fosters social interaction and animation within the public realm by designing for the option to convert residential uses on the ground floor to eventual non-residential uses.

The Proposed Development proactively conforms to the intention of the designations by proposing a mixed use 6 storey building containing 85 units and grade-related purpose built commercial units along the Albert Street frontage as well as implementing the intent of the applicable street typology and hierarchy for Albert Street and Batavia Place.

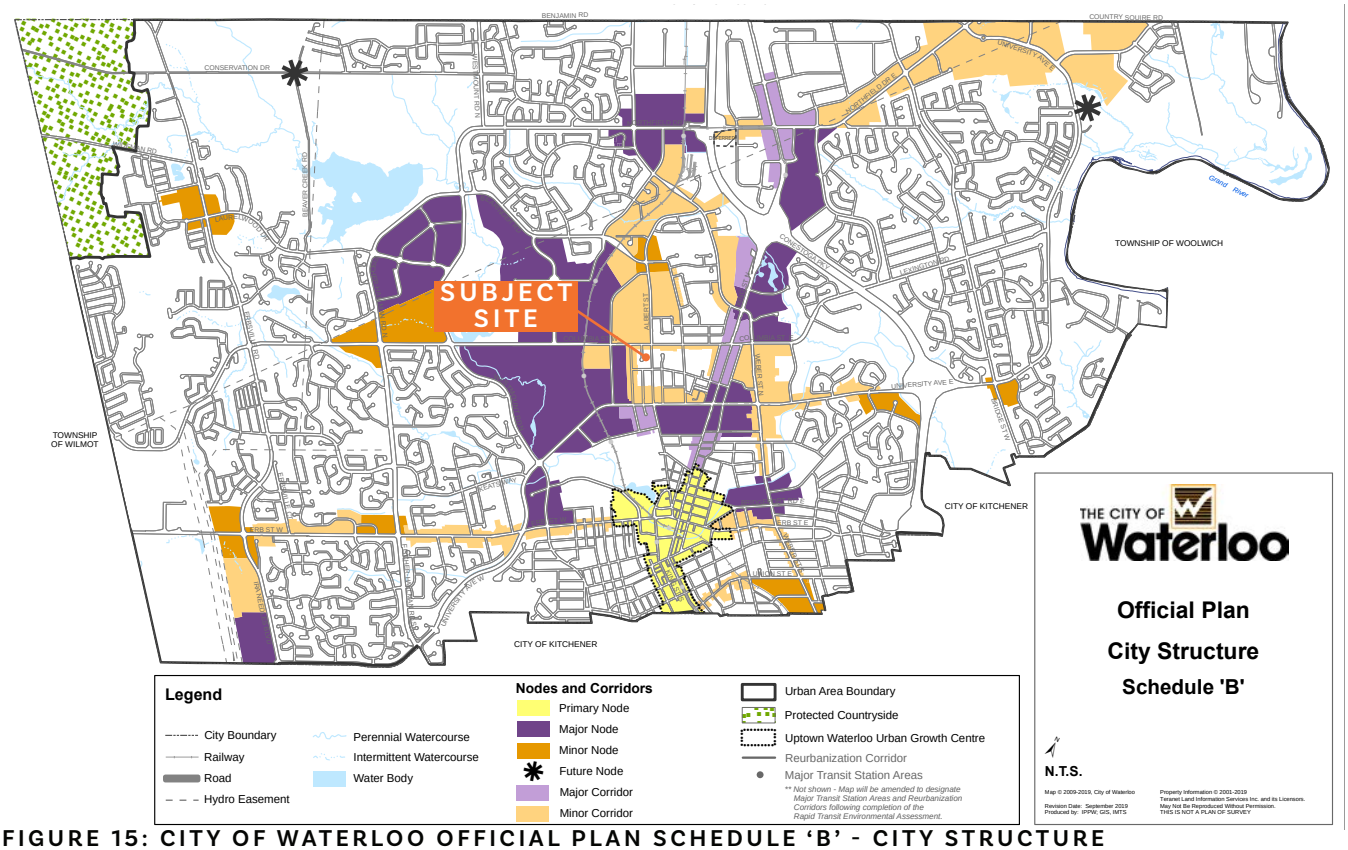


FIGURE 15: CITY OF WATERLOO OFFICIAL PLAN SCHEDULE 'B' - CITY STRUCTURE

Planning and design direction for new urban development is set out through a number of objectives under the policies of Section 3.1 (2), including the following:

(a) Provides for an appropriate mix of land uses in close proximity to one another, increasing the opportunity for people to walk, bike or take public transit to where they work, shop, learn and play;

(b) Provides for compact urban growth to facilitate reduced reliance on the automobile while supporting transit and promoting walking and cycling as active forms of movement;

The Proposed Development is compact in built form and offers non-residential spaces to complement the primary residential function of the development. The Subject Site is situated in a highly accessible area within the University of Waterloo MTSA, near GRT and iXpress transit routes, cycling routes, and an expansive pedestrian system.

Building further on efficient land use and transit, pedestrian, and cycling oriented policies, Section 3.8 outlines policies specifically for MTSAs, including:

(1) Major Transit Station Areas will be planned to:

(b) Accommodate a mix of transit supportive land uses that create both origins and destinations for transit users.

The Proposed Development conforms to this policy as it appropriately optimizes the redevelopment potential of the Subject Site from a low density residential to medium density mixed use as a point of origin for transit users. The Proposed Development likewise complies with the maximum density limit permitted by the City's Zoning By-law.

(f) Support place-making through public and private realm improvements, public art, new open spaces and enhanced amenity.

The Proposed Development aims to support place-making through public and private realm enhancements by improving the pedestrian environment with greater animation along Albert Street with an establishment of commercial units fronting the local main road and complementary planting along the storefronts. There will also be outdoor amenity spaces with seating at both the front and rear, including a play area that serves a dual function as a more passive space for gathering and interaction when not in use.

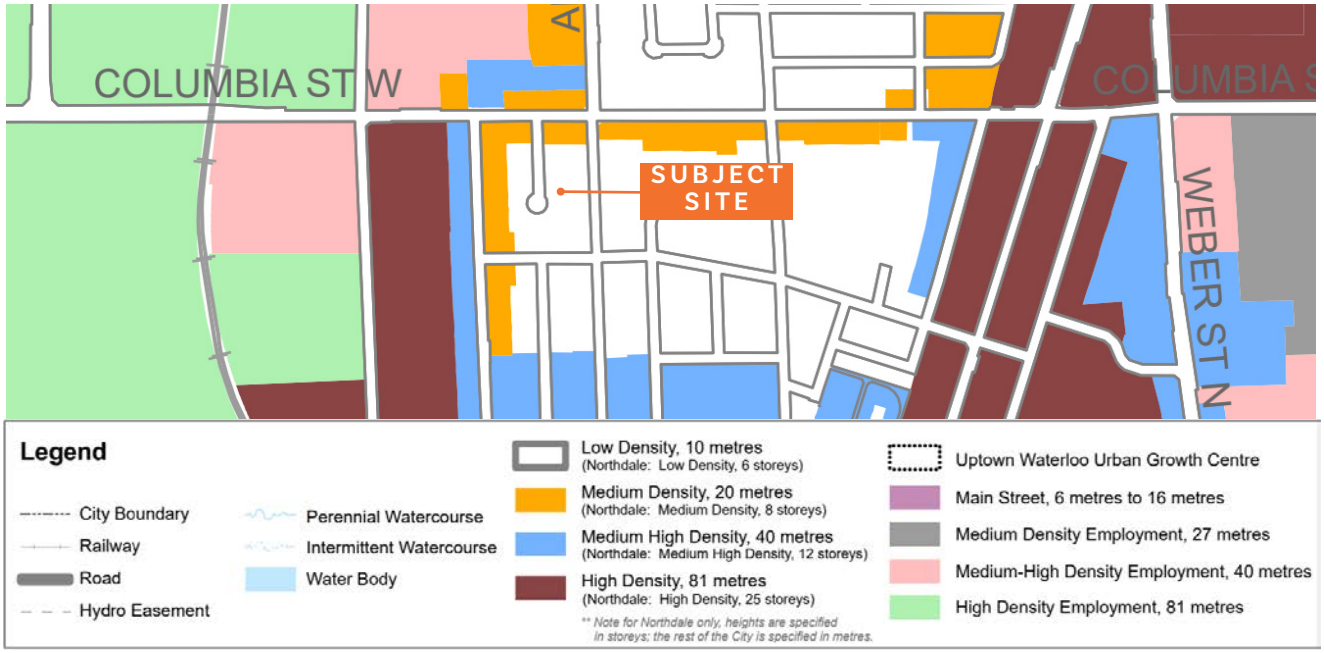


FIGURE 16: CITY OF WATERLOO OFFICIAL PLAN SCHEDULE 'B1' - HEIGHT AND DENSITY

Northdale Neighbourhood

In addition to being designated Low Density Residential, the Subject Site is also within SPA 45, which applies to the entirety of the Northdale Neighbourhood. The more detailed policy framework applying to the Northdale Neighbourhood was implemented following the recommendations of the Northdale Land Use and Community Improvement Plan Study (2012). The SPA 45 policy operates similarly to a Secondary Plan within the Official Plan by providing a detailed area specific set of policies to guide anticipated and planned future development.

The Official Plan policies recognize Northdale as a neighbourhood in transition that will accommodate a large portion of the City's infill and intensification growth. It envisions Northdale as a revitalized and reurbanized vibrant, diverse, and more sustainable mixed-use neighbourhood that has an integrated network of pedestrian-oriented streets, pathways, and cycling facilities which support active transportation and increased densities. The Proposed Development will support this continued transition, and directly responds to the outlined principles and elements for the Northdale Neighoburhood, including:

Principles:

Integrated**:** *Northdale is ideally situated within proximity to the Universities, Uptown, and major employers and will be integrated within the urban fabric of the City and surrounding community through improved transportation, cycling and pedestrian networks.*

Interactive**:** *Northdale will be enhanced through a network of additional parks, open spaces, walkways and improved streetscaping which provides for recreational, passive and community gathering spaces, which complement the Veteran's Green Park.*

Safe**:** *Northdale will be a safe neighbourhood which incorporates crime prevention through environmental design practices, and provides for streetrelated, ground floor animation areas, and building heights and setbacks which encourage 'eyes on the street', and through building designs and support services which enhance safety.*

(14)(h) In review of development applications, the proposal shall comply with the following criteria to the satisfaction of the City:

(i) The proposal will achieve a high standard of urban design, with emphasis on:

- *Site and building design that complement and enhance the surrounding neighborhood character.*
- *Landscape design that creates visual interest; and,*
- *Prominent entrances that emphasize the streetscape.*

(ii) The proposal shall be consistent with the urban design, land use and compatibility policies of this Plan and shall demonstrate that the proposal implements the City's Urban Design Manual (Northdale Urban Design Guidelines) to the satisfaction of Council;

(iii) Sufficient infrastructure exists to service the site;

(iv) The development capacity of the site is note exceeded, and the proposal does not require significant relief from standard regulations;

(v) Minimum requirements for the provision of outdoor amenity space will be stipulated in the implementing Zoning By-law;

(vi) The proposal complies with other criteria that may be deemed appropriate by the City based on the context of the site; and

(vii) The implementing Zoning By-law may establish minimum lot frontage and/or minimum lot area requirements, which encourages lot consolidation and the comprehensive redevelopment of the area.

The Proposed Development conforms with these and other policies, which are intended to guide redevelopment within the Northdale Neighbourhood, as it is a well-integrated redevelopment proposal that supports and builds on the urban fabric by utilizing existing site servicing and municipal infrastructure to increase ridership and participation in the public transit and active transportation systems.

The Proposed Development brings forward a higher density, transit supportive built form with a focus on promoting a healthy social environment and improving the relationship between the Proposed Development and public realm, considering elements such as street-facing commercial units and patios, landscape and street furniture, outdoor common amenity areas, and architectural design that addresses the human scale.

Looking specifically at the development criteria outlined in 14(h), the policies acknowledge and reflect the proactive intensification-first approach in the planning framework that has been adopted by the City, noting the review for proposals will consider consistency with all applicable policies, require only minor relief from regulations, and that the added units can be sufficiently accommodated by servicing capacity. In this regard, we note that the Proposed Development complies with all applicable zoning provisions, which were established by the City to guide development within the Northdale Neighbourhood. Furthermore, the Proposed Development is subject to an advanced Site Plan application which has confirmed the suitability of existing servicing to support the proposal.

Based on a review and analysis of all applicable policies, it is our view that the Proposed Development conforms to the City of Waterloo Official Plan. The application to Lift the Holding provision will enable the appropriate and thoughtful redevelopment of the Subject Site in a timely way in accordance with the maximum height and density limits established by the Official Plan. The Proposed Development supports the various objectives and policies that apply to the Northdale Neighbourhood, University of Waterloo MTSA, and the City overall.

4.5 CITY OF WATERLOO ZONING BY-LAW 2018-050

The Subject Site is zoned '(Holding) Residential Northdale Six' ("(H)RN-6") under Zoning By-law 2018-050. The RN-6 zoning (with or without the Holding provision) is the predominant zone regulating development or redevelopment in the Northdale Neighbourhood, particularly as it relates to the Low Density Designation in the Official Plan.

The RN-6 zone permits a range of low to medium density residential buildings including multi-unit residential buildings such as apartment buildings, mixed use buildings with dwelling units above the first storey, townhouses, and stacked townhouses. Ancillary commercial uses are also permitted, encouraging mixed-use development where residential is the primary use.

The zoning matrix in Appendix A summarizes regulations that apply to the Subject Site and demonstrates that the Proposed Development complies with all applicable zoning regulations. This level of complete compliance has also been confirmed by the City through the advanced Site Plan application.

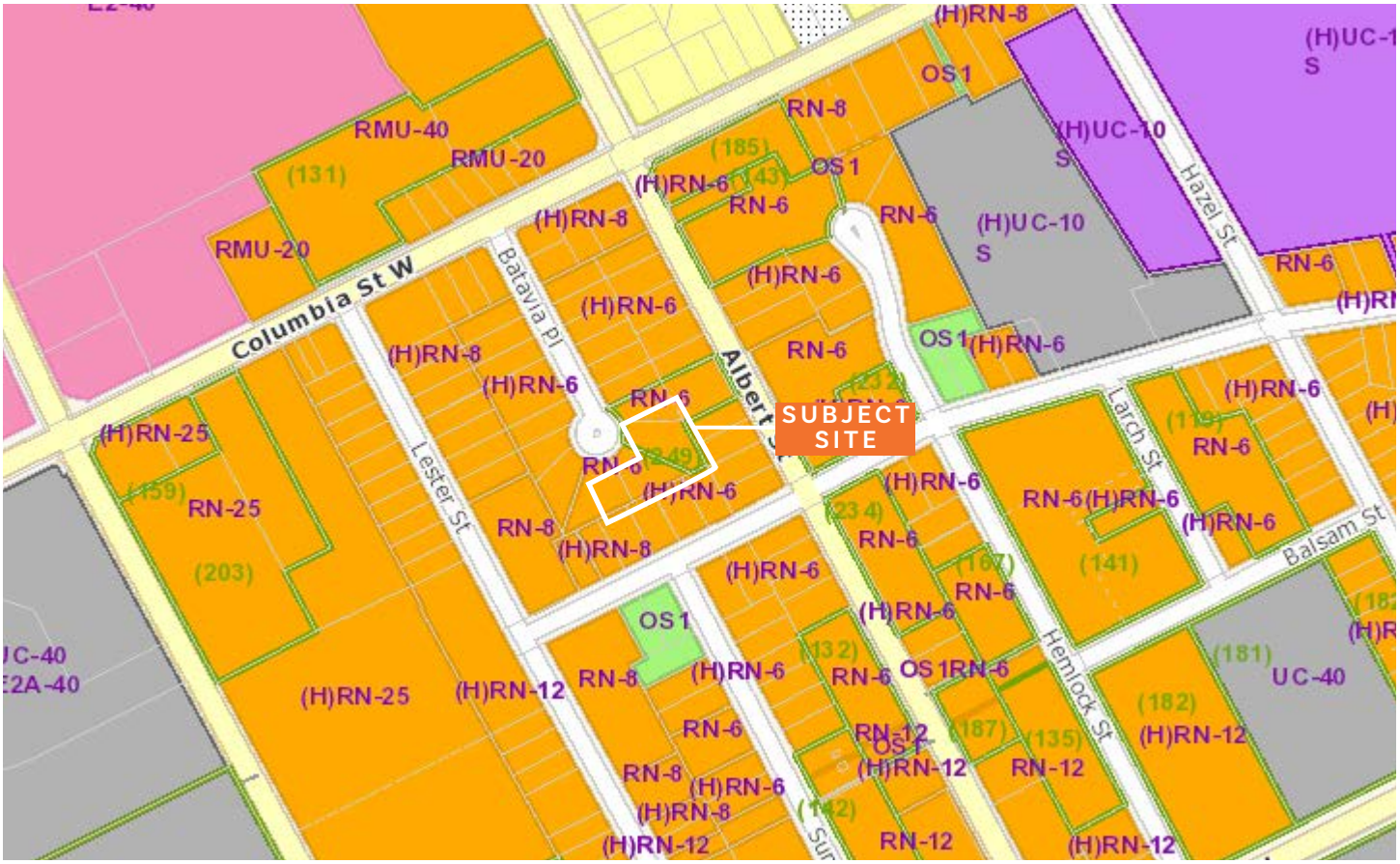


FIGURE 17: ZONING MAP

Aside from the zone and general provisions, the Subject Site is also subject to a Holding provision that must be removed prior to final Site Plan Approval. The following demonstrates how the conditions for removal of the Holding symbol under Section 7.11.17 have all been satisfied, allowing the Holding symbol to now be removed:

7.14.17 Notwithstanding anything to the contrary, where the holding symbol (H) is applied, only those uses which lawfully and actually existed on the date of passing of this BY-LAW shall be permitted to continue until such time as the holding symbol (H) is removed. The holding symbol (H) shall not be removed until the following criteria are satisfied:

a.) *Verification of sufficient servicing capacity (water, sanitary, and stormwater) to fully service the LOT and development thereon.*

The Functional Servicing Report prepared by K. Smart Associates dated November 25, 2022 (updated March 9, 2023) and submitted as part of the Site Plan application, concludes the Proposed Development can be fully serviced by existing sanitary, water, and stormwater infrastructure. This Report has been reviewed by the City and Region as part of the active Site Plan application.

b.) *Verification of sufficient transportation capacity and transportation infrastructure within the surrounding road network affected by the development and or use of the LOT.*

The Transportation Impact Study prepared by Paradigm Transportation Solutions Limited dated April 26, 2023 and submitted as part of this application to Lift the Holding symbol demonstrates that there is sufficient transportation capacity to accommodate the forecasted future traffic conditions, including the effects of the Proposed Development, upon the existing surrounding road network. Additional detail on this report is provided in Section 6 of this Brief.

c.) *For known or suspected contaminated sites as identified by the REGION, verification from the REGION and or the Province of Ontario that the owner has completed a Record of Site Condition.*

The Subject Site has been used for sensitive/residential purposes in the past and is located within a residential neighbourhood. However, the Region confirmed through pre-consultation that the Subject Site is not identified as a known or suspected contaminated site, and the the requirement for a Record of Site Condition is not applicable in this case.

d.) *Where an increase in BUILDING density is proposed pursuant to Section 37 of the PLANNING ACT, the completion and registration of an agreement pursuant to subsections 37.3 and 37.4 of the PLANNING ACT between the owner and the CITY.*

A Section 37 agreement is not applicable as the Proposed Development complies with the maximum height and density permitted by the Zoning By-law.

e.) *A Block Plan has been prepared in accordance with the Block Plan policies of the OFFICIAL PLAN for the Northdale Neighbourhood Specific Provision Area, where applicable.*

As per section 11.1.45 (40) of the Official Plan, the requirement for the preparation of a Block Plan may be waived, at Council's sole discretion, if Council is of the opinion that the proposed development satisfies the criteria to have the H symbol removed and is in conformity with the policies of the Official Plan. The Block Plan is intended to demonstrate conformity with the Official Plan and development objectives for Northdale by illustrating the following: the consolidation and assembly of land for more comprehensive development, requiring parkland/open space area dedication of a minimum of 5% of the

entire Block Plan area, facilitating the implementation of new streets and/or pedestrian walkways, and alignment with the Northdale Urban Design Guidelines, in addition to meeting the criteria for lifting the Holding provision.

The Proposed Development is in conformity with the above objectives as the Subject Site is an assembly of parcels which result in a less fragmented approach to the development of the block, provides an on-site open space area where a functional park size equivalent to 5% of the Block Plan area cannot be generated, creates a pedestrian connection between Batavia Place and Albert Street, and is consistent with the Northdale Urban Design Guidelines as further demonstrated in Section 5 of this Brief.

f.) Verification through Site Plan Control endorsement that the LOT and development thereon will conform to:

(i.) the OFFICIAL PLAN;

(ii.) the REGION'S Official Plan; and

(iii.) the CITY'S Urban Design Manual in effect, including the Northdale Urban Design Guidelines.

The associated Site Plan application SP-23-03 is currently under review and has been advanced sufficiently such that Staff have authorized the Applicant to move forward with this application to Lift the Holding provision. Staff endorsement is anticipated in the near future.

g.) Demonstrate compliance with the Provincial D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses" where there are potential land use compatibility issues associated with existing and or planned industrial uses operating in proximity to residential or other sensitive land uses.

The Provincial D-6 Guidelines establish recommended measures to ensure compatibility between industrial land uses and more sensitive land uses. The Guidelines identify three classes of industrial facilities, with Class III facilities being the largest and potentially most noxious. Class III facilities are defined as:

A place of business for large scale manufacturing or processing, characterized by: large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of major annoyance and there is high probability of fugitive emissions.

Existing employment uses located to the north of Columbia Street are generally limited to office uses and/or lower-intensity industrial uses that would be classified as Class I or II facilities, so there are no Class III facilities in proximity to the Site in our view. Under the Guidelines, Class I facilities have a potential influence area of 70 metres and minimum separation distance of 20 metres to new incompatible development, while Class II facilities have a potential influence area of 300 metres and minimum separation distance of 70 metres. As noted, there are no Class III facilities in the area, even if there were the Guidelines prescribe only a minimum separation distance of 300 metres for Class III facilities which would be achieved as described below.

Region Staff requested at the time of pre-submission consultation that the applicant provide the separation distances to the existing industrial uses north of the site at 388 Phillip Street. The Subject Site is approximately 300 to 400 metres southeast of 388 Phillip Street, which has most recently operated as an office headquarters for Prica Global Enterprises Inc. until they moved in 2021. It is anticipated that 388 Phillip will

continue to be used for non-industrial or light industrial uses for the foreseeable future.

We also note that 388 Phillip Street was removed from the Regional Employment Area designation as part of the Province's modifications to ROPA 6. As such, it is expected that 388 Phillip will likely be redeveloped for higher density mixed-use purposes at some point in the future. Even if 388 Phillip were to be reused for industrial purposes, we note that the 300-400 metre separation from the Subject Site leaves it outside of the potential influence area for Class I or II facilities, and beyond the minimum separation distance for Class III facilities. In addition, there are a number of intervening residential uses between 388 Phillip and the Subject Site, including recently approved and constructed residential development.

The next nearest industrial site is located at 446 Albert Street and is approximately 683 metres from the Subject Site. However, 446 Albert Street is also owned by Prica and industrial operations ceased on site in 2019. The site is contemplated for future mixed use development, having also been excluded from the Regional Employment Area designation and with a request for pre-submission consultation having been submitted to the City.

All other industrial land uses are situated well outside the potential area of influence from the Subject Site, satisfying the D-6 Guideline recommendations.

The Proposed Development complies with all provisions of the City's Zoning By-law and now seeks solely to lift the Holding symbol, as all applicable conditions have been satisfied.

5. URBAN DESIGN ANALYSIS

5. URBAN DESIGN ANALYSIS

Further to the analysis of the planning frameworks that apply to the Proposed Development, this section demonstrates how the building and site design details including built form, landscaping, circulation, layout, and relationship to the existing and planning context follow or adhere to the policies and guidelines pertaining to urban design for the Northdale Neighbourhood and City as a whole. This section should be read in conjunction with the Urban Design Brief dated November 30, 2022, prepared by Prica Global Enterprises and submitted in support of the associated SPA application SP-23-03, which is anticipated to receive Staff endorsement imminently.

5.1 CITY OF WATERLOO OFFICIAL PLAN

Section 3.11 of the City of Waterloo Official Plan provides design objectives to encourage a high standard of urban design for public and private sector projects to create an attractive and livable city with a strong sense of place. Below is a summary of how applicable elements and expectations have been addressed:

1. *Intensification*: The Proposed Development proposes an in-fill and intensification project on a significantly under-utilized Subject Site where five single detached dwellings are currently located. The built form considers the existing conditions and relationship to planned growth pattern, massing the building alongside the approved 6 storey development (Z-20-05) to the south and providing adequate separation and transition to the north where low rise residential properties exist but are contemplated for future redevelopment. The Proposed Development also complies with the minimum and maximum height and density requirements and all other detailed performance standards set out by the City's Zoning By-law.

2. *Character*: The Proposed Development's built form and architectural detail and finishings maintain and reinforce the contemporary style that is becoming predominant in the Northdale Neighbourhood. The attention to creating a favourable relationship with the public realm through enhanced streetscape design and furnishing also promotes and contributes to the envisioned walkable character of the Neighbourhood.

3. *Views and Vistas*: The Proposed Development frames the streetscape to create a strong, urban streetwall that does not interfere with any known views or vistas.

4. *Streetscapes*: To add in creating animation and a pedestrian-oriented façade, the Proposed Development features small scale commercial units fronting Albert Street each with their own entrance in addition to the main building entrance, which is inset to create a welcoming gathering area with seating and hardscape design. Soft landscaping is also proposed along both frontages to add natural vibrancy to the pedestrian experience.

5. *Existing Site Features*: The Proposed Development does not interfere with trees beyond the Subject Site, replacing removed trees wherever possible along the envelope for future healthy growth. Planters and landscaped ground cover are also proposed where space for tree planting is insufficient.

10. *Safety and Security*: The Proposed Development incorporates CPTED design principles by including grade-related commercial units with direct entrances to Albert Street in addition to the numerous residential entrances around the building, outdoor amenity spaces, high level of glazing, and lighting to promote natural surveillance around common spaces and the street.

11. *Site Circulation*: The Proposed Development has given priority to pedestrian and other non-vehicular movements by providing

multiple entrances to the building from the public realm and between the two frontages. Pedestrian and cyclist residents are able to access the outdoor amenity area and transverse the Subject Site from the public realm on Batavia Place to Albert Street without conflicts with vehicular movement using the walkways, convenient building entrances, and direct interior corridors. Barrier-free parking spaces are located nearest to the site and building entrance with delineated access to the building.

12. *Transit Oriented Design*: The Proposed Development is located within the University of Waterloo MTSA and approximately 100 metres to bus and cycling routes along Columbia Street West. The pedestrian-oriented design and proximity to transit lines makes the use of active modes of transportation comfortable and convenient. In addition, the Proposed Development provides for transit supportive density as it achieves the maximum permitted under the Zoning By-law.

13. *Universal Design*: The Proposed Development includes barrier-free access throughout the Subject Site, from the barrier free parking spaces to public realm connections to building entrances. All building entrances are flush with the grade and curb cuts, gradual slopes, and ramps are provided where there are changes in elevation. Contrasting elements including change in materiality and painted lines clearly define the priority for barrier-free movement on shared surfaces.

14. *Parking*: Parking is largely isolated to the northeast part of the site, gained off the higher order street with one driveway located furthest away from the building entrances. The vehicle access is framed with low level landscaping to soften streetscape. Parking for the most part is either tucked behind the Albert Street building façade or located below grade to reduce surface area extent and visibility.

15. *Site Servicing Areas*: Site servicing is relegated to the interior corner of the building's 'L' shape, away from public view, residential units, and interference from on-site traffic.

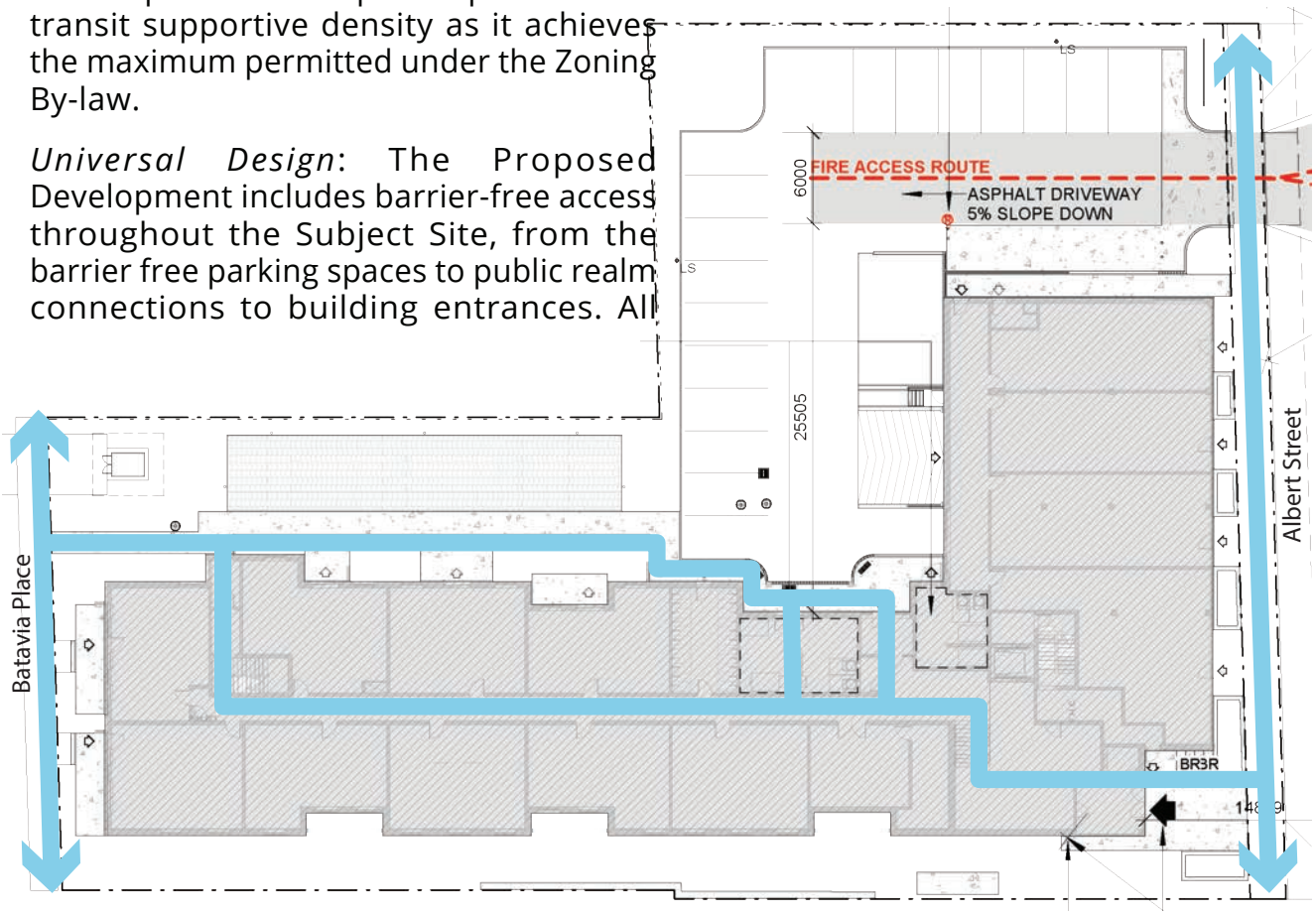


FIGURE 18: PEDESTRIAN SITE PERMEABILITY

16. *Outdoor Lighting*: The Proposed Development provides human-scaled lighting along pedestrian and accessible areas of the building and site to create a safe outdoor environment, while minimizing glare and impact to the surrounding properties.

17. *Signage*: The Proposed Development provides AODA, UDM, and Sign By-law compliant signage that is appropriate in scale and complements the building design for wayfinding on-site without obstructing or overpowering the building façade and architectural features.

18. *Compatible Development*: The land use, built form and design, and site layout were conceived to reflect the existing and planned evolution of the Northdale Neighbourhood and block specifically, locating the largest mass closest to the primary street frontage and adjacent development to the south, providing a transition between existing low density uses (and future development) to the north.

19. *Human-Scale*: The Proposed Development reinforces the human scale with grade-related frontages and landscaping features that animate and add vibrancy to the streetscape. The ground floor is well articulated with glazing, building entrances, and residential units with patios which contribute to a high degree of natural surveillance and creates a soft transition from the public and private realms. The building and site design gives priority to pedestrians and cyclists over motor vehicles.



FIGURE 19: ALBERT STREET BUILDING FACADE AND ENTRANCES

20. *Building Design*: The Proposed Development follows the contemporary architectural style that has become the prominent and characteristic building style in the Northdale Neighbourhood and surrounding area. The recurring theme in the design is to provide contrasts by alternating a light and dark colour palette and intermittent solid and glazed materiality. There is an added styling emphasis on the facades facing Albert Street and Batavia Place, where the use of an accented colour palette adds visual interest to the glazed building faces as well as a greater sense of rhythm to the articulation. The flanks of the building alternate between a light and dark palette to break down what would otherwise be a long and monotonous building wall condition.

22. *Landscape Design*: The Proposed Development provides soft and hard landscaping throughout the site to enhance the public realm in a manner that is as equally sustainable as it is aesthetically pleasing. The landscape design complements the building and site layout to showcase a thoughtful project with an inviting streetscape character and comfortable amenity areas.

23. *Site Amenities*: The Proposed Development includes a range of on-site amenities or features such as benches, trash receptables, bicycle parking, large canopy trees, and outdoor patios and common amenity spaces in order to promote social gathering and interaction in a space that is enjoyable and comfortable for all.

24. *Sustainable Design*: The Proposed Development features various sustainable design elements including ground cover and trees that are native and low maintenance, LID strategies to reduce overland runoff, energy efficient building materials and fixtures where possible, and promotion of social interaction and active modes of transportation for healthy lifestyles.

27. *Utilities*: The hydro transformer is located away from the higher traffic Albert Street where it would be more visually prominent. It is also appropriately separated from the building itself, and will be screened from the outdoor amenity area by trees and other landscaping measures. In addition, a decorative wrap is proposed for the transformer, subject to approval from Enova.

Based on a review and analysis of all applicable Urban Design policies, it is our view that the Proposed Development exemplifies good urban design and meets the City's high standard of urban design in accordance with Urban Design policies from the City's Official Plan and contributes to creating an attractive development and sense of place.

5.2 NORTHDALE URBAN DESIGN GUIDELINES

The Northdale Urban Design Guidelines implement the City's Urban Design policies established in the Official Plan and provide supplemental direction to achieve the vision for the Northdale Neighbourhood, one of the City's primary intensification areas. The Guidelines are intended to provide the City with a tool for review and evaluation of various development proposals as the neighbourhood transitions into a mixed-use and multi-modal complete community.

The vision and principles established for the Northdale Neighbourhood are embodied in a set of preferred neighbourhood elements which provide more detailed and applicable planning objectives to guide development. Below is a summary demonstrating how the applicable preferred neighbourhood elements are incorporated into or achieved through the Proposed Development:

Neighbourhood Structure

NS.1 The Proposed Development replaces five single storey detached houses with a six storey mixed-use apartment building, bringing in a more optimal and favourable built form that contributes to a vibrant, compact, and mixed-use community.

NS.2 The Proposed Development is located within the University of Waterloo MTSA and within close proximity to transit stops served by multiple bus routes, cycling routes, and walking paths (ie. trails and sidewalks), supporting healthy lifestyles through active modes of transportation. There are also commercial units on the Albert Street frontage making this a mixed use development that can offer residents and visitors diversity in goods and services within the community, while creating employment and other economic benefits.

NS.3 The Proposed Development conforms to all applicable land use, urban design, and built form policies and regulations, meeting the planned intent and objective for the Subject Site and area. Buffering from future development

to the north has been proactively reserved to enable improved transition and building separation.

Buildings & Development

BD.1 The Proposed Development will utilize sustainable design, plants, materials, technology, and systems wherever feasible to conserve energy and resources, including but not limited to high efficiency appliances and utilities, local and durable building materials, tri-sorter refuse system, LID strategies to reduce overland flow, and native and drought tolerant planting.

BD.2 The Proposed Development maximizes its dual frontage by pulling the buildings closer to the street edge to create a sense of street enclosure and "eyes on the street" condition. The Albert Street frontage establishes a strong and animated urban street wall condition through the use of extensive glazing, commercial units, and the main resident entrance. The Batavia Place frontage exhibits more of a subdued private and public interface with outdoor patios and secondary entrances.

BD.3 The Proposed Development uses appropriate and compatible building design techniques that strengthen the emerging contemporary and vibrant Northdale Neighbourhood character.

BD.4 Ground floor windows, doors, and main entranceways have been located and designed to enhance visibility and transparency at-grade to create a welcoming street level experience and natural but subtle surveillance of the public realm.

BD.5 The Proposed Development consists of various amenity areas that not only exceed the minimum requirements in space but are designed with a high level of consideration to encourage passive and active forms of social engagement for overall positive health and well-being.

BD.6 The Proposed Development respects the City's direction in planning for a transit-supportive community and provides convenient bicycle parking facilities to further support active modal choices for residents and visitors. The minimum parking rates are adhered to

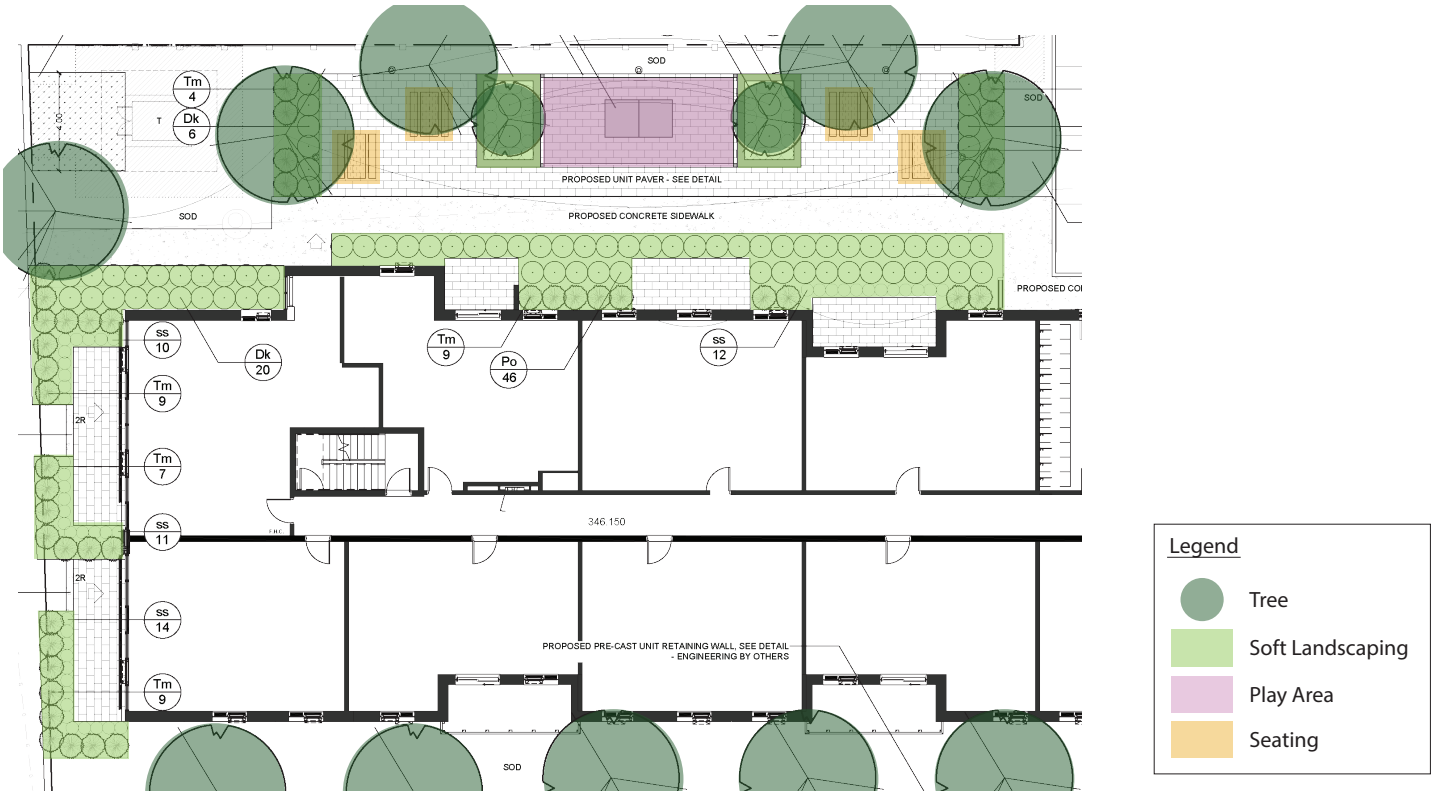


FIGURE 20: LANDSCAPE PLAN EXCERPT

without surplus as a transportation demand management strategy. Surface parking is screened by the building and vegetation is used to soften the street edge at the vehicular access point.

Public Realm

PR.1 The Proposed Development proactively includes a more animated retail and commercial use on the convertible street frontage.

PR.2 The Public Realm Structure Plan for the Northdale Neighbourhood does not contemplate any parkland or public access on or through the Subject Site. However, the grade-related outdoor amenity area enhances the sense of place with a safe and comfortable setting for different forms of social interaction. In addition, the gathering space outside of the principal residential entrance will likewise foster enhanced social interaction, as will the active, commercial street frontage along Albert Street. Residents are also able to enjoy two new public parks in the vicinity – one at Hemlock Street and Hickory Street and another at Hickory Street and Sunview Street.

PR.3 The Proposed Development has been conceived with the pedestrian and cyclist as the priority. Walkways extend beyond the building frontages to the interior of the Subject Site for improved east-west connections within the project itself. Secure bicycle storage has also been placed conveniently on the first floor with its direct access to the walkway as well as the interior.

PR.4 CPTED principles have been incorporated through ground cover landscaping, human scale lighting, natural surveillance through building and amenity orientation and visibility, and animation of the ground floor. Barrier free and universal access design elements allow people of all abilities to navigate the site and actively participate in day-to-day life and activities.

PR.5 Streetscaping amenities have been proposed with the anticipation of the eventual road widening of Albert Street, which has been illustrated on the relevant architectural drawings as a hatched segment.

Based on a review and analysis of all applicable preferred neighbourhood elements, it is our view that the Proposed Development fully supports the vision of a compact, sustainable, mixed use Northdale Neighbourhood that promotes active transportation, the concept of main streets, and social interaction, all of which contribute to a complete community.

5.3 ZONING BY-LAW - DETAILED PERFORMANCE STANDARDS

In addition to the urban design policies of the City's Official Plan and guidelines and principles outlined within the City's Urban Design Manual and the Urban Design and Built Form Guidelines for the Northdale Neighbourhood, it is important to note that the City's Zoning By-law also includes very detailed built form and urban design-related performance standards. These standards are an extra stop that Waterloo has progressively adopted to ensure that development effectively implements many of the City's urban design vision, policies, and guidelines at the zoning and site plan stage. Examples of these performance standards include:

- Minimum and maximum street line setbacks
- Minimum side and rear yard setbacks
- Minimum first storey building height
- Minimum and maximum residential density
- Maximum building height
- Minimum number of first storey building entrances
- Minimum amenity area and landscaped open space
- Minimum bicycle parking

As detailed in Appendix A of this Brief, the Proposed Development complies with all applicable performance standards under the Residential Northdale Six (RN-6) zoning. As such, the Proposed Development has been carefully designed to directly address the City's detailed built form and urban design related performance standards that have been directly implemented into the Zoning By-law.

6. SUPPLEMENTAL TECHNICAL STUDIES

6. SUPPLEMENTAL TECHNICAL STUDIES

The following supplemental technical studies have been prepared and are included within the enclosed application to Lift the Holding provision:

- Functional Servicing Report
- Stormwater Management Report
- Transportation Impact Study

6.1 FUNCTIONAL SERVICING REPORT & STORMWATER MANAGEMENT REPORT

The separate Functional Servicing Report ("FSR") and Stormwater Management ("SWM") Report, prepared by K. Smart Associates dated November 25, 2022, updated March 9, 2023, were initially submitted as part of the Site Plan application. The Reports concludes that the Proposed Development can be fully serviced by existing sanitary, water, and stormwater infrastructure. In more detail, the reports and accompanying Servicing Plans conclude the following:

- The Proposed Development will be serviced with a 150 mm diameter sanitary service to the existing 200 mm diameter sanitary sewer in Batavia Place;
- The Proposed Development will be serviced with a 150 mm diameter water service connection to the existing 300 mm diameter watermain on Albert Street for fire suppression and domestic water supply;
- The overall site peak flow from the pre-development conditions to post-development conditions will not result in an increase in peak discharge rates to the existing storm sewer; and,
- The Proposed Development's stormwater management on-site, including a parking lot pond and underground chambers, will provide quality and quantity control of runoff to the existing catch basin manhole on Batavia Place.

6.2 TRANSPORTATION IMPACT STUDY

A Transportation Impact Study (TIS) prepared by Paradigm Transportation Solutions dated April 26, 2023 utilizes the Terms of Reference provided by City Staff to assess the existing and forecasted traffic conditions, including the impact from the Proposed Development, to bring forward the following findings and recommendations:

- The study area intersections are currently operating within acceptable levels of service;
- The Proposed Development is forecast to generate approximately 37 and 46 trips during the AM and PM peak hours, respectively;
- The study area intersections are forecast to operate at acceptable levels of service similar to existing traffic conditions in 2029; and,
- The addition of the site generated traffic will increase the approach delays at the study area intersections by one second or less during the AM and PM peak hours in 2029.

7. CONCLUSIONS

7. CONCLUSIONS

Based on a comprehensive review of all applicable planning policies and urban design guidelines, and a detailed evaluation of the Proposed Development against these policies and guidelines, this Brief concludes that the Proposed Development reflects a transit-oriented response to the unique conditions of the Subject Site and surrounding neighbourhood.

The Proposed Development conforms to the Provincial planning framework as well as the Regional Official Plan and the City's Official Plan policies and Urban Design Guidelines. It has been conceived with a high standard for urban design and aims to create a more vibrant and active community while meeting growth and density targets through intensification and land use efficiency.

It is our opinion that the Proposed Development allows for more efficient land use with a well-designed compact built form that addresses the public realm and supports existing public facilities and services. The Proposed Development aligns with the vision and intent of the existing and evolving planning framework including supplemental area-specific guidelines.

The purpose of this application is solely to lift the Holding provision that applies to the Subject Site, as the criteria to lift the Holding provision have now all been satisfied where applicable. On that basis, it would be appropriate for Council to lift the Holding Provision. The lifting of the Holding provision will facilitate the continued review and approval process for the associated SPA application (SP-23-03), which represents good planning through a thoughtful and responsive proposal that is appropriate and desirable for the evolving Northdale Neighbourhood.

8. APPENDICES

APPENDIX A: ZONING MATRIX

Zoning Provision	Requirements	Proposed Development	Compliance
Lot Area (minimum)	1,000 m^2	3,433.03 m^2	✓
Lot Frontage (minimum)	20 m	Albert Street - 57.58 m Batavia Place - 31.09 m	✓ ✓
Street Line Setback (minimum)	Convertible Frontage - 1 m	1.1 m	✓
	Neighbourhood Frontage - 3 m	3 m	✓
Street Line Setback (maximum)	Convertible Frontage - at least 75% of the street line building facade shall be within 5 m of the street line	Albert Street building facade - 35.4 m Albert Street building facade wtihin 5 m of the street line - 29.8 m 29.8/35.4 = 84%	✓
	Neighbourhood Frontage - 6 m	3 m	✓
Side Yard Setback (minimum)	Convertible Frontage - 3 m	8.7 m from north property line 3.0 m from south property line	✓
	Neighbourhood Frontage - 3 m		
Rear Yard Setback (minimum)	7.5 m	N/A *no rear lot line	✓
Height of the First Storey (minimum)	Convertible Frontage - 4.0 m	4.8 m	✓
	Neighbourhood Frontage - 4.0 m	4.0 m	✓
Building Height (maximum)	Convertible Frontage - 21.5 m	19.1 m	✓
	Neighbourhood Frontage - 21.5 m	21.4 m	✓
Density (maximum)	250 bedrooms per hectare	85 bedrooms per hectare	✓
Number of First Storey Entrances to the Building (minimum)	Convertible Frontage - 1 per 15 m of street line building facade 35.4/15 = 2.36 → 3	5	✓
	Neighbourhood Frontage - 1 per 15 m of street line building facaade 18.6/15 = 1.24 → 2	3	✓
Amenity Area (minimum)	3 m^2 for the first bedroom and 2 m^2 for each additional bedroom in the dwelling unit 85 x 3 = 255 m^2	580 m^2	✓
Landscaped Open Space (minimum)	30%	31.9%	✓
Residential Parking Spaces (minimum)	0.20 per bedroom 85 x 0.20 = 17	17	✓
Visitor Parking Spaces (minimum)	0.05 per bedroom 85 x 0.05 = 4.25 → 5	5	✓
Parking Spaces for Non-Residential Uses (minimum)	3.0 per 100 m^2 of building floor area (3.0 x 365)/100 = 10.95 → 11	11	✓
Surface Electric Vehicle Parking Spaces (minimum)	1 EV parking space for 20-49 surface parking spaces	1	✓
Accessible Parking Spaces (minimum)	1 Type A and 1 Type B for 26-50 parking spaces	1 Type A and 1 Type B	✓

Zoning Provision	Requirements	Proposed Development	Compliance
Loading Spaces (minimum)	1 Type A for 76-900 bedrooms 1 Type B for 205-2,500 m^2 of non-residential building floor area	1 Type B (S.6.9.5.3)	✓
Bicycle Parking Spaces (minimum)	Residential - 0.25 per bedroom 85 x 0.25 = 21.25 → 22	22	✓
	Non-residential uses - 1 per 100 m^2 of building floor area (1 x 365)/100 = 3.65 → 4	4	✓
Number of Driveways Per Lot (maximum)	1	1	✓
Ancillary Uses	Ancillary uses shall not collectively exceed 15% of the building floor area on the lot or 5,000 m^2, whichever is more restrictive	(365/7,417.86) x 100 = 4.9%	✓
	The maximum building floor area of each retail store, cafe, or bake shop shall not exceed 465 m^2	Largest commercial unit is 108.43 m^2	✓
	Ancillary uses shall be located on the first storey of a mixed use building	Ancillary uses are located on the first storey	✓
	Ancillar uses shall abut the front building facade or flankage building facade	Ancillary uses abut the front building facade	✓
Number of Main Buildings Per Lot (maximum)	More than one (1) permitted	1	✓

APPENDIX B: RECORD OF CONSULTATION

Integrated Planning & Public Works
Planning Approvals

RECORD OF CONSULTATION

Project Address: 318, 320 Batavia Place and 309, 329, 333 Albert Street

Application Types: Lifting of Holding

Date of Pre-Submission Consultation Meeting: TBD

Applicant: 333 Albert Street Inc.

Agent: Simona Gojsevic, Prica Global Enterprises Inc.

Development Planner: Christine Huynh, christine.huynh@waterloo.ca, 519.747.8583

CONFIDENTIAL DOCUMENT

The contents of this document are confidential and are not part of a Planning Act Application.

The purpose of the Pre-Submission Consultation is to review a proposed development and identify the need for, and scope of, the *other information and materials* required as part of a complete application under the Planning Act. The City will not accept an application for, including but not limited to, a Plan of Subdivision, an Official Plan Amendment, or a Zoning By-law Amendment for processing unless such development application is considered to be a complete application and in accordance with Section 12.2.14 of the City's Official Plan.

This Record of Pre-Submission Consultation only applies to the proposal as described and/or as provided for in the attached concept plan and shall be valid for two years from the date of the Pre-Submission Consultation Meeting, unless otherwise approved by the Director of Planning or Manager of Planning Approvals.

If you have any questions or concerns with this Record of Pre-Submission Consultation please contact the Development Planner.

PART A – DESCRIPTION OF SUBJECT PROPERTY

The subject property, being, 318, 320 Batavia Place and 309, 329, 333 Albert Street, is currently zoned (H)RN-6 zone. The existing use is five separate lots with single detached residential dwellings, and road access off Batavia Place and Albert Street. Surrounding land uses include low to mid density residential developments.

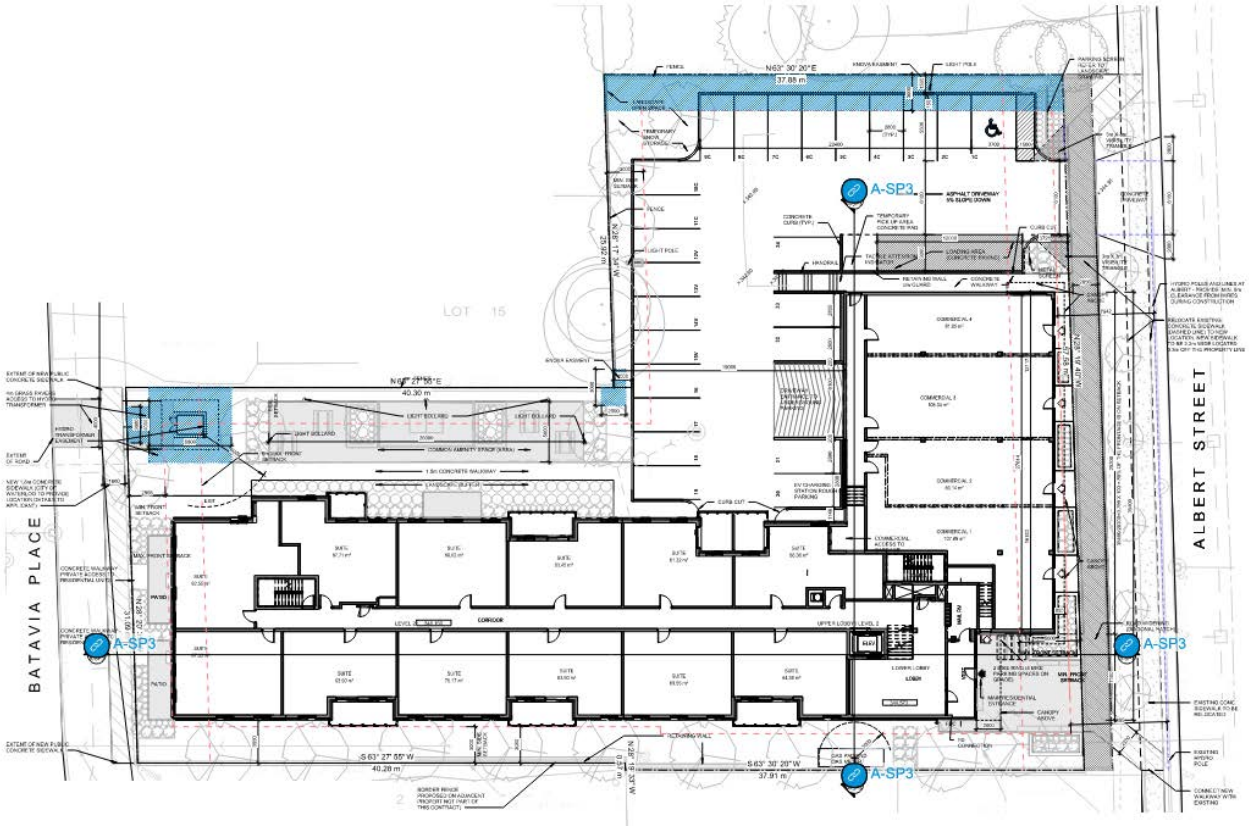


PART B – DESCRIPTION OF DEVELOPMENT PROPOSAL

The subject site, being 318, 320 Batavia Place and 309, 329, 333 Albert Street, is approximately 3,570 square metres in size and located on a through lot abutting Batavia Place and Albert Street. The current use of the property is five single detached residential dwellings.

The development concept submitted includes a proposal for a new 6-storey mixed-use development with a proposed building floor area of 1,512 square metres, consisting of 85 dwelling units (85 bedrooms), 34 parking spaces, and 396 square metres of commercial space. The plan also includes a walkways and landscape open space.

The development concept as submitted by the applicant, is appended below:



Applicant's Request

Proposal to amend the City's Zoning By-law by removing the "H" Holding provision formteh submect lands.

PART C – COMMENT SUMMARY

The following section contains a summary of all preliminary comments received. Where applicable, additional information is attached as Appendices to this document.

C.1 PLANNING COMMENTS

Comments Of: Planning Division
Commenter's Name: Christine Huynh
Email: christine.huynh@waterloo.ca
Phone: 519.747.8583

Date of Comments: April 5, 2023

C.1.3 Zoning By-law Analysis

1. The Site is currently zoned (H)RN-6. Permitted uses of the (H)RN-6 zone include a mixed use building with dwelling units above the first storey. All uses proposed are therefore permitted within the (H)RN-6 zone.

2. Council approval of the removal of the Holding (H) symbol is required. To lift the Holding (H), the applicant must satisfy all requirements of Section 7.13.17 of By-law 2018-050 to the satisfaction of City staff. This includes:
   a. Verification of sufficient servicing capacity (water, sanitary, and stormwater) to fully service the LOT and development thereon.
   b. Verification of sufficient transportation capacity and transportation infrastructure within the surrounding road network affected by the development and or use of the LOT.
   c. For known or suspected contaminated sites as identified by the REGION, verification from the REGION and or the Province of Ontario that the owner has completed a Record of Site Condition.
   d. Where an increase in BUILDING density is proposed pursuant to Section 37 of the PLANNING ACT, the completion and registration of an agreement pursuant to subsections 37.3 and 37.4 of the PLANNING ACT between the owner and the CITY.
   e. A Block Plan has been prepared in accordance with the Block Plan policies of the OFFICIAL PLAN for the Northdale Neighbourhood Specific Provision Area, where applicable.
   f. Verification through site plan control endorsement that the LOT and development thereon will conform to the:
      i. City's Official Plan
      ii. Regional Official Plan and
      iii. City's Urban Design Manual in effect, including the Northdale Urban Design Guidelines.
   g. Demonstrate compliance with the Provincial D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses" where there are potential land use compatibility issues associated with existing and or planned industrial uses operating in proximity to residential or other sensitive land uses.

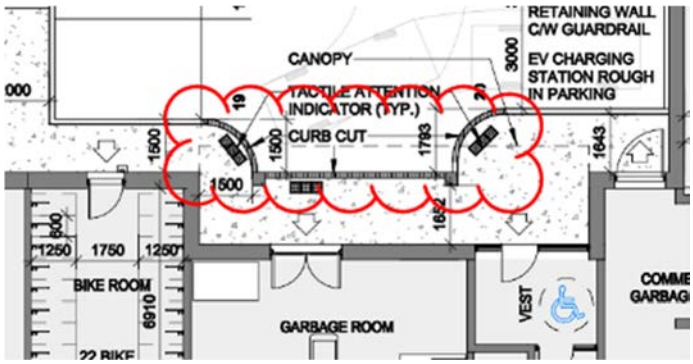
C.1.4 Site Design, Urban Design and Site Specific Considerations

a) Building Elevations & Floorplans:

   a. Staff question the placement of dining rooms and whether these rooms would be used as bedrooms. Why are there demising walls around all dining spaces in such small apartment units?

b) Internal Private Sidewalks/Walkways:

   a. Please confirm whether the provided curb cuts, including those located abutting the accessible entrances are flush or raised.



C.4 ENGINEERING SERVICES COMMENTS

Comments Of:	Engineering Services
Commenter's Name:	Ronda Werner
Email:	ronda.werner@waterloo.ca
Phone:	519.747.8720 ext. 78720
Date of Comments:	March 6, 2023

To provide a clearance on the Holding provision, Engineering Services will require the submission of a Feasibility Study. The Study should provide, at a minimum, an assessment, conclusion, and recommendations on the following information:

a) An evaluation on the existing municipal infrastructure fronting the development property;
b) A written description of the existing grading and drainage patterns on the subject development property and surrounding area;
c) A description of the proposed grading and servicing strategy;
d) Servicing demand calculations, including sanitary and water and fire supply;
e) A fire hydrant test with summarized pressures and flow within the municipal system;
f) MECP sanitary and storm Design sheets; and
g) Stormwater Management Design.

C.5 TRANSPORTATION SERVICES COMMENTS

Comments Of:	Transportation Services
Commenter's Name:	Ainsley Rego
Email:	ainsley.rego@waterloo.ca
Phone:	519.886.2310 ext. 30336
Date of Comments:	March 29, 2023

a) Transportation Services request a Transportation Impact Study to support the removal of the holding provision and verify sufficient transportation capacity on the surrounding road network.

C.6 AGENCY COMMENTS

Comments Of:	Region of Waterloo
Commenter's Name:	Monika Oviedo
Email:	moviedo@regionofwaterloo.ca
Phone:	N/A
Date of Comments:	March 28, 2023

** Please refer to Appendix A.*

PART D – REQUIRED SUBMISSION MATERIALS FOR FORMAL APPLICATION

The following is a list of submission materials that will be required for the subject Planning Act application(s) to be deemed complete. Please note that following the acceptance of an application as "complete" additional information and materials may be required following a more detailed review, as a result of changes to the proposal, or changes to policy.

Please note, all supporting information must be conducted by a qualified professional retained by and at the expense of the applicant. **Please ensure all information submitted is accurate, complete and consistent**. The City may refuse to accept any supporting information if it considers the quality of the submission unsatisfactory.

All submissions materials must be in compliance with the Accessibility for Ontarians with Disabilities Act (AODA).

Other Information and Materials: Subdivision / Zoning By-law Amendment					
REQ'D		**#**	**To the Satisfaction of:**	**Notes:**	
Standard Requirements					
☐	Cover Letter	#	Planning	Addressed to: Natalie Hardacre, Manager of Planning Approvals	
☐	Completed / Signed Application Form	3	Planning	One original and two copies.	
☐	Permission to Enter Form	3	Planning	One original and two copies.	
☐	Owner Authorization Form	3	Planning	One original and two copies.	
☐	City Application Fee (Removal of 'H' Holding Symbol)	1	Planning	$12,445.00 (City) *Please note that all City fees are subject to change annually on September 1st.*	
☐	Regional Fees (Zoning By-law Amendment, Noise Study)	1	Region	$3,000 (Zoning By-law Amendment) $4000 + HST (Stationary Noise Peer Review Fee)	
☐	Notice of Source Protection Plan Compliance	3	Region		
☐	Digital copy of all submission materials	1	Planning	Please ensure limited file size.	
☐	Environmental Site Screening Questionnaire	3	Planning		
☐	Source Protection Screening Form	3	Region		
☐	Section 59 Notice	3	Region		
Required Plans					
☐	Building Elevation Drawings and Renderings	3	Planning		
☐	Floor Plans	3	Planning		
☐	Site Plan	3	Planning		
Required Reports and Studies					

☐	Planning Justification Report	3	Region Planning		
☐	Urban Design Brief	3	Planning		
☐	Functional Servicing Report	3	Engineering Region	Refer to comments above for details of necessary content. Refer to Appendix A for details of necessary content.	
☐	Stormwater Management Design	3	Engineering	Refer to comments above for details of necessary content.	
☐	Traffic Impact Study	3	Transportation	Prepared and signed by a professional engineer. Terms of reference for TIS to be approved by the City's Transportation Services.	
☐	Stationary Noise Study	3	Region	Refer to Appendix A for details of necessary content.	

D.1 POLICIES, STANDARDS AND RESOURCES

In addition to those noted above, it is strongly encouraged that the applicant be directed to additional City policies, guidelines and/or reference material to help guide the proposed development concept. These may include, but shall not be limited to:

- The City's Strategic Plan
- The City's Urban Design Manual
- The City's Development Engineering Manual
- The City's Landscape Design Process & Requirements Manual for New Subdivision Development
- The City's Sidewalk Policy
- The City's accessibility Standards

D.2 ANTICIPATED FEES

In addition to those fees noted above, fees may be required by other agencies including, but not limited to, the Region of Waterloo and Grand River Conservation Authority. Additional fees such as, but not limited to, Development Charges and Parkland Dedication may also apply.

D.3 FUTURE PROCESSES AND APPLICATIONS

Dependent upon the nature of the proposed development and anticipated tenure, additional Planning Act applications may be required. For example, the development will be subject to Section 41 of the Planning Act (Site Plan Control). Additionally, if a proposed building(s) or unit(s) are to form part of a Plan of Condominium, then the provisions of the Condominium Act shall apply, and related processes and approvals.

PART E – SIGNATURES

This Record of Pre-Submission Consultation only applies to the proposal as described and/or as provided for in the attached concept plan. This Record of Pre-Submission Consultation documents the required *other information and materials* that must be submitted in support of a complete Application made under the Planning Act.

If you have any concern with this Record of Pre-Submission Consultation please contact the Development Planner immediately.

Please note that the feedback provided at this Pre-Submission Consultation Meeting does not constitute a detailed review of the development application(s). Following the acceptance of an application as "complete" additional information and materials may be required as a result of the detailed review, or changes to the proposal, City policies, the zoning by-law, or standard City conditions of development.

APPROVAL OF THE RECORD OF PRE-SUBMISSION CONSULTATION

This Record of Pre-Submission Consultation shall be considered valid until April 5, 2025 unless otherwise approved by the Manager of Planning Approvals.

Christine Huynh

April 5, 2023

_____ _____

Christine Huynh, BES
Planner/Site Plan Coordinator, Planning Approvals

Date

APPENDIX A

Region of Waterloo

City of Waterloo Pre-Submission Consultation
March 28, 2023

Removal of a Holding Provision -Zoning By-law Amendment
Prica Global on behalf of 333 Albert St. Inc.
318, 320 Batavia Place and 309, 329, and 333 Albert Street

The applicant is proposing a Zoning By-Law Amendment (ZBA) to lift the existing holding provision in place for properties located at 318, 320 Batavia Place and 309, 329, and 333 Albert Street in the City of Waterloo. The subject property is designated 'Built-Up Area' in the Region Official Plan. The property is designated 'Low Density Residential' in Schedule A of the City of Waterloo Official Plan. The property is zoned Residential Northdale Six and is subject to a holding provision ((H) RN-6) in the City of Waterloo Zoning By-law 2018-050.

The subject property is currently occupied by five low-rise residential dwellings. The applicant is proposing to demolish the existing buildings and construct a six-storey mixed-use building. A total of 85 dwelling units are proposed, and approximately 400m2 of commercial space is proposed along the Albert Street frontage. In terms of parking, 34 vehicular parking spaces are proposed as a combination of surface and structured parking, and 26 bicycle spaces are proposed.

The sole purpose of the application would be to lift the existing holding provision. No variances or site-specific provision are being proposed to facilitate the development. In accordance with Section 7.14.17 of the City's Zoning By-law (2018-050), the Holding (h) provision for the subject lands can be removed once the following information is provided:

a) Verification of sufficient servicing capacity (water, sanitary, and stormwater) to fully service the lot and development thereon.
b) Verification of sufficient transportation capacity and transportation infrastructure within the surrounding road network affected by the development and or use of the lot.
c) For known or suspected contaminated sites as identified by the Region, verification from the Region and or the Province of Ontario that the owner has completed a Record of Site Condition.

Document Number: 4337935 Version: 1

d) Where an increase in building density is proposed pursuant to Section 37 of the Planning Act, the completion and registration of an agreement pursuant to subsections 37.3 and 37.4 of the Planning Act between the owner and the City.
e) A Block Plan has been prepared in accordance with the Block Plan policies of the Official Plan for the Northdale Neighbourhood Specific Provision Area, where applicable.
f) Verification through Site Plan Control endorsement that the LOT and development thereon will conform to:
    i. the Official Plan;
    ii. the Region's Official Plan; and
    iii. the City's Urban Design Manual in effect, including the Northdale Urban Design Guidelines.
g) Demonstrate compliance with the Provincial D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses" where there are potential land use compatibility issues associated with existing and or planned industrial uses operating in proximity to residential or other sensitive land uses.

Community Planning

A Planning Justification Report is required as part of the complete ZBA application. The report must provide details on the proposed development and address the policies of the PPS, the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan (ROP), including ROPA 6, the City of Waterloo Official Plan and the City's Zoning By-law. The report should directly address the in place holding symbol and how the submitted documents satisfy each individual criteria. Region staff request that the applicant provide in their report the separation distances to the existing industrial uses north of the site (at 388 Phillip Street) and a discussion on this distance relative to the distances contained in the D-6 Guideline, as part of the discussion on how requirement (g) of the holding provision has been satisfied.

A Stationary noise study is required as part of the complete ZBA application. The study must assess (measure or predict) stationary noise impacts to the proposed development from adjacent land uses and ensure that potential noise impacts will be minimized or can be mitigated. The study must also assess stationary noise impacts from the proposed development on itself. The Stationary Noise Study must be prepared in accordance with the requirements of the Ministry of the Environment, Conservation and Parks Publication NPC-300. Please ensure that a signed Owner/Authorized Agent Statement and Consultant Statutory Declaration accompany the study.

Document Number: 4337935 Version: 1

In the event that a stationary noise source, and/or a vibration source are/is identified as potential concerns, the applicant will be required pay for a third party review by an external Noise Consultant retained by the Region. The fee for this third party review is $4000 +HST. Please submit payment for the third party review along with the submitted noise study. Additional fees may apply depending on scope of review required. Payment can be made either by cheque payable to the Region of Waterloo, or by contacting Ms. Peggy Walter (PWalter@regionofwaterloo.ca) via other methods.

Corridor Management

Corridor management staff have no comments on the pre-submission consultation and have no complete application requirements.

Facilities

The subject lands are not identified as a known or suspected contaminated site as there are no threats in the Region's Threat Inventory Database on or adjacent to the subject properties. Therefore, Region staff confirm that the RSC requirement under (c) of the holding provision is not applicable.

Cultural Heritage

Cultural Heritage Staff have no comments on the pre-submission consultation and have no complete application requirements.

Housing Services

The Region supports the provision of a full range of housing options, including affordable housing. Should this holding provision be lifted, staff recommend that the applicant consider providing a number of affordable housing units on the site, as defined in the Regional Official Plan. Rent levels and house prices that are considered affordable according to the Regional Official Plan are provided below in the section on affordability.

In order for affordable housing to fulfill its purpose of being affordable to those who require rents or purchase prices lower than the regular market provides, a mechanism should be in place to ensure the units remain affordable and establish income levels of the households who can rent or own the homes.

Staff further recommend meeting with Housing Services to discuss the proposal in more detail and to explore opportunities for partnerships or programs and mechanisms to support a defined level of affordability.

Document Number: 4337935 Version: 1

Affordability

For the purposes of evaluating the affordability of an ownership unit, based on the definition in the Regional Official Plan, the purchase price is compared to the least expensive of:

Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households	$385,500
Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area	$576,347

*Based on the most recent information available from the PPS Housing Tables (2021).

In order for an owned unit to be deemed affordable, the maximum affordable house price is $385,500.

For the purposes of evaluating the affordability of a rental unit, based on the definition of affordable housing in the Regional Official Plan, the average rent is compared to *the least expensive of*:

A unit for which the rent does not exceed 30 per cent of the gross annual household income for low and moderate income renter households	$1,470
A unit for which the rent is at or below the average market rent (AMR) in the regional market area	Bachelor: $950 1-Bedroom: $1,134 2-Bedroom: $1,356 3-Bedroom: $1,538 4+ Bedroom: $3,997

*Based on the most recent information available from the PPS Housing Tables (2021)

In order for a rental unit to be deemed affordable, the average rent for the proposed units which have fewer than 3 bedrooms must be at or below the average market rent in the regional market area as shown above. For proposed units with three or more bedrooms, the average rent for the units must be below $1,470.

Document Number: 4337935 Version: 1

Please do not hesitate to contact Housing Services directly by email at JMaanMiedema@regionofwaterloo.ca or by phone at 226-753-9593 should you have any questions or wish to discuss in more detail.

Water Services

A Functional Servicing Report is required as part of a complete application to lift the existing holding provision.

Hydrogeology and Source Water Programs

Region staff advise that the developer will be required to complete a Salt Management Plan (SMP), to the satisfaction of the Region, through a future development application (i.e. Site Plan and/or Condominium). As part of the SMP, Region staff encourage the proponent to incorporate design considerations with respect to salt management, including:

- Ensuring that cold weather storm water flows are considered in the site design. Consideration should be given to minimize the transport of meltwater across the parking lots or driveway. This also has the potential to decrease the formation of ice and thereby the need for de-icing.
- Directing downspouts towards pervious (i.e. grassy) surfaces to prevent runoff from freezing on parking lots and walkways.
- Locating snow storage areas on impervious (i.e. paved) surfaces.
- Locating snow storage areas in close proximity to catch basins.
- Using winter maintenance contractors that are Smart About Salt™ certified.
- Using alternative de-icers (i.e. pickled sand) in favour of road salt.

The proponent is eligible for certification under the Smart About Salt™ program for this property. Completion of the SMP is one part of the program. To learn more about the program and to find accredited contractors please refer to: http://www.smartaboutsalt.com/. Benefits of designation under the program include cost savings through more efficient use of salt, safe winter conditions by preventing the formation of ice, and potential reductions in insurance premiums.

Application Fees

In accordance with Regional Fee By-law 23-009, the following Regional application fees are applicable:

- $3000 – Zoning By-law Amendment review fee to be submitted to the Region with the application

Document Number: 4337935 Version: 1

Regional Development Charges

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

Summary

The following is required as part of a complete application:

- Planning Justification Report (digital copy)
- Functional Servicing Report (digital copy)
- $3,000 Zoning By-law Amendment Review Fee
- Stationary Noise Study (digital copy)
    - Consultant Noise Study Declaration and Owner/Authorized Agent Statement
    - Peer review fee ($4,000 + HST)

Contact Information

Community Planning
Monika Oviedo
Senior Planner
(226) 753-8308
MOviedo@regionofwaterloo.ca

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

Region of Waterloo

City of Waterloo Pre-Submission Consultation
April 26, 2023

Addendum Comments: Removal of a Holding Provision - Zoning By-law Amendment
Prica Global on behalf of 333 Albert St. Inc.
318, 320 Batavia Place and 309, 329, and 333 Albert Street

Further to Regional Staff's Pre-submission comments and complete application requirements provided in our letter, dated March 28, 2023, Regional staff offer the following comments and amended complete application requirements.

Stationary Noise Study
Regional staff have undertaken additional discussion regarding the requirement for a stationary noise study. Regional staff understand that the proposed development will be subject to a draft plan of condominium application at a future date. As such, Regional staff are recommending that the requested Stationary Noise Study be deferred to the future Draft Plan of Condominium application. At the time of pre-submission consultation for the condominium application, a stationary noise study will be identified as a complete application requirement for the draft plan of condominium application. The applicant is encouraged to complete the Stationary Noise Study as early in the process as possible as the study may identify special building components.

The remainder of the Region's comments and complete application requirements as provided in our letter dated March 28, 2023 continue to apply.

Summary

The following is required from the Region as part of a complete application:
- Planning Justification Report (digital copy)
- Functional Servicing Report (digital copy)
- $3,000 Zoning By-law Amendment Review Fee

Contact Information

Community Planning
Monika Oviedo
Senior Planner
(226) 753-8308
MOviedo@regionofwaterloo.ca

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