JV Planning & Development Consulting

Planning Justification Report

Minor Zoning By-law Amendment Application for 310-316 Erb Street West, Waterloo

PLANNING & DEVELOPMENT CONSULTING

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1.0 Introduction

This Planning Justification Report has been prepared by JV Planning & Development Consulting on behalf of Urban Legend Developments Ltd. ("ULD") who is submitting the application on behalf of the property owner VanLegend Erb LP, in support of a Minor Zoning By-law Amendment application pertaining to 310, 312, 314 and 316 Erb Street West in Waterloo (herein referred to as "the Subject Site" or "the Subject Lands"). The proposed Minor Zoning By-law Amendment is necessary to redevelop the subject lands for the intended planned purpose, achieve the desired urban design objectives and realize a medium density built form that maximizes the full potential of the site which will contribute to creating a walkable, transit-friendly development.

The Subject Site is approximately .3 hectares (2,981 square metres) in size and is located on the north side of Erb Street West, south of University Avenue West. Comprised of four single detached residential lots, the subject lands contain four single detached dwellings currently used for student rental accommodation.

The subject lands are designated "Mixed Use Medium Density Residential" in the City of Waterloo Official Plan and are located within a "Minor Corridor". The lands are zoned Residential Mixed-Use (RMU-20) in Zoning By-law 2018-050.

The Minor Zoning By-law Amendment would permit the redevelopment of the Subject Lands for a six-storey residential building with 93 apartment units comprised of one and two-bedroom units for a total of 108 bedrooms. The proposed use for a residential apartment building is permitted in both the Official Plan and the RMU-20 zoning. The primary purpose of the requested Zoning amendment is to permit a reduction in the required parking and to permit a reduced low rise residential area landscape buffer. Specifically, the following site specific regulations are proposed:

- Reduction of the required parking spaces from 113 spaces to 84 spaces
- Reduction in the Low-Rise Residential Lot Line setback from 10 metres to 3.0

ABOUT URBAN LEGEND DEVELOPMENTS

Urban Legend Developments was founded in 2017 and has specialized in residential and mixed-use condominium developments within and around the Region of Waterloo. Since its inception, ULD has designed and developed three unique projects including Blackstone Modern Condominiums in Waterloo and the HUSH Collection and Station Park in Kitchener.

The Erb Street West project will be ULD's third redevelopment intensification project bringing an additional 93 high-quality, affordable units to the Waterloo housing market.

ULD represents"VanLegend Erb GP Corp." which is the registered owner of 310-316 Erb Street West.

metres on the east side and 1.56 metres from the exposed underground parking wall to the north lot line.

- Reduction in the northerly Low Rise Residential Area Landscape Buffer from an average of 3 metres to an average of 1.616 metres.

1.1 Background

ULD was originally intending to acquire the subject lands in November of 2019. As part of the due diligence process, ULD submitted a full Site Plan application on February 5, 2020 and a corresponding minor variance application on February 21, 2020. As part of that original application, the following variances were proposed:

- A minimum street line setback of 4.0 m whereas 5 metres is required.
- A minimum low rise residential setback of 3.0 metres on the east side of the property adjacent the church property whereas 10 metres is required (1/2 the building height).
- A 2.35 m landscaped buffer along the north property line whereas an average of 3 metres is required with no point less than 1.5 metres.
- 25.8% minimum landscaped open space whereas 30% is required.
- Minimum parking rate of .86 spaces/unit rather than the required combined rate of 1.20 spaces.
- Maximum driveway width of 7.6 metres whereas a maximum of 7 m is permitted.

A Site Plan Review Committee (SPRC) meeting was held on February 25, 2020. At that meeting, the required variances were discussed with the intent that they would be considered as part of a minor variance application. The final written SPRC comments advised that a minor variance application would not be supported for the 'range and magnitude of zoning deficiencies' and that a Zoning Amendment application would be required. Due to the uncertainly at the time on the account of the COVID-19 pandemic, a decision was made in March of 2020 to not proceed with the purchase of the lands.

The property recently came back to the market as a result of another developer deciding not to acquire the lands. It was at this time that ULD decided to purchase the lands. Over the last several months the building design has been refined, and the Site Plan improved to reduce the original number of proposed variances.

After reviewing the proposed development in more detail, staff is recommending that a Minor Zoning By-law Amendment be submitted. The City waived the pre-consultation requirement for the application due to the extent of work that has been completed. A complete application is required to include the following:

- Cover Letter
- Application Form
- Application Fee ($12,900)
- Owner's Authorization
- Permission to Enter Form
- Zoning Sign Fee Deposit ($345)
- Planning Justification Report/Brief
- Traffic/Parking Demand Analysis
- Information related to site servicing (water, sanitary, storm)
- Conceptual Design / Plans / Renderings
- Section 59 Notice
- A digital copy of all submission materials

The above noted reports and documentation are included as part of this submission.

2.0 Site Description and Surrounding Land Uses

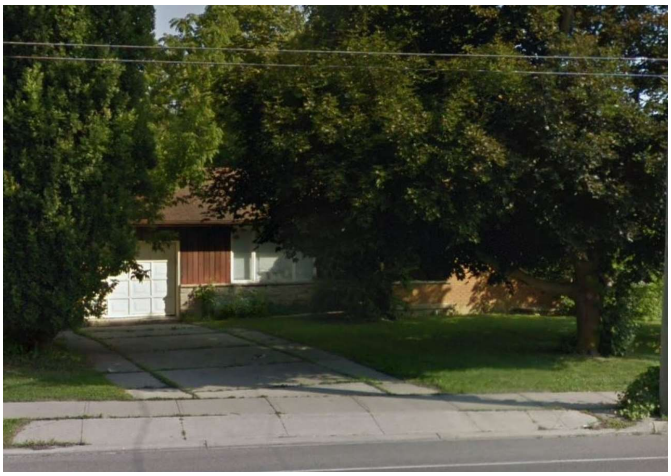
2.1 Site Location and Description

The Site is located on the north side of Erb Street West between University Avenue West and Fischer-Hallman Road North in the City of Waterloo as shown in Figure 1. The Site is a consolidation of four lots municipally known as 310, 312, 314 and 316 Erb Street West. The gross site area is 2,981.25 square metres with approximately 67 metres of frontage along Erb Street West.

There are four existing single detached dwellings on the Site. The houses appear to date from the 1970's and are currently used for student rental accommodation. The properties have a number of coniferous and deciduous trees of which the two most abundant species are Manitoba Maple and Norway Spruce.



312 Erb Street West



310 Erb Street West



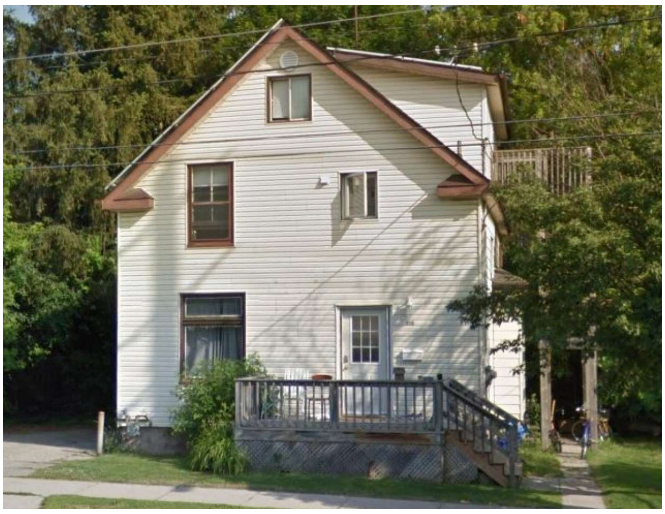
314 Erb Street West



Site Location

Source: Region of Waterloo Aerial Imagery (2020)

Figure 1



316 Erb Street West

The Site is located within a Minor Corridor on the north side of Erb Street West. Surrounding land uses within the immediate vicinity are residential and institutional. The First Baptist Church and Woodland Terrace Senior's residence is located immediately to the east. A two-storey four-plex is located directly to the west. Beechwood Manor, a two-storey retirement home is located to the south. Semi-detached dwellings fronting onto Karen Walk back onto the northerly lot line of the Site.



Beechwood Manor, a two-storey retirement home located directly to the south of the Site.



Four-plex located directly to the west.



First Baptist Church and Woodland Terrace Senior's Residence



Semi-detached dwelling fronting onto Karen Walk.

2 .2 Neighbourhood Context

The Subject Lands are located within a built-up area of Waterloo in the Beechwood neighbourhood. The Beechwood neighbourhood is generally characterized by ground related low-density housing. According to the 2016 Census Profile, single and semi-detached, row house and duplex dwellings comprise the majority of the dwelling types within the neighbourhood at 76.9%. Apartment buildings 5 or more storeys account for 10% of the dwelling types while apartment buildings, less than 5 storeys account for 12.8%.

As shown on Figure 2, two neighbourhood plazas containing a convenience store, several small restaurants, a small food store, personal services and an animal hospital are located approximately 200 metres to the west on the south side of Erb Street West. Beechwood Centre at Erb/Fischer-Hallman intersection and Westmount Place at the Erb/Westmount intersection are both within a one kilometre walk of the site and provide access to a wide variety of commercial and community uses, including a large grocery store.

Waterloo Park is just over one kilometre from the site and about a 15-minute walk. There are several community and neighbourhood parks in the area including Culpepper Park, Karen Walk Parkette and Clair Lake Park. Keatsway Public School is located approximately 900 metres and a 15-minute walk from the site.

2.3 Transportation Context

As shown on Figure 3, Erb Street West is a Regional arterial road designed to provide safe, direct, accessible, and multi-modal transportation links for moving people and goods throughout the Waterloo Region and adjacent municipalities. There are sidewalks on both sides of Erb Street West and a pedestrian refuge island near the bus stops to the east and a signalized intersection at Amos Avenue near the bus stop to the west providing walkable streets and pedestrian connections to the nearby commercial uses. There are on-street bicycle lanes in both directions.

Numerous bus stops are located within close proximity to the site. Stops to the east are between 55 and 95 metres. As previously mentioned, a pedestrian refuge island is provided to assist in crossing Erb Street West. To the west of the site, stops are provided at Amos Avenue intersection which is signalized. Both sets of stops provide access to Grand River Transit (GRT) Route 5 with the westerly stops at Amos Avenue also providing access to iExpress GRT Route 202. Transit service connecting to many destinations including the Boardwalk, Uptown Waterloo, the ION rapid transit service, the University district and Conestoga Mall is available from the site at 15 minute intervals or better during the weekday and at 30 minute intervals or better in the evenings and on the weekends.

On-street bike lanes are available in front of the site on Erb Street West and on nearby arterial routes on Fischer-Hallman Road and University Avenue West. Both the Region and the City have plans to improve the cycling network in the area including upgrading the Westmount Road, Fischer-Hallman Road and Erb Street corridors to provide continuous cycling facilities.



Surrounding Land Use Context

Source: Region of Waterloo Aerial Imagery (2020)

Figure 2



Transportation Context

Source: Airbus, Maxar Technologies Imagery (2021), City of Waterloo OP, Road Classification System, Schedule E Google Map Data, 2021

Figure **3**

3.0 Proposed Development

3.1 Proposal

A 6-storey apartment building is proposed on the Site which will require the demolition of the existing single detached dwellings and the removal of a number of existing trees. The area of the subject lands is 2,981.25 square metres (0.3 hectares). A 3.2 metre road widening is required along the Erb Street West frontage of the subject properties reducing the site area to 2,767.16 square metres (0.28 hectares).

A total of 93 units/108 bedrooms are proposed with a resulting density of 391 bedrooms/ha. The proposal is a mix of 70 one-bedroom and 15 two-bedroom units on the upper floors and 8 loft-style 1-bedroom mezzanine units on the ground floor. The proposed building is 20 metres in height with the ground floor 4.7 metres in height in accordance with the RMU-20 performance standard requiring the height of the first storey to be a minimum of 4.5 metres. These units will have direct access to street level. The proposed Site Plan is included in Appendix A.

Two vehicular accesses are proposed. The west driveway provides access to the rear of the site and 32 surface vehicle parking spaces and 12 short term outdoor bicycle parking spaces for visitors. Of the 32 vehicular surface parking spaces, two Type B and one Type A barrier free spaces are proposed. Ten of the parking spaces will be signed for visitor parking spaces, one of which is proposed to be designated for short term parking to accommodate deliveries.

The east driveway provides access to the underground parking garage. A total of 52 underground vehicular parking spaces are proposed including one Type A and one Type B barrier free parking space. The underground parking garage also accommodates 46 indoor, secure bicycle parking spaces for resident bicycle parking.

The following provides a summary of the key development statistics:

Table 1 – Key Development Statistics

	Proposed	*Total*
Units	*1-bedroom – 78* *2-bedroom - 15*	*93*
Bedrooms		*108*
Height	*Ground Floor – 4.7 m* *2nd – 6th Floor – 3.048 m*	*6-storey – 20 m*
Parking	*Surface – 32* *Underground -52*	*84*
Visitor	*Short Term Visitor – 1* *Regular Visitor - 9*	*10*
Barrier Free	*Surface Type A – 1* *Surface Type B – 2* *Underground Type A – 1* *Underground Type B - 1*	*5*
Bicycle Parking	*Outdoor – 12* *Underground - 46*	*58*

3.2 Building and Site Design

As part of the original proposal, a minor variance to allow a minimum street line setback of 4.0 metres rather than the required 5.0 metre setback was proposed. At the Site Plan Review Committee meeting on February 25, 2020, Staff advised that the reduced street line setback (above and below grade) will not be supported and that both the building setback and underground parking structure must comply with the minimum 5.0 metre front yard setback. Recognizing that the building and underground parking garage would not fit within the front and rear setback limitations after the conveyance of the 3.2 metre road widening,

Staff advised that they would support a reduced rear landscaped buffer in order to ensure a minimum 5 metre front yard setback, subject to review of landscape details and grading. The revised site design provides for a 6.54 metre minimum street line setback (post road widening). The proposed setback will allow for the basement floor slab elevation to be sited above the ground water table. Design constraints related to the location of the water table are discussed below and in Section 4.2.

Based on groundwater elevations, the Geotechnical report recommends establishing the basement floor at elevation 337.50 m or higher to avoid the basement to be located below the water table. The high water table and drop in grade from the front of the property to the back will result in the underground parking walls being exposed along the rear lot line of the Site. The height of the wall will vary along the rear property line from 3.6 metres at the northeast corner to 2.1 metres at the northwest corner (excluding the safety barrier). The wall heights are illustrated in the following perspectives.



RETAINING WALL AT NORTH WEST CORNER

In order to soften the visual impact of the exposed wall, landscaping will be explored at the time of Site Plan approval. Plant materials will be selected to provide a continuous green buffer to conceal the wall on the south side.

The exposed wall will provide a solid barrier which will also provide increased privacy and screening along the rear property line. The following perspectives illustrates the proposed wall treatment.



RETAINING WALL AT NORTH EAST CORNER



NORTH EAST PERSPECTIVE



NORTH WEST PERSPECTIVE

The proposed building is articulated through the use of a variety of architectural materials including masonry stone, Hardie ® siding and Hardie paneling in a variety of textures and complementary colours, metal and wood. The ground floor of the building contains the lobby, parcel/courier room, move-in and garbage room, locker room and a large common amenity area extending above the parking ramp.

The principal entrance is defined by accentuating the southwest corner of the building with a white border, large multipaned windows and roof canopy with wood soffit. The large multipaned windows are repeated along the full extent of the front of the building. Wood doors on the mezzanine units accentuate the building and compliment the principal entrance detail. Private gardens with a planter wall will create a highly animated streetscape. Landscaping will be integrated with patios along the street frontage.

The preliminary building perspectives are illustrated below.



1
5.1 SOUTH WEST PERSPECTIVE



4
5.1 SOUTH EAST PERSPECTIVE



1
5.2 MAIN ENTRANCE



2
5.2 UNDERGROUND PARKING ENTRANCE

4.0 Supporting Studies

This section includes a summary of the key findings of the studies that support the Minor Zoning By-law Amendment application.

4.1 Parking Justification Study

Salvini Consulting prepared a Parking Justification Study in support of the Minor Zoning Amendment. The primary purpose of the study is to review the transportation context of the site, the proposed parking supply including the planned transportation demand management (TDM) measures, the travel characteristics of people who are likely to live in the building and to provide an overall justification for the proposed parking supply.

Based on the research and investigation including a review of the proposal in the context of sales data provided for two comparable local projects, Salvini Consulting concluded the proposed provision of 0.9 spaces per unit including 0.1 spaces per unit for visitor rather than the Zoning By-law requirement of 1.20 spaces per unit including 0.10 per unit for visitor is appropriate for the following reasons:

- Access and availability of transit service
- Cycling infrastructure in the area provides good options for travel by bicycle.
- Connectivity of pedestrian infrastructure and proximity of many commercial and community amenities.
- Incorporation of TDM measures into the development to encourage travel options by transit, walking and cycling for residents and visitors.
- Percentage of small units at areas less than 50 square metres where research has shown that parking is not as important to residents of the development in conjunction with affordability where smaller units are meant to provide an affordable option for first time home ownership where vehicle ownership rates are generally lower.
- The number of available outside services including delivery services and rideshare to support people living in a building without having to own a car.
- Sales experience from Blackstone and Station Park projects suggest that the provision of 0.8 spaces per unit for residents will accommodate demand for parking.

4.2 Geotechnical Study

CHUNG & VANDER DOELEN ENGINEERING LTD. (CVD) was retained by ULD to carry out a geotechnical investigation for the proposed residential development. The purpose of this investigation was to determine the subsurface conditions at the site and to make geotechnical recommendations for, among other matters, foundation and retaining wall design. In order to investigate the subsurface conditions at the site, five (5) boreholes were advanced to depths between 9.60 and 12.65 m below ground surface. Three (3) monitoring wells were installed to enable measurement of the stabilized groundwater table.

The ground surface of site generally declines in elevation from south to north with the exception of a relatively level-graded raised parking area supported by a retaining well behind 312 and 314 Erb Street West.

Based on the observed/measured groundwater levels in the monitoring wells and boreholes during sampling and measured moisture contents, the groundwater table at the site exists at elevations between 337.25± and 336.60± m. It is anticipated that the groundwater table drops in both northerly

and easterly directions.

Based on the groundwater elevations, it is recommended to establish the basement floor at elevation 337.50 m in order to be above the water table. If the basement is located below the water table, the entire basement will need to be water-proofed (including the basement floor slab and foundation walls). The basement floor slab will need to be structurally reinforced to withstand the hydrostatic pressure and may require to be anchored down dependent on the final structural design and analysis.

From previous construction experience and based on the recommendations of the Geotechnical Study, it is highly preferred to establish the basement floor elevation above the water table. Site grading and building siting has been designed accordingly resulting in the rear foundation wall of the underground parking garage being exposed along the northerly lot line.

4.3 Preliminary Engineering

MTE Consultants Ltd. prepared preliminary engineering drawing including preliminary grading and servicing plans. Site servicing is proposed to existing connections in Erb Street West including water, wastewater and storm sewer. The preliminary servicing and grading plan is included in Appendix B.

5.0 Planning Policy Framework

5.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS), provides policy direction on matters of Provincial interest related to land use planning and development. All land use planning decisions are required by the *Planning Act* to be consistent with the PPS. The PPS supports the efficient use of land, resources and infrastructure. It encourages development patterns that support strong, liveable, and healthy communities by endorsing intensification as a means to accommodate growth and increase urban vitality. The proposed development furthers the built form and land use intent of the PPS.

The proposed development has been reviewed against the 2020 PPS. The sections of the PPS that are most relevant to the proposed development are reviewed below.

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

Policy 1.1.1 states in part that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate range and mix of residential (including single-detached, additional residential units, multi- unit housing, affordable housing, and housing for older persons), promoting cost effective development patterns and standards to minimize land consumption and servicing costs. The policy supports 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" in order to optimize transit and efficiently use land.

Policy 1.1.2 directs that sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development, their vitality and regeneration critical to long term economic prosperity of our communities.

Policy 1.1.3.2 requires that land use patterns within settlement areas be based on densities and a mix of land uses, which:

a) Efficiently use land and resources
b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available avoiding the need for their unjustified and/or uneconomical expansion.
c) Support active transportation.
d) Are transit-supportive, where transit is planned, exists or may be developed

Policy 1.1.3.3 requires planning authorities to identify and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

Policy 1.4.1 directs planning authorities to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, by:

a) Maintaining at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development.

Policy 1.4.3 includes specific directions to Planning Authorities with respect to providing an appropriate range and mix of housing types and densities. This includes permitting and facilitating all types of residential intensification, including second units and redevelopment and 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.

Policy 1.6.3 provides that before consideration is given to developing new infrastructure and public service facilities; the use of existing infrastructure and public service facilities should be optimized.

Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

PROVINCIAL POLICY STATEMENT SUMMARY OPINION:

The proposed development appropriately intensifies underutilized properties in an area designated for intensification and redevelopment. It provides 89 additional residential units facilitating a more efficient use of the Subject Lands that is well serviced by existing infrastructure and public service facilities that can effectively accommodate new residents. Located in a built-up area that has existing public infrastructure including a variety of services, public parks, two public schools and is well served by transit and active transportation options, the proposed application is consistent with the policies of the PPS.

5.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 ('A Place to Grow', 'Growth Plan') came into effect on August 28, 2020. Updates to the Growth Plan include changes to the population and employment forecasts, the horizon year for planning, alignment of infrastructure, and policies pertaining to the increase of housing supply, employment opportunities, and business potential areas.

The Growth Plan directs growth and development in the region to 2051, including policies pertaining to transportation, infrastructure, land use planning, urban form, housing, employment zones, and natural heritage protection. The overriding goals of the plan are to prioritize intensification, complete communities, integrated land use and infrastructure planning, and providing a range of housing options while capitalizing on new business potential and employment opportunities as they emerge.

All planning decisions in theGreater Golden Horseshoe must conform with the Growth Plan. The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning and the need to optimize the use of the land supply and infrastructure.

Section 2.1 of the Growth Plan emphasizes the importance of optimizing land use in urban areas. Specifically, the Growth Plan's emphasis is on optimizing the use of the existing urban land supply and represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area."

Section 2.2.1 of the Growth Plan outlines how future population and employment growth will be allocated across the region. Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities.

Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan which will provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, including public open spaces, and mitigate and adapt to climate change impactsand contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas, and encourage intensification generally throughout the delineated built-up area.

GROWTH PLAN SUMMARY OPINION:

The proposed application conforms with the Growth Plan by contributing to intensification and redevelopment within the Built-up area that is of a scale and mass that is compatible with existing, planned and permitted densities in the surrounding area. The proposed development is proximate to existing transit and public service facilities. The proposed application will facilitate development that will contribute to the mix of housing available in the neighbourhood and will permit increased residential density which in turn supports existing and planned transit and infrastructure.

5.3 Region of Waterloo Official Plan

The Region of Waterloo Official Plan (ROP) was approved by the Ministry of Municipal Affairs and Housing on December 22, 2010 and was subsequently appealed to the Ontario Municipal Board. The Ontario Municipal Board issued an oral decision to approve the Region of Waterloo Official Plan in part with further modifications and as a result, the document came into effect on June 18, 2015.

The subject property is within the *Urban Area* and is identified in the ROP as within the *Built-Up Area.* In accordance with Policy 2.B.2 of the ROP, lands within the *Urban Area* are intended to accommodate the majority of the Region's future growth and development, including a range of residential uses. Policy 2.C.2 requires area municipalities to establish policies which achieve a minimum of 45% of all new residential development within the Built-Up Area across the Region as a whole.

Section 2.D.1 of the ROP outlines general development policies for the preparation of planning studies and the review of development applications. The relevant policies are as follows:

(a) Supports the Planned Community Structure;
(b) Is serviced by a municipal drinking-water supply and a municipal wastewater system;
(c) Contributes to the creation of complete communities with development patterns, densities and appropriate mix of land uses that support walking, cycling and use of transit;
(d) Protects the natural environment and surface water and groundwater resources; and,
(e) Respects the scale, physical character and context of established neighbourhoods in areas where reurbanization is planned to occur.

ROP SUMMARY OPINION:

The proposed development conforms to the policies of the ROP by contributing to intensification within the Built-up area assisting both the City and Region in achieving the minimum intensification target and is located within an area planned for intensification.

The proposed development makes more efficient use of the subject lands and infrastructure providing increased density in an amenity rich neighbourhood in a location that provides convenient pedestrian access to transit stops and where residents can walk or cycle to nearby shopping, parks and schools.

5.4 City of Waterloo Official Plan

The City of Waterloo Official Plan (the 'Official Plan') was approved with modifications on November 21, 2012. The Official Plan sets out the principles, objectives and policies designed to direct the form, extent, nature and rate of growth and change within the City to 2031. In addition, the Official Plan includes policy changes and revisions as a result of the ROP including the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe.

The Official Plan implements the ROP, providing further policy direction at the local level. The following provides a summary of the relevant Official Plan policies as they relate to the proposed application.

The subject lands are designated within the Built-Up Area on Schedule B3 of the Official Plan. Lands within the Built-Up Area are intended to accommodate a significant proportion of the City's population and employment growth which is expected to be accommodated through intensification.

The Subject Lands are designated **Mixed-Use Medium Density Residential** on Schedule A of the Official Plan (See Figure 4), identified as being within a **Minor Corridor** on Schedule B (see Figure 5) and **Medium Density, 20 metres** on Schedule B1 (See Figure 6).

Within the Built-up Area, intensification will occur, for the most part, in a series of designated Nodes and Corridors. Intensification will be encouraged within Nodes and Corridors through the application of land use designations that permit medium to high density uses.

Policy 3.6.5 (2) encourages lot consolidation to provide properties of sufficient size that enable medium, medium-high and high-density development. The Zoning By-Law may identify minimum lot sizes in designated Nodes and Corridors to ensure that an appropriate scale of development is achieved.

The Mixed-Use Medium Density Residential designation is a category in which medium density housing types are the predominant use of land. The aim of this designation is to encourage medium density, mixed-use, primarily residential development within Minor Corridors, recognizing that properties may also function as a transition from low density areas to medium-high and high-density areas.

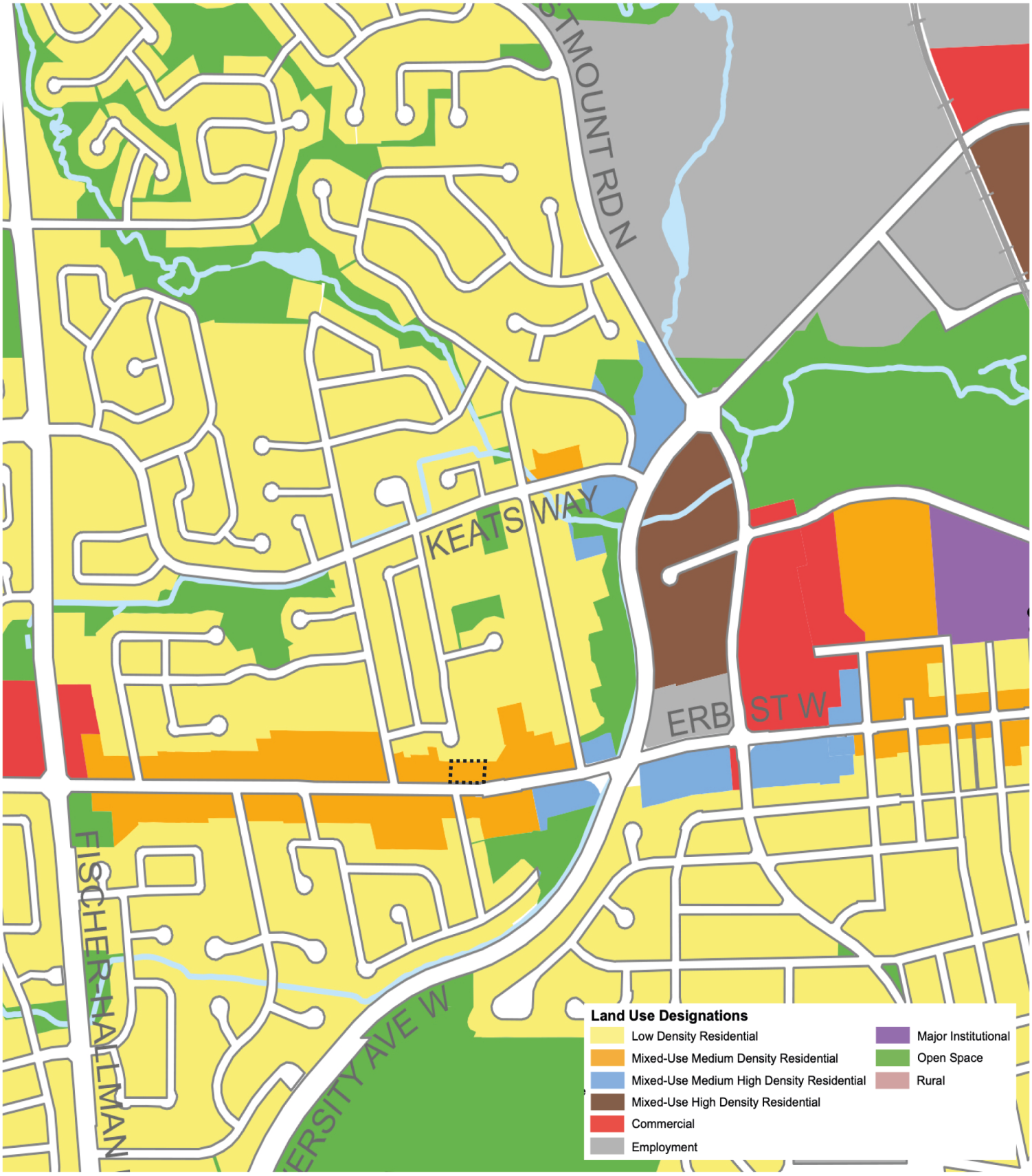
According to Policy 10.1.4 (1) lands designated Mixed-Use Medium Density may be zoned to permit multiple unit residential buildings that are greater in intensity than duplexes.

Policy 10.1.4 (3) regulates the height and density of uses within the Mixed-Use Medium Density Residential designation as:

(a) The maximum net residential density permitted on any one site shall not exceed 450 bedrooms per hectare.

(b) The maximum height of any building shall not exceed 20 metres.

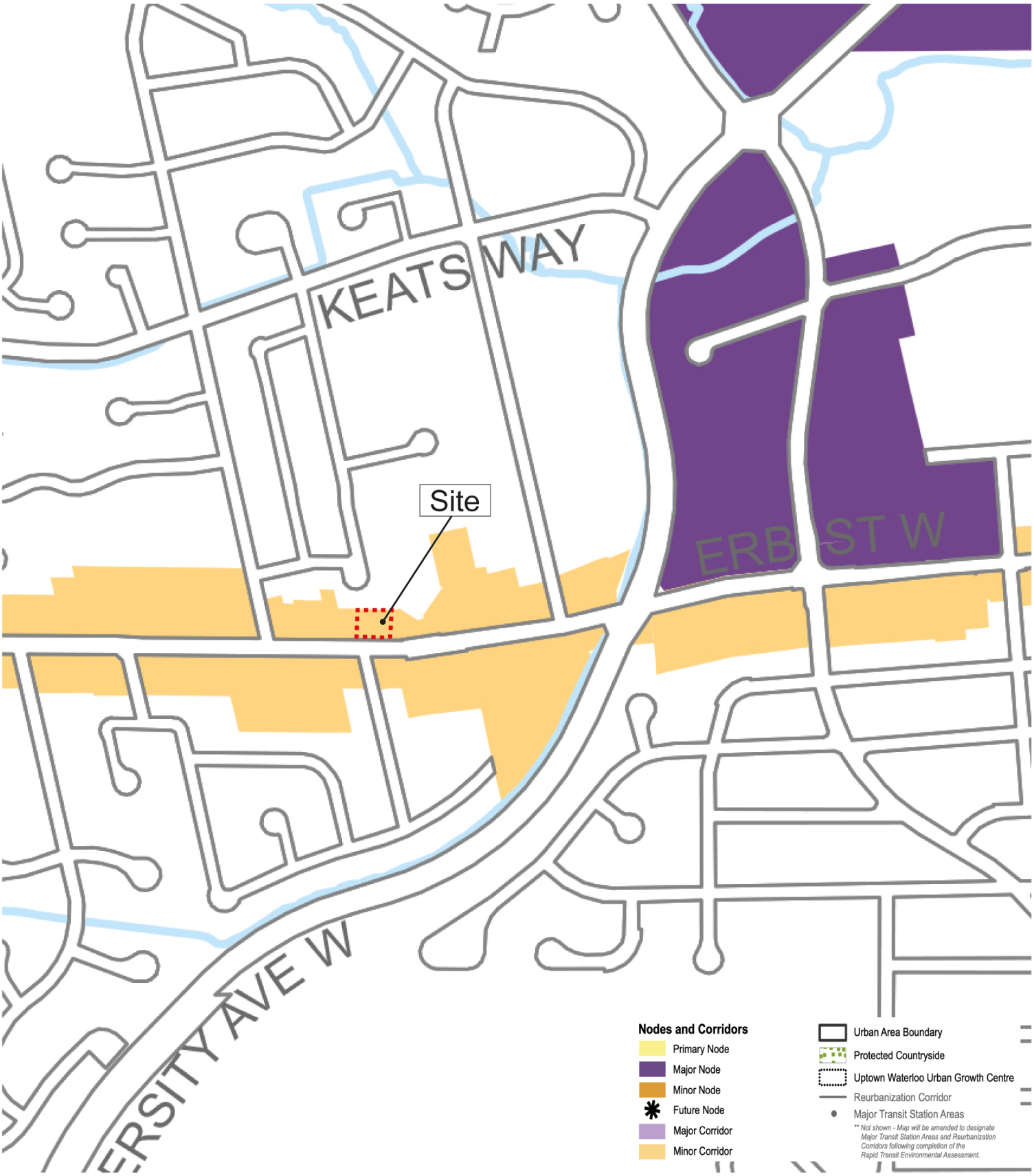
The Official Plan promotes intensification in the City's designated Nodes and Corridors. Located on major roads and intersections, these areas are planned to accommodate more intensive forms of development. The Mixed-Use Medium Density residential policies coupled with the Minor Corridor policies recognize that the single detached dwellings will no longer be the predominant housing form.



Waterloo Official Plan - Land Use

Source: City of Waterloo Official Plan Schedule A (2019)

Figure **4**



Waterloo Official Plan - City Structure

Source: City of Waterloo Official Plan Schedule B (2019)

Figure 5



Waterloo Official Plan - Height and Density

Source: City of Waterloo Official Plan Schedule B1 (2019)

Figure 6

In planning for the appropriate type and amount of parking in Nodes and Corridors, Section 3.6.6 in conjunction with policies included in the Transportation Chapter, specifically Section 6.6 are required to be considered. Section 3.6.6 states that the City will plan for appropriate, well designed public parking opportunities in designated Nodes and Corridors and will plan for reduced reliance on the automobile by implementing transportation demand management and supporting transit and active transportation. The following are the relevant policies in relation to the proposed parking reduction:

Policy 3.6.6 (1) - Surface parking shall be minimized in favour of more intensive forms of parking. In conjunction with development, some surface parking is anticipated and shall be provided for visitor and drop-off uses. Street screening and screening from adjacent lands shall be undertaken for newly created surface parking.

Policy 3.6.6 (2) - Underground and structured parking is encouraged within Designated Nodes and Corridors.

Policy 3.6.6 (3) (b) - Reduced parking standards that may be permitted where sharing of parking facilities or areas is feasible, transit service is readily available and/or there is a demonstrated community benefit that supports a parking reduction.

Policy 3.6.6 (3) (c) - Requirements for long-term and short-term bicycle parking.

6.6.1 (5) - To encourage walking, cycling and transit movement as preferred modes of travel, the City may consider defining and applying through the Zoning By-Law, parking standards that:

(a) Establish minimum and maximum vehicular parking requirements;

(b) Limit surface parking;

(c) Permitting shared parking, where appropriate, as an efficient use of available parking facilities;

(d) Require the provision of commuter/carpool parking spaces to be provided in locations that provide for convenient access to building entrances.

(e) Require the provision of bicycle parking facilities in locations that provide for convenient access to building entrances; and/or,

(f) Apply reduced vehicular parking requirements for development, giving consideration to access to transit, potential for shared parking, potential for small and/or micro spaces and/or other considerations that the City may deem appropriate.

Policy 6.6.1 (6) - The City may, at its discretion, eliminate or reduce on-site vehicular parking requirements for a property or properties through amendments to the Zoning By-Law, cash-in-lieu of parking agreements or other legislative tools.

(a) Amendments to the Zoning By-Law and/or variances may be considered that would have the effect of eliminating or reducing on- site vehicular parking requirements for a property, where, in the opinion of the City, a reduction in on-site parking is appropriate for the permitted uses and location of the site and **any** of the following are applicable:

(ii) Parking cannot physically be provided on-site (due to insufficient availability of suitable lands or site area);

(v) The exemption or reduction in parking will not impede primary traffic movement functions of adjacent arterial roads.

With respect to the specific parking policies, the proposed reduction recognizes the available public and active transportation opportunities within proximity to the Site and the targeted market the proposed development will accommodate. The Site is well located for residents to make use of existing transit and connections to the ION service. Cycling infrastructure in the area provides good options for travel by bicycle. On-street bike lanes are available in front of the site on Erb Street West and on nearby arterial routes. The Site is located within walking distance of many commercial and community amenities with good pedestrian infrastructure connecting people to these destinations. Several TDM measures are proposed as part of the development and will serve to encourage travel options by transit, walking and cycling for residents and visitors and support residents who choose not to own a car.

More structured parking is provided over surface parking the latter of which is well screened from adjacent lands. Ample indoor, secure bike parking spaces for residents and short term, outdoor spaces for visitors are provided.

The reduction of the required parking supports the City's parking policy objectives which have been considered as part of the development application. The proposed parking provides appropriate, well designed parking opportunities while reducing the reliance on the automobile by incorporating TDM measures to encourage transit and active transportation.

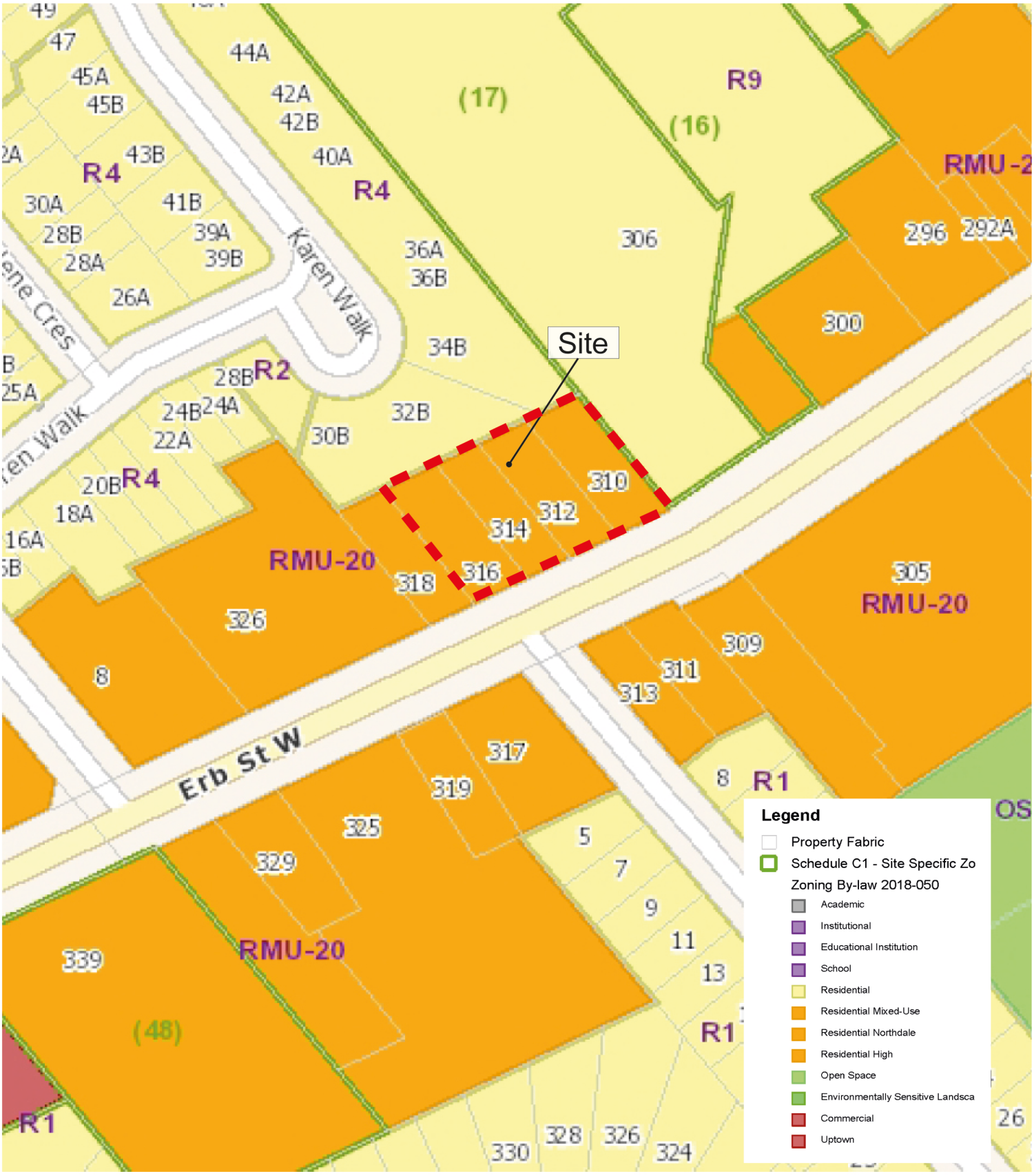
5.5 City of Waterloo Zoning By-law

The lands are zoned Residential Mixed-Use 20 (RMU-20) as shown on Figure 7. The RMU-20 zone permits multiple residential dwellings including apartment buildings with a maximum of 6 storeys/20 metres in height. The following table outlines the applicable performance standards and how the proposed development complies:

RMU-20	**Required**	**Proposed (Yellow indicates non-compliance)**
Lot Area	N/A	Gross Site Area: 2,981.25 m^2 Regional Road Widening: 214.09 m^2 Net Site Area: 2,767.16 m^2
Lot Frontage (minimum)	20 m	66.9 m
Street Line Setback (minimum	5.0 m	6.54 m (post-road widening)
Street Line setback (maximum)	At least 75% of the Front Building façade must be within 7.5 metres of the street line	
Side Yard Setback (minimum)	3.0 m	8.9 m (west) 8.38 m (west) - 2nd to 6th floor 0.47 m (west) - Retaining wall
		3.0 m (east side)
Rear Yard setback (minimum)	7.5 m	14.71 m 1.56 m (from exposed underground parking wall)
Low Rise Residential Lot Line setback (minimum) *Both the easterly and northerly lot lines abut properties zoned as a "Low Rise Residential Area" (R1 and R4 zones)*	7.5 metres or half the height of the building, whichever is greater. *Proposed building height = 20 m* *Therefore, a 10 m low rise setback is required*	3.0 m (easterly setback)
		14.71 m (northerly setback from rear of building)
		1.56 m (northerly setback from exposed underground parking wall)
Low Rise Residential Area – Landscape Buffer (3.L.6)	3.L.6.2 The minimum width of the Landscape Buffer shall be an average 3m, with no point less than 1.5m. 3.L.6.3 The Landscape Buffer shall contain plant material that forms a visual buffer, with a minimum height of 1.5m.	3.0 m (easterly setback)
		1.616 m (northerly setback)
Building Height (minimum)	7.5 metres	20 m

Building Height (maximum)	20 metres and 6 storeys	20 m and 6 storeys
Density (maximum)	450 bedroom per hectare 0.2767 ha x 450 = 124 beds	391 bedrooms/ha = 108 beds
Landscaped Open Space (minimum)	30%	30%
Height of the First Storey (minimum)	4.5m	4.7 m
Amenity Area (minimum) (please confirm amenity areas)	3 m^2 for the first bedroom and 2 m^2 for each additional bedroom in the dwelling unit. 78 1-bed units = 234 m^2 15 2-bed units = 75 m^2 Total = 309 m^2	Ground Floor Amenity = 22.34 m^2 Mezzanine Amenity = 101.11m^2 2nd to 6th storey balconies – 328.50 m^2 Private at-grade patios – 87.26m^2 2nd storey private rooftop terraces – 49.11m^2 Total =588.31 m^2
Amenity Area (3.A.4.2)	Apartment buildings consisting of 50 bedrooms or more, a minimum of 30% of the required amenity area is required to be common amenity area. 92.7 m^2 common amenity area required.	Common Indoor Amenity = 123.45 m^2
Parking Spaces (minimum): Area F	Residential: 1.10 x 93 units = 103 Visitor: 0.10 x 93 unit= 10 Total = 113 spaces	Residential: 0.8 x 93 = 74 Visitor: 0.10 x 93 = 10 Total = 84 spaces (0.9/unit)
Parking Space Dimensions	6.1.5 – Regular – 2.8 m x 5.5 Where one side abuts wall/column – 3.0 m x 5.5 m Where both sides abut wall/column – 3.2 m x 5.5 m	Regular space – 2.8 m x 5.5 m Col. on one side (Typ.) – 3 m x 5.5 m
Accessible Parking Spaces (minimum) Type A–3.7 m x 5.5m Type B – 2.4 m x 5.5m Aisle – 1.5mx5.5m	Table 6D:101- 133 parking spaces required by zoning category = 2 Type A and 3 Type B	Type A – 2 (1 surface & 1 underground) Type B – 3 (2 surface & 1 underground) Note: 6.4.5 ACCESSIBLE PARKING ACCESS AISLES shall not be shared between multiple ACCESSIBLE PARKING SPACES for the purposes of determining compliance with the provisions of this BY-LAW.

Electric Vehicle Parking Spaces (minimum)	6.3.1.1 All structured parking spaces shall be "Designed Electric Vehicle Parking Spaces" (per general amendment By-law 2020-061 approved Sept 21, 2020) 6.3.1.2 surface parking spaces shall comply with Table 6C: 20-49 surface parking spaces = 1 EV parking space	Structured parking spaces (within underground parking garage) designed as EV parking spaces) 1 EV surface parking space provided
Loading Space (minimum)	Residential uses containing 76 – 900 bedrooms, 1 Type A loading space is required. - Type A Loading Space is to be designed as 3.0 m wide and 7.0 m in length and a minimum vertical clearance of 3.0 m	1 Type A loading space – 3 m x 7 m
Bicycle Parking Spaces (minimum)	Where a lot contains 20 or more dwelling units, a minimum 0.3 Type A bicycle parking spaces shall be provided for each dwelling unit; and a minimum 0.3 Type B bicycle parking spaces shall be provided for each dwelling unit. 0.3 x 93 units = 28 Type A 0.3 x 93 units = 28 Type B Total - 56	Type A (indoor) - 46 Type B (outdoor) - 12 Total: 58 6.6.4 Notwithstanding anything to the contrary, the requirement for a TYPE B BICYCLE PARKING space may be satisfied by a TYPE A BICYCLE PARKING space.
Driveway width	6.8.3: lot containing 10 or more parking spaces requires min width of 6.1m, max width of 7.0m	Easterly driveway –6.57 m Westerly driveway – 7.0 m
Underground Parking Setback (Section 6.2.1)	Underground Parking shall comply with the front yard building line. Required – 5 m	5 m



Waterloo Zoning By-Law

Source: City of Waterloo Zoning By-Law 2018-050 Map

Figure 7

The proposed development concept conforms to the majority of the RMU-20 regulations however, in addition to the parking reduction, the merits of which has been discussed in Sections 4.1 and 5.4 of the report, the proposed Minor Zoning By-law Amendment seeks site specific regulations related to the low rise residential lot line setback, rear yard and northerly landscaped buffer. These site-specific regulations and the rationale for each is outlined below:

Low-Rise Residential Lot Line and Rear Yard Setback

Section 7.10.2 – Table 7O requires a low rise residential lot line setback of 7.5 metres or half the height of the building, whichever is greater where the subject lands abut properties zoned as 'low rise residential area'. Both the easterly and northerly lot lines abut properties zoned as low rise residential and therefore a 10 metre setback is required from the easterly and northerly lot lines.

The general intent of requiring a setback based on height of the proposed building to a low-rise residential lot line is to provide a sense of transition adjacent to low rise neighbourhoods locating taller building massing and height to primary streets and intersections to reduce adverse impacts on surrounding low rise residential properties.

The request to reduce the easterly low rise residential lot line setback from 10 metres to 3 metres will allow for adequate separation from the adjacent church property. No negative or unwanted impacts will result from the proposed six storey apartment building being setback 3.0 metres from the easterly property line even if the church property were to be redeveloped in the future. The primary use in the R1 zone is a single detached building with a spiritual use being a complementary use. If the church property were to be redeveloped in the future, it is unlikely that the property would be redeveloped with only one single detached dwelling. Since the church property is designated Mixed-Use Medium Density Residential, it would likely be redeveloped with increased density as contemplated in the Official Plan. The request for the reduced easterly low rise residential lot line is therefore appropriate.

Low-Rise Residential Lot Line and Rear Yard Setback

The separation between the proposed apartment building and the rear lot lines of the low rise residential zoned properties fronting onto Karen Walk is 14.71 metres. While this distance provides a larger than required low-rise residential setback, the Zoning By-law requires the setback to be measured from the exposed wall of the underground parking garage. In this case, the proposed rear yard and low rise residential lot line setback is 1.56 metres where the Zoning By-law requires 10 metres and 7.5 metres respectively.

Although the exposed parking garage wall is technically considered part of the building, the apartment building is not located 1.56 metres from the rear property line but rather it is located further than required providing adequate separation from the adjacent properties. Given that the apartment building is located 14.71 metres from the northerly lot line and the rear yard setback is larger than required, the request for a reduced low rise residential lot line and rear yard setback from the exposed parking garage wall is appropriate.

Low Rise Residential Landscape Buffer

Section 3.L.6 requires an average landscape buffer of 3.0 metres and no less than 1.5 metres adjacent to a low rise residential lot line. Due to the location of the exposed garage wall, the average depth of the northerly low rise residential landscape buffer is 1.616 metres.

The intent of a low-rise residential landscape buffer

is to provide adequate area to allow for landscaping of an adequate size to be located between the parking area and a low rise residential area to aid in creating a visual screen from the appearance of vehicles and vehicle headlights.

The proposed rear yard landscape buffer is at no point less than 1.5 metres in depth and accommodates enhanced plantings including a mix of native and non-invasive adaptive coniferous trees, as well as a mix of native shrubs and climbing plants such as Boston Ivy selected for site specific site conditions that will provide suitable screening in accordance with the intent of the low-rise residential landscape buffer requirement.

In this case, plant materials will be selected to soften the exposed parking garage wall with the intent that over time, the wall will be concealed from view. The wall itself will function as an effective barrier to eliminate any vehicle headlights from the adjacent properties.

The impact of the reduced landscape buffer along the northerly property line will have no impacts on the adjacent low rise residential properties given that the exposed garage wall will enhance the privacy of the adjacent backyards unlike current conditions where elevated parking areas are poorly screened. The incorporation of appropriate landscaping will soften and conceal the wall from view providing an appropriate buffer between the surface parking and the adjacent properties.

6.0 Conclusion

This Planning Justification Report has been prepared by JV Planning & Development Consulting on behalf of Urban Legend Developments Ltd. in support of a Minor Zoning By-law Amendment application pertaining to 310, 312, 314 and 316 Erb Street West in Waterloo. This proposed Minor Zoning amendment application is necessary to redevelop the subject lands for the intended planned purpose, achieve the desired urban design objectives and realize a medium density built form that maximizes the full potential of the site. The proposal facilitates the development of a six-storey, 93-unit apartment building with a density of 108 bedrooms per hectare with a total of 84 parking spaces.

This Planning Justification report concludes that the proposed Zoning By-law Amendment application is appropriate and represents good planning for the following reasons:

- Consistent with the policies of the Provincial Policy Statement.
- Conforms with the 'A Place to Grow: Growth Plan for the Greater Golden Horseshoe.
- Conforms with the Regional Official Plan.
- Conforms with the City of Waterloo Official Plan policies with respect to the Minor Node, Mixed-Use Medium Density Residential and Parking in Nodes and Corridors policies.
- The site-specific regulations are appropriate.
- The Site can be serviced through connections to the existing sanitary, water and stormwater services.
- It will result in the appropriate intensification of the Site and provides for compatible development with the existing neighbourhood.

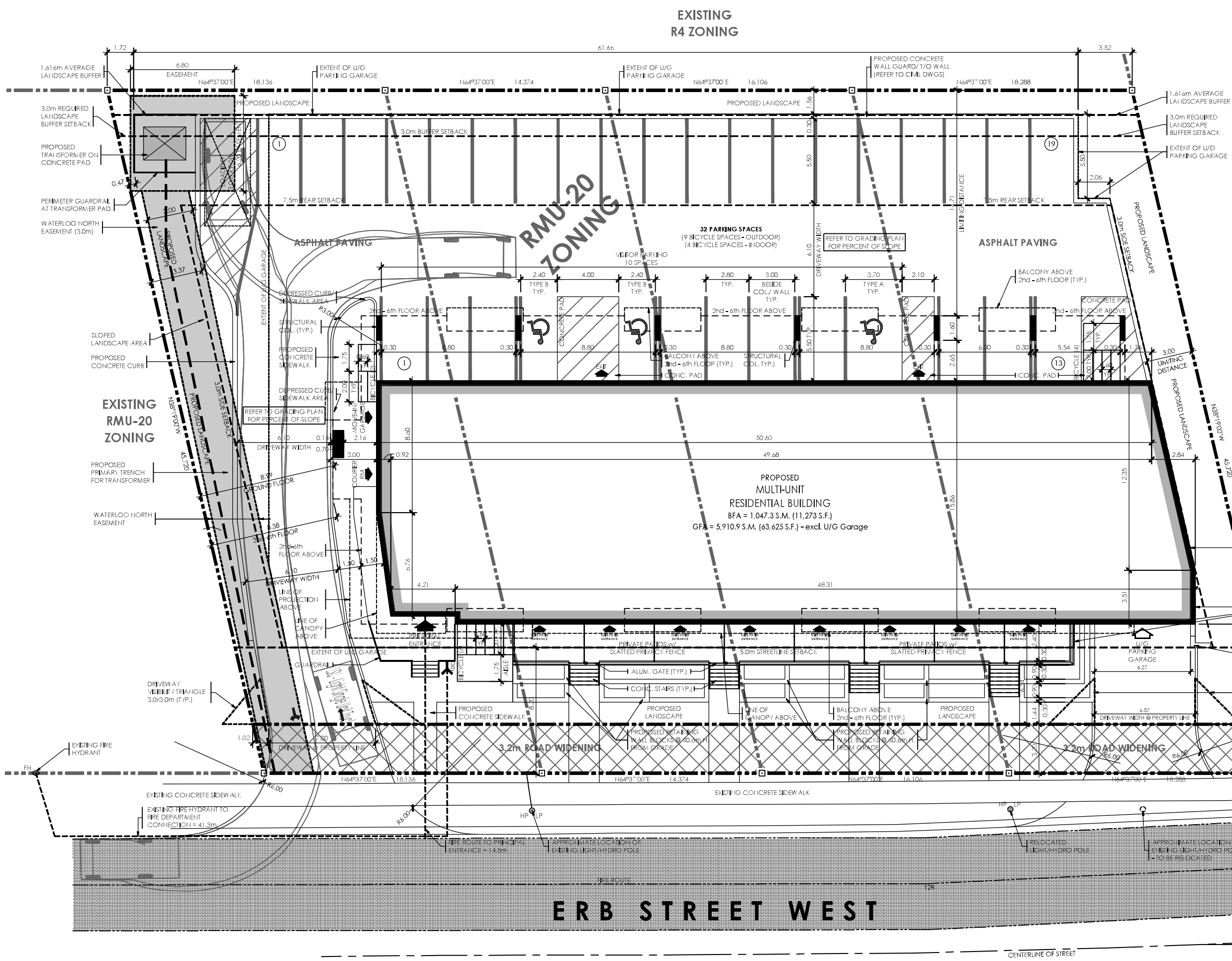
This report has been prepared and respectfully submitted by,





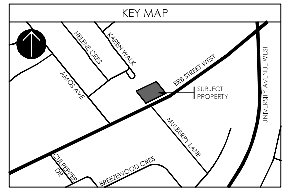
Jennifer Voss, MCIP, RPP

Appendix A
Proposed Preliminary Site Plan

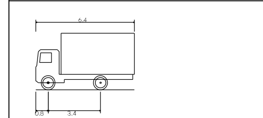


SITE LEGEND	
SURVEYORS IRON BAR	PROPERTY LINE
BARRIER FREE PARKING SPACE	OVERHEAD DOOR
HYDRO POLE	MAIN ENTRANCE
LIGHT POLE	MAN DOOR
FIRE HYDRANT	PARKING SPACES COUNT
FLOW OF TRAFFIC DIRECTION	FIRE DEPARTMENT CONNECTION

KEY MAP



SWEPT PATH ANALYSIS



LSU - Light Single Unit Truck	
Overall Length	6.400m
Overall Width	2.600m
Overall Body Height	3.650m
Min Body Ground Clearance	0.445m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.300m

ZONING AND BUILDING DATA

310 - 316 ERB STREET WEST
WATERLOO, ONTARIO

PROPOSED RESIDENTIAL DEVELOPMENT

PREPARED BY EDGE ARCHITECTS LTD.
June 03, 2021

ZONING COMPLIANCE CHART
ZONING: MIXED-USE ZONING (RMU-20) - BY-LAW NO. 2018-050

USE	RESIDENTIAL DEVELOPMENT	
	REQUIRED	*PROVIDED*
LOT AREA	--	GROSS SITE AREA: 2,981.25m² REGIONAL ROAD WIDENING: 214.09m² **NET SITE AREA: 2,767.16m²**
MINIMUM LOT FRONTAGE	20.00m	66.90m
MINIMUM STREET LINE SETBACK	5.00m	9.74m (PRE-ROAD WIDENING) 6.54m (POST-ROAD WIDENING)
MAXIMUM STREET LINE SETBACK	75% OF THE FRONT BUILDING FACADE WITHIN 7.50m OF THE STREET LINE	—
MINIMUM SIDE YARD SETBACK	3.00m	3.00m (EAST) 8.99m (WEST) GROUND FLOOR 8.38m (WEST) 2nd-6th FLOOR 0.47m (WEST) RETAINING WALL
MINIMUM REAR YARD SETBACK	7.50m	14.71m (NORTH)
MIN. LOW-RISE RESIDENTIAL SETBACK	½ HEIGHT OF BUILDING; OR 7.50m MINIMUM; WHICHEVER IS GREATER PROPOSED BLDG. HEIGHT = 20m THEREFORE, A 10m LOW RISE SETBACK IS REQUIRED	* 3.00m (EAST) 14.71m (NORTH - FROM REAR OF BUILDING) * 1.56m (NORTH - FROM EXPOSED U/G PARKING WALL)
BUILDING HEIGHT	MINIMUM 7.50m; MAXIMUM 20.00m AND 6 STOREYS	20m - AVERAGE OF FIVE POINTS EQUALLY SPACED APART ADJACENT TO THE ENTIRE FRONT BLDG. FACADE
DENSITY	MAXIMUM 450 bedrooms/ha =0.2767 ha x 450 bedrooms/ha = 124 BEDS	390 bedrooms/ha 108 BEDS
MINIMUM HEIGHT OF FIRST STOREY	4.50m	4.70m
MINIMUM AMENITY AREA	3.00m² FOR THE FIRST BEDROOM AND 2.00m² FOR EACH ADDITIONAL BEDROOM IN A DWELLING UNIT **78 (1-BED) + 15 (2-BED) = 93 UNITS** **279m² + 30.00m² = 309.00m²**	GROUND FLOOR AMENITY = 22.34m² MEZZANINE LEVEL AMENITY = 101.11m² 2nd-6th FLOOR BALCONIES = 328.50m² AT GRADE PRIVATE PATIOS = 87.26m² 2nd FLOOR PVT. ROOFTOP = 49.11m² **TOTAL = 588.31m²**
AMENITY AREA (3.A.4.)	BUILDING CONTAINING 50 BEDROOM OR MORE, MINIMUM 30% OF THE REQUIRED AMENITY AREA IS REQUIRED TO BE COMMON AMENITY AREA **309.00m² X 30% = 92.7m²**	COMMON AMENITY OF 123.45m² PROVIDED ON GROUND FLOOR/ MEZZANINE LEVEL
FRONT ENTRANCE (7.10.5)	EVERY BUILDING SHALL HAVE A FRONT ENTRANCE AT GRADE ON THE FRONT BUILDING FACADE	FRONT MAIN ENTRANCE PROVIDED AT GRADE
MINIMUM LANDSCAPED OPEN SPACE	30%	30%
MINIMUM PARKING	PARKING AREA F on SCHEDULE A1 USE: 1.10 SPACES/ UNIT VISITOR: 0.10 SPACES/ UNIT TOTAL: 1.20 SPACES/ UNIT **1.20 SPACES/UNIT X 93 UNITS** **TOTAL = 112 SPACES**	UNDERGROUND: 52 SPACES SURFACE: 32 SPACES **TOTAL: * 84 SPACES** **PARKING PROVIDED AT 0.9 SPACES/UNIT**
VISITOR PARKING	0.10 SPACES/ UNIT = **10 SPACES**	SURFACE: **10 SPACES**
BARRIER-FREE PARKING	AS PER SECTION 6.4.1., TABLE 6D, 101-133 REQ'D PARKING SPACES **112 SPACES = 2 TYPE A, 3 TYPE B**	UNDERGROUND: 1 TYPE A, 1 TYPE B SURFACE: 1 TYPE A, 2 TYPE B **TOTAL: 2 TYPE A, 3 TYPE B**
MINIMUM ELECTRIC VEHICLE PARKING SPACES	**6.3.1.1 -** ALL STRUCTURED PARKING SPACES SHALL BE 'DESIGNED ELECTRIC VEHICLE PARKING SPACES' (PER GENERAL AMENDED BY-LAW 2020-061 APPROVED SEPT 21, 2021) **6.3.1.2 -** SURFACE PARKING SPACES SHALL COMPLY WITH TABLE 6C: 20-49 SURFACE PARKING SPACES = 1 EV PARKING SPACE	UNDERGROUND: 52 SPACES SURFACE: 1 SPACE
MINIMUM LOADING SPACE (6.9.4.4.)	RESIDENTIAL USES CONTAINING 76-900 BEDROOMS, 1 TYPE A (3.0m X 7.0m)	1 TYPE A (3.0m x 7.0m)
MINIMUM BICYCLE PARKING	FOR 20 OR MORE DWELLING UNITS, MIN. 0.3 TYPE A; MIN. 0.3 TYPE B FOR EACH DWELLING UNIT TYPE A: 0.3/ UNIT = 28 SPACES TYPE B: 0.3/ UNIT = 28 SPACES **TOTAL: 56 SPACES**	UNDERGROUND: 46 SPACES, TYPE A GROUND FLOOR: 12 SPACES, TYPE B **TOTAL: 58 SPACES**
LOW RISE RESIDENTIAL AREA - LANDSCAPE BUFFER (3.L.6)	3.L.6.1. A LANDSCAPED BUFFER SHALL ABUT A LOW RISE RESIDENTIAL LOT LINE. 3.L.6.2. MINIMUM WIDTH OF THE LANDSCAPED BUFFER SHALL BE AN AVERAGE 3m WITH NO POINT LESS THAN 1.5m. 3.L.6.3. LANDSCAPED BUFFER SHALL CONTAIN PLANT MATERIAL THAT FORMS A VISUAL BUFFER; MIN. HEIGHT OF 1.5m.	* 1.616 AVERAGE WIDTH; NO POINT LESS THAN 1.56m (REAR - NORTH) 3.00m (SIDE - EAST)
DRIVE AISLE WIDTH	6.8.3: LOT WITH 10 OR MORE PARKING SPACES REQUIRES DRIVE AISLE WIDTH TO BE MIN. 6.1m AND MAX. 7.0m WIDE. AS PER REGIONAL ACCESS POLICY, DRIVE AISLE MUST BE 7.6m WIDE AT PROPERTY LINE w/ 6.0m TURNING RADII.	7.00m AT PROPERTY LINE, TAPERING DOWN TO 6.10m (WESTERLY DRIVEWAY) 6.57m (EASTERLY DRIVEWAY)

(*) VARIANCE REQUIRED

GENERAL NOTES:

1. ALL FINAL LOT DIMENSIONS ARE TO BE PREPARED BY THE PROJECTS SURVEYOR. ALL DIMENSIONS ARE SUBJECT TO APPROVAL OF THE MUNICIPAL AUTHORITY.
2. LIGHTING TO BE DIRECTED ONTO SITE AND NOT TO INFRINGE ON ADJACENT PROPERTIES.
3. REGULAR PARKING SPACES ARE 2.8m X 5.5m MIN.
4. PARKING SPACES WHERE ONE SIDE ABUTS A WALL/COLUMN ARE 3.0m X 5.5m; WHERE BOTH SIDES ABUT A WALL/COLUMN ARE 3.2m X 5.5m.
5. BARRIER FREE PARKING SPACES ARE 3.7m X 5.5m FOR TYPE A AND 2.4m X 5.5m FOR TYPE B; AND SHALL MEET ALL CITY OF WATERLOO REQUIREMENTS INCLUDING A MINIMUM 1.5m WIDE ACCESS AISLE. ACCESS AISLES SHALL NOT BE SHARED BETWEEN MULTIPLE ACCESSIBLE BARRIER FREE PARKING SPACES.
6. HORIZONTAL BICYCLE PARKING SPACES ARE 0.6m WIDE X 2.0m LONG + 1.75m ACCESS AISLE WIDTH MIN.; VERTICAL BICYCLE PARKING SPACES ARE 0.6m WIDE X 1.25m LONG + 1.75m ACCESS AISLE WIDTH MIN. (REFER TO SECTION 6.6.1, TABLE 6F, OF THE BY-LAW)
7. GARBAGE & RECYCLING STORAGE TO BE LOCATED INTERNALLY.
8. SNOW TO BE PICKED UP AND TAKEN OFF-SITE FOR DISPOSAL.

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REPRODUCTIONS OF THE DRAWINGS AND RELATED DOCUMENTS IN PART OR IN WHOLE IS FORBIDDEN WITHOUT THE CONSULTANTS WRITTEN REQUEST.

THE GENERAL CONSTRUCTOR SHALL VERIFY ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO THE CONSULTANTS PRIOR TO PROCEEDING WITH THE WORK.

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER RELATED DOCUMENTS AND SPECIFICATIONS.

THIS DRAWING SHALL NOT BE SCALED.

TRUE NORTH | PROJECT NORTH

CHRONOLOGY	
SCHEMATIC DESIGN	
DEVELOPED DESIGN	
SITE PLAN APPROVAL	2020.02.04
BUILDING PERMIT	
BIDDING/TENDER	

NO.	REVISION DESCRIPTION	DATE
1	ISSUED FOR ZBA	2021.06.03

EDGE
ARCHITECTS LTD
24 LAUREL STREET WATERLOO ONTARIO N2J 2H2

ONTARIO ASSOCIATION OF ARCHITECTS
MATTHEW BOLEN
LICENCE
7107
2021.06.03

PROJECT NAME
301-316 ERB ST W
MULTI-RES DEVELOPMENT
310-316 ERB STREET WEST, WATERLOO, ON

CLIENT
URBAN LEGEND
DEVELOPMENTS

DRAWING TITLE
PROPOSED SITE PLAN

PROJECT NUMBER	DRAWING NUMBER
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SCALE: 1 : 150	
SHEET SIZE: 24x36	

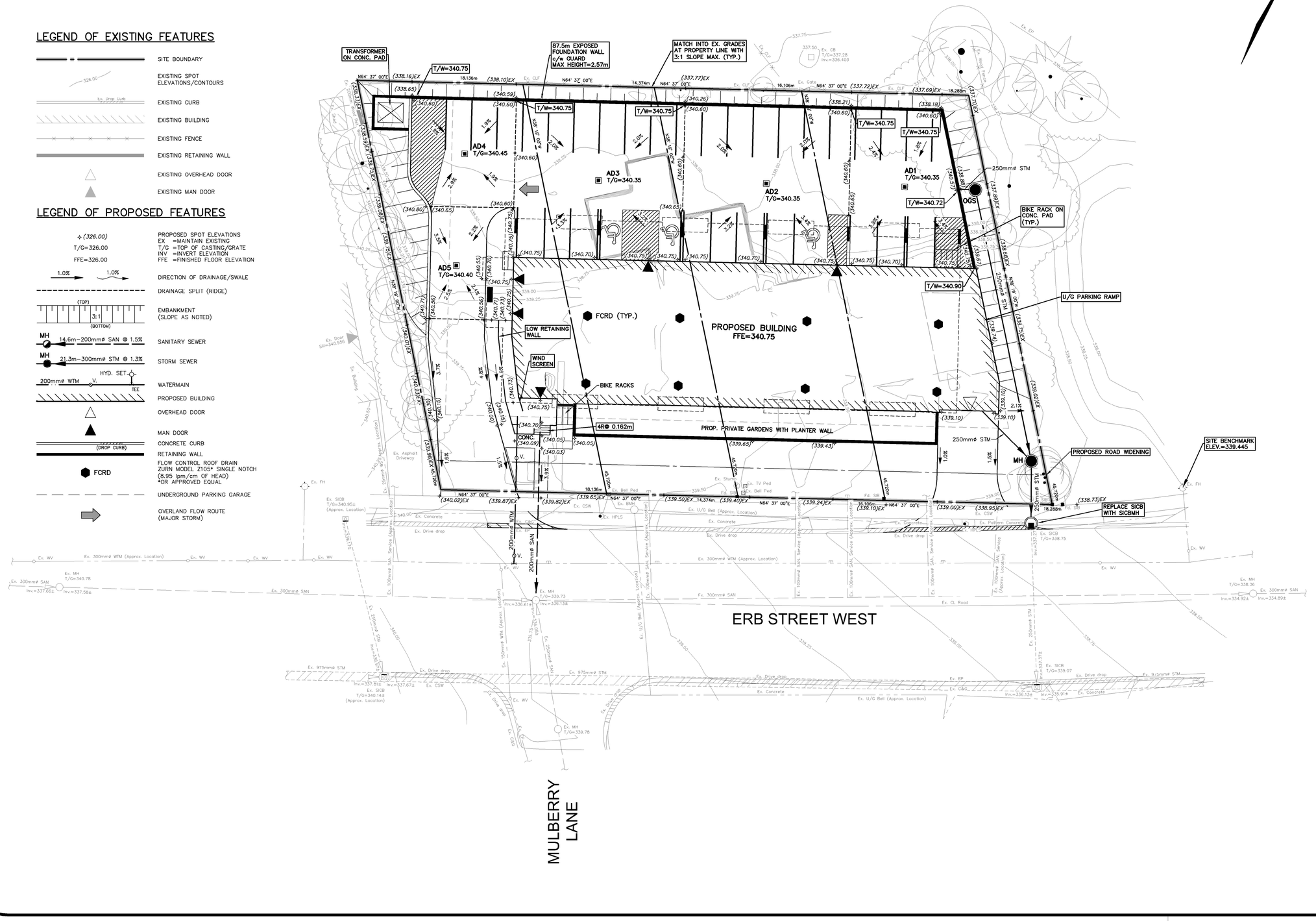
Appendix B
Preliminary Servicing and Grading Plan

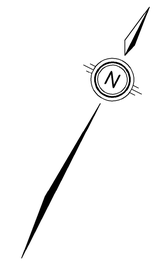
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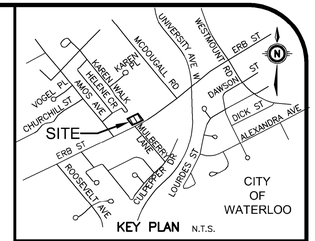
- SITE BOUNDARY
- EXISTING SPOT ELEVATIONS/CONTOURS (326.00)
- EXISTING CURB (Ex. Drop Curb)
- EXISTING BUILDING
- EXISTING FENCE
- EXISTING RETAINING WALL
- EXISTING OVERHEAD DOOR
- EXISTING MAN DOOR

LEGEND OF PROPOSED FEATURES

- (326.00) / T/G=326.00 / FFE=326.00 — PROPOSED SPOT ELEVATIONS
  EX =MAINTAIN EXISTING
  T/G =TOP OF CASTING/GRATE
  INV =INVERT ELEVATION
  FFE =FINISHED FLOOR ELEVATION
- 1.0% → 1.0% — DIRECTION OF DRAINAGE/SWALE
- DRAINAGE SPLIT (RIDGE)
- (TOP) 3:1 (BOTTOM) — EMBANKMENT (SLOPE AS NOTED)
- MH 14.6m–200mmø SAN @ 1.5% — SANITARY SEWER
- MH 21.3m–300mmø STM @ 1.3% — STORM SEWER
- HYD. SET, V., 200mmø WTM, TEE — WATERMAIN
- PROPOSED BUILDING
- OVERHEAD DOOR
- MAN DOOR
- CONCRETE CURB (DROP CURB)
- RETAINING WALL
- FCRD — FLOW CONTROL ROOF DRAIN ZURN MODEL Z105* SINGLE NOTCH (8.95 lpm/cm OF HEAD) *OR APPROVED EQUAL
- UNDERGROUND PARKING GARAGE
- OVERLAND FLOW ROUTE (MAJOR STORM)







KEY PLAN N.T.S.

GEODETIC BM (RMW146) **ELEV. = 337.231m**
BRASS CAP ON 1.5m IRON BAR AT SOUTHEAST CORNER OF INTERSECTION OF WESTMOUNT ROAD AND ALEXANDRA AVE, 9.9m SOUTH OF CENTRELINE OF ALEXANDRA AVE AND 21.3m EAST OF EDGE OF PAVEMENT OF WESTMOUNT RD AT GROUND LEVEL.

SITE BENCHMARK ELEV. = 339.445m
TOP NUT OF FIRE HYDRANT LOCATED EAST OF 310 ERB ST W ON NORTH SIDE.

NOTE TO CONTRACTOR :

DO NOT SCALE DRAWINGS.

CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO THE ENGINEER BEFORE PROCEEDING WITH THE WORK.

ALL DRAWINGS REMAIN THE PROPERTY OF THE ENGINEER AND SHALL NOT BE REPRODUCED OR REUSED WITHOUT THE ENGINEER'S WRITTEN PERMISSION.

THE OWNER/ARCHITECT/CONTRACTOR IS ADVISED THAT M.T.E. CONSULTANTS INC. CANNOT CERTIFY ANY COMPONENT OF THE SITE WORKS NOT INSPECTED DURING CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO NOTIFY M.T.E. CONSULTANTS INC. PRIOR TO COMMENCEMENT OF CONSTRUCTION TO ARRANGE FOR INSPECTION.

NOTE:

1. **PROPERTY–LINE IS APPROXIMATE ONLY AND TAKEN FROM LEGAL PLANS BY HOWE OLS DATED AUG. 10, 1962, JAN. 22, 1963, JUNE 5, 2019 AND ACI SURVEY CONSULTANTS INC DATED 1986.**
2. **INVERTS DENOTED WITH "±" ARE TAKEN FROM AS–RECORDED PLAN AND PROFILE DRAWINGS COMPLETED BY THE REGION OF WATERLOO DATED JANUARY 2009 AND ARE CONSIDERED APPROXIMATE ONLY. CONTRACTOR TO FIELD VERIFY AND REPORT ANY DISCREPANCIES TO ENGINEER.**

No.	REVISION		
8.			
7.			
6.			
5.			
4.			
3.			
2.	Revised per new site plan	RCK	2021–05–07
1.	ISSUED FOR FUNCTIONAL SUBMISSION	RCK	2020–02–05
No.	REVISION	BY	YYYY–MM–DD

MTE
Engineers, Scientists, Surveyors
519-743-6500

CLIENT
URBAN LEGEND DEVELOPMENTS LTD.
22 KING STREET SOUTH SUITE 300 WATERLOO

PROJECT
310–316 ERB STREET WEST
WATERLOO ONTARIO

DRAWING
FUNCTIONAL SITE GRADING AND SERVICING PLAN

Project Manager R.KERR	Project No. 46981-100
Design By CAH	Checked By RCK
Drawn By TXR	Checked By SCG
Surveyed By MTE	Drawing No. C2.1
Date Jan.13/20	
Scale 1:200	Sheet 2 of 2

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MTE FILE PATH:
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