

September 26, 2025

City of Waterloo
100 Regina Street S,
P.O. Box 337, Station Waterloo
Waterloo, ON., N2J 4A8

Submitted via online portal.

**Re: Zoning By-law Amendment Application
445 Anndale Road, City of Waterloo
Kindred Works**

On behalf of our client, Kindred Works, please accept this letter and the following materials as the complete Zoning By-law Amendment application for the property municipally known as 445 Anndale Road, Waterloo. As part of the complete application package, the following plans and reports have been completed and submitted via the City's online application portal:

- One (1) copy of the Signed Owners Authorization Form;
- One (1) copy of the Signed Owners Consent Form;
- One (1) copy of the Signed Environmental Screening Questionnaire Form;
- One (1) copy of the Required Application Fees (to be paid via cheques following this submission);
- One (1) copy of the Record of Pre-Consultation;
- One (1) copy of the Planning Justification & Urban Design Report prepared by Up Consulting Ltd.;
- One (1) copy of the Architectural Package prepared by KPMB Architects which includes the following;
 - Site Plan;
 - Building Elevations;
 - Floor Plans;
 - 3D Renderings;
 - Site Statistics;
 - Bin and Bicycle Enclosure;
 - Site Survey; and,
 - Existing Site Plan / Conditions.
- Road Traffic and Stationary Noise Impact Study prepared by JJ Acoustic Engineering Ltd.;
- Transportation Impact Study prepared by BA Group;
- Functional Servicing & Stormwater Management Report prepared by Arcadis Professional Services Inc.;
- Engineering Drawings prepared by Arcadis Professional Services Inc.;

- Arborist Report prepared by Davey Resource Group; and,
- Vegetation Management Plan prepared by Davey Resource Group.

Summary of Development Proposal

As described in the Planning Justification Report prepared by Up Consulting Ltd., the applicant is proposing to develop townhouse and stacked townhouse buildings across five (5) blocks for a total of 57 dwelling units. Of the 57 townhouse dwelling units, 42 are stacked townhouses ('walk-up units') and the remaining 15 are linear townhouses. The applicant is proposing a broad range of unit sizes, including 14 one-bedroom units, 28 two-bedroom units, and 15 three-bedroom units.

A total of 57 parking spaces will be provided for the proposed development, representing a parking ratio of 1 parking space per dwelling unit. An additional 35 parking spaces are provided and are intended to be 'shared parking spaces' between the visitor parking in support of the new townhouse dwellings and the existing church/institutional use. Four (4) barrier free parking spaces are also provided, as well as three (3) future electric vehicle ready ('EV-ready') parking spaces. A total of 46 bicycle parking spaces are provided on-site (18 Type 'A' and 28 Type 'B').

The intent of this 'shared parking space' approach is to balance supply and demand by maximizing the efficiency and utilization of the parking area throughout the week. Since church activities typically occur during evenings and weekends, these spaces are expected to remain largely vacant during daytime hours, when visitor demand for the residential component is highest. Conversely, during periods of peak church use, visitor demand for the townhouse units is anticipated to be lower, resulting in a complementary, non-overlapping use of the shared spaces. This coordinated approach ensures that sufficient parking is available to meet the needs of both uses without requiring an oversupply of spaces.

The proposed development will be accessed by Anndale Road via two (2) access points. The two (2) access points will allow access to both the proposed townhouses and existing church to remain. A central outdoor amenity space is also proposed for the development, providing shared common amenity space for future residents. Through the future site plan application, a detailed landscape plan will be prepared, establishing the details of this space. A comprehensive network of internal sidewalks are also proposed to provide and enhance pedestrian access to all areas of the development.

The existing church will remain on the subject property and is appropriately integrated with the overall development. As shown on the Site Plan (red dashed lines), as part of a future Consent Application, the applicant intends to sever the existing church, as well as the shared parking spaces from the townhouse development. The proposed severance line has been designed to accommodate the development of the Block 1 townhouse, proposed stormwater system, and the continued operation of the existing church property. To ensure appropriate long-term functionality and shared access, easements and a development agreement will be established through the subsequent stages of the development approvals process. These instruments will secure access

rights, stormwater management obligations, and any necessary servicing arrangements between the parcels.

Proposed Zoning By-law Amendment

In order to permit the proposed development, Zoning By-law Amendment is required. The applicant is proposing to rezone the subject property from Residential One ('R1') to Residential Eight ('R8') with the following Site-Specific Provisions:

- Permit a Maximum Height of 12 metres, whereas the Zoning By-law permits a Maximum Height of 10 metres;
- Permit a Minimum of 35 parking spaces as shared parking between visitor and *spiritual use* parking, whereas the Zoning By-law requires a Minimum of 68 spaces (10 for visitor and 58 for *spiritual use*); and,
- Permit *spiritual use* as an additional permitted use

Conclusion

We trust that the materials provided in the City's online portal, satisfy the 'complete' application requirements for the proposed Zoning By-Law Amendment application, and we look forward to your confirmation of the same.

Should you have any questions, please do not hesitate to contact the undersigned. We look forward to working with the City on this project.

Respectfully submitted,


David Galbraith MCIP RPP
President, UP Consulting
Christian Tsimenidis BES
Senior Planner, UP Consulting