



PLANNING OPINION REPORT

**508 BEECHWOOD DRIVE
WATERLOO, ONTARIO**

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1. INTRODUCTION

Labreche Patterson & Associates Inc. has been retained by Concept Development Group on behalf of the owner of the subject property, 508 Beechwood Inc., to provide this Opinion Report in support of a Zoning By-law Amendment application for the lands municipally known as 508 Beechwood Drive in the City of Waterloo. The owner is proposing to retain the existing apartment building and construct a new apartment building with a parking structure and at grade parking to support the needs of both buildings.

A Pre-Submission Consultation Meeting for the proposed redevelopment occurred on June 7, 2017. In support of the Zoning By-law Amendment application, the City is requesting the following materials:

- a) Planning Justification Report
- b) Preliminary Site Plan
- c) Preliminary Building Elevations
- d) Functional Servicing Report
- e) Grading Plans
- f) Shadow Study
- g) Scoped Transportation Impact Study
- h) Stationary Noise Study

This report is intended to satisfy the City and Region's requirement and guidelines for a Planning Justification Report as noted in the June 19, 2017 version of the Pre-Submission Consultation comments.

2. AREA DESCRIPTION

Subject Lands

The subject property is located on the north side of Beechwood Drive and is approximately 7,370 square metres in size with approximately 82 metres of frontage along Beechwood Drive. The property currently consists of a 7 storey apartment building, an at-grade parking area, an underground parking structure, landscaped areas and tennis courts. The existing apartment building consists of 41 units with a total of 70 bedrooms. The subject property was previously severed as per application B-16/02 to the City of Waterloo Committee of Adjustment in 2002. The current owner of the subject property intends to dedicate a small portion (1 foot) of PIN

22685-1372 to the City of Waterloo. This conveyance would add lands to the City's walkway block and would result in the parcel (created by severance) losing the "once a consent always a consent" benefit under Section 50(12) of the *Planning Act*. This would result in a single property which would then support the proposed development.

There are multiple instruments that are currently registered on the subject lands, including an easement along the frontage of the subject lands in favour of the City of Waterloo and Union Gas and a right-of-way along the centre property line between the two existing properties providing shared access. As both properties are owned by the same entity, through the redevelopment of the property, it is intended that the existing right-of-way and other easements which are no longer necessary to permit the property to function as two separate lands will be removed. The easement along the frontage of the property will remain.

The subject property is generally flat and backs onto a tributary of Clair Creek, which is a regulated watercourse under the Grand River Conservation Authority. The property currently has one vehicular access from Beechwood Drive. The streetscape along the east side of the subject property consists of a landscaped and treed berm with a set of stairs and the streetscape along the west side of the subject property consists of landscaping, trees and tennis courts, which are located on top of the underground parking structure. Please refer to Figures 1 to 4.



Figure 1: 2016 aerial photo of the subject property (Region of Waterloo GIS)



Figure 2: Northern view of existing entrance to subject property from Beechwood Drive (Google, August 2015)

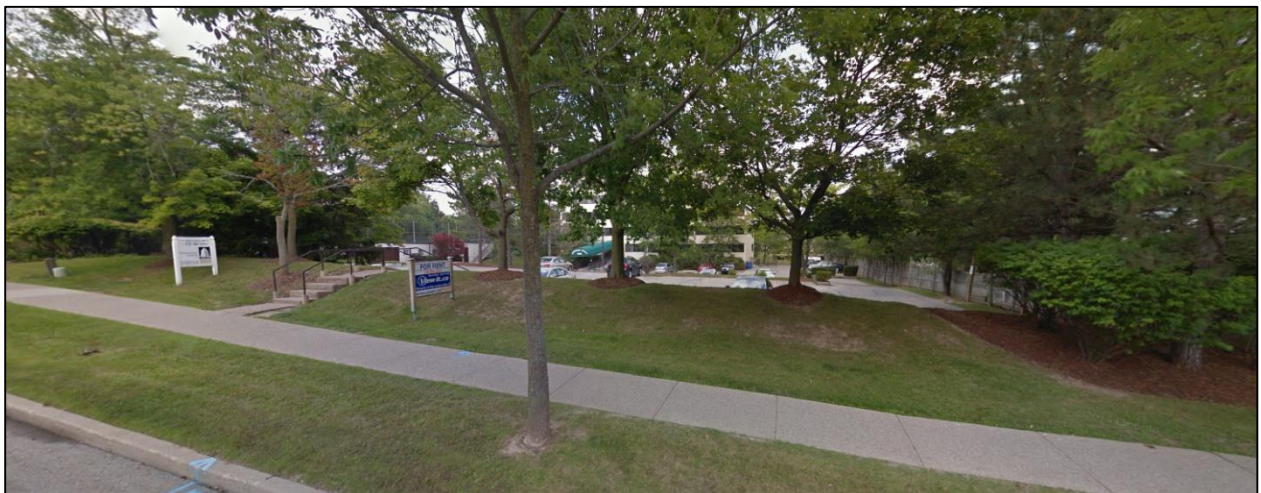


Figure 3: Northwest view of subject property from Beechwood Drive (Google, August 2015)



Figure 4: Northern view of subject property from Beechwood Drive near the west property line (Google, August 2015)

Surrounding Lands

The property to the north is designated “Low Density Residential”, the property to the east is designated “Mixed-Use Medium High Density Residential”, the property to the south is designated “Mixed-Use Medium Density Residential”, the walkway to the west is designated “Open Space”, and the properties to the west are designated “Low Density Residential” in the City of Waterloo Official Plan. Similar to the Official Plan designations, the surrounding properties are zoned a variety of zones including, “Medium Density Three (MD-3)”, “Multiple Residence (MR-12)”, “Medium Density (MD)” “Green One (G1)”, and “Green Zone (G)” in the City of Waterloo Zoning By-law No. 1418. The area is well serviced by the Grand River Transit (GRT) system. Within 500 metres, or approximately a 6 minute walk, there are 8 GRT transit stops, providing direct access to the iXpress 201 route (north-south express route), iXpress 202 route (east-west express route), and regular routes 5 and 29. Please refer to Figures 5 and 6.

The subject property is located within a transitional area, intended to provide a buffer between the commercial plaza to the east and the predominantly low-rise, low-density residential neighbourhood to the west. The parcel to the north of the subject property was recently developed as “The Village in Beechwood West” townhouse condominium development. The parcel to the east of the subject property consists of the “Beechwood Commons” townhouse condominium development. The parcel to the south consists of the “Beechwood Villas” townhouse condominium development. Abutting the subject property to the west is a public walkway providing access to McCrae Park, located northwest of the subject property. Further west is also currently developed as a condominium townhouse complex and condominium single detached dwelling development.

The surrounding residential developments appear to consist predominantly of two storey dwellings. The existing townhouse developments to the east, south and west of the subject property appear to have been developed around the same time as the existing apartment building on the subject property. The townhouse development to the north was constructed recently. Please refer to Figures 7 to 9.



Legend

Subject Property 500 metres (approx. 6 minute walk)

Commercial

- A Beechwood Centre Plaza
- B 420 Erb Street West Plaza
- C Waterloo Commons Plaza
- D West Quarter Plaza

Educational

- A Mary Johnston Public School
- B Kitchener-Waterloo Bilingual School
- C Westvale Public School

Recreation/Open Space

- A Westvale Park
- B Thorndale Park
- C McCrae Park

Figure 5: 2016 Aerial photo of the subject property and surrounding neighbourhood context.



Legend

- Subject Property
- 500 metres (approx. 6 minute walk)
- Grand River Transit Bus Stop

Grand River Transit Bus Routes

- iXpress 202
- iXpress 201
- Route 5
- Route 29
- Route 13

Figure 6: 2016 Aerial photo of the subject property and surrounding transit network.



Figure 7: Northern view of the entrance to Beechwood Commons from Beechwood Drive (Google, August 2015)



Figure 8: Southern view of Beechwood Villas from the entrance to 508 Beechwood Drive (Google, August 2015)



Figure 9: Northern view of townhouses at 522 Beechwood Drive (Google, August 2015)

3. PROPOSED DEVELOPMENT

The proposed use and development of the site consists of:

- The retention of the existing 41 unit apartment dwelling;
- The construction of a new 13-storey apartment dwelling with an underground parking structure, consisting of 140 residential dwelling units (43 1-bedroom units and 97 2-bedroom units);
- The demolition of the existing underground parking structure and tennis courts;
- The reconfiguration of the existing surface parking area; and
- The creation of new internal and external amenity areas for the tenants of both the existing building and proposed building.

Please refer to the plans and drawings accompanying this submission package for additional details.



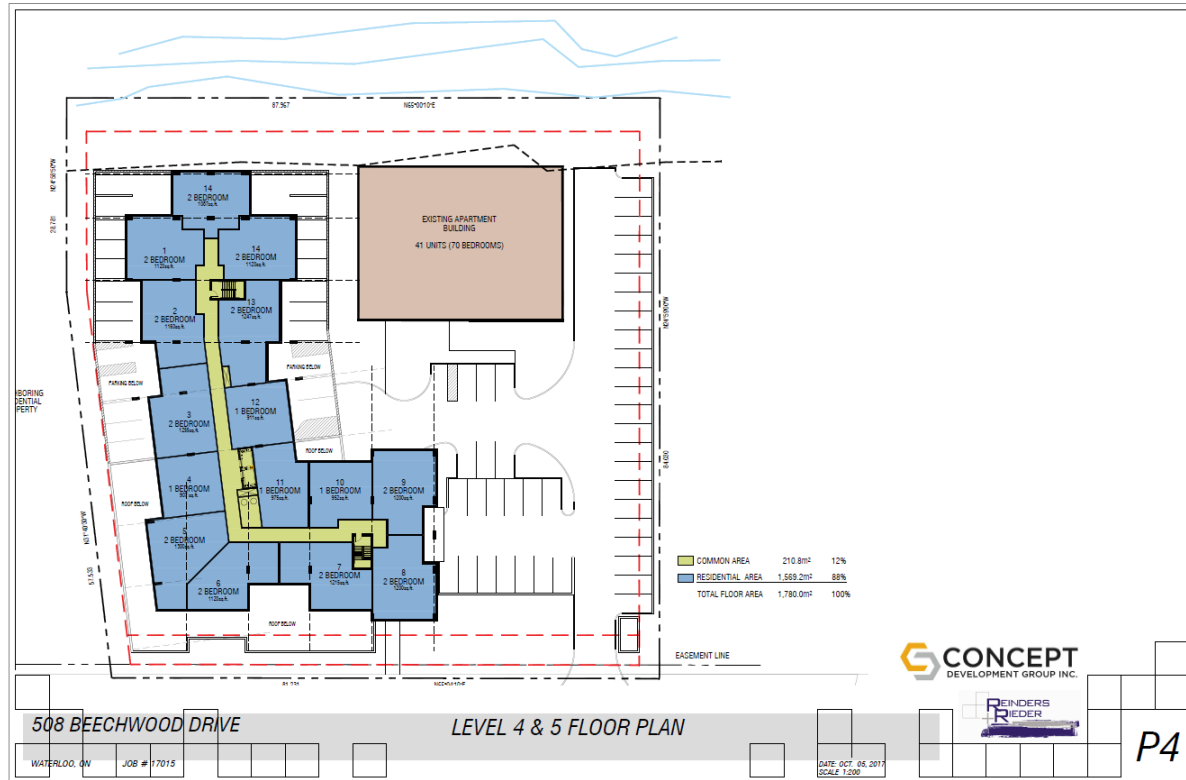


Figure 12: Level 4 & 5 Floor Plan (Reinders + Rieder)



Figure 13: Renderings of the subject property (Reinders + Rieder)



Figure 14: Renderings of the subject property (Reinders + Rieder)

4. PROVINCIAL POLICY STATEMENT (2014)

The 2014 Provincial Policy Statement, issued under the authority of Section 3 of the *Planning Act*, came into effect on April 30, 2014. All applications submitted after April 30, 2014 shall be consistent with this policy. This document promotes building healthy, livable and safe communities, providing an appropriate mix of different land use types within the community, efficiently using services and facilities, maximizing opportunities for public transit use, and promoting intensification. All Planning Applications, including Zoning By-law Amendment applications, are required to be consistent with the policies contained within the PPS (2014).

Specifically, the following sections provide direction for development and support the proposed residential development on site:

Section 1.1.1: *“Healthy, livable and safe communities are sustained by:*

- i) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- ii) *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including*

- industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long term needs;*
- iii) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
 - iv) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
 - v) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
 - vi) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
 - vii) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs;*
 - viii) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.”*

Section 1.1.2: *“Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.”*

Section 1.1.3.1: *“Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.”*

Section 1.1.3.2: *“Land use patterns within settlement areas shall be based on:*

- a) densities and a mix of land uses which:*
 - 1. efficiently use land and resources;*

2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 4. *support active transportation;*
 5. *are transit-supportive, where transit is planned, exists or may be developed;*
and
 6. *are freight-supportive; and*
- b) *a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”*

Section 1.1.3.3: *“Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planning infrastructure and public service facilities required to accommodate projected needs.”*

Section 1.6.6.2: *“Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.”*

We are of the opinion that the Zoning By-law Amendment will facilitate the appropriate intensification of the subject lands with a use that is compatible with the existing use on the property and the surrounding community. The proposed Zoning By-law Amendment is consistent with the policy direction of the 2014 Provincial Policy Statement by proposing the development of an infill residential dwelling on an underutilized parcel in an established medium density neighbourhood and efficient use of existing infrastructure and facilities.

5. GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017)

On May 18, 2017 the Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2017 was released and came into effect on July 1, 2017. All decisions made after this date are subject to the Growth plan and as such, the policies of the 2017 Growth Plan are applicable to the

proposed Zoning By-law Amendment application. The Growth Plan is a long-term plan that works together with other provincial plans to manage growth, build complete communities, curb sprawl and protect the natural environment. The subject property is located within the Growth Plan Area and is therefore subject to the policies of the plan. The subject property is located within the “Built-Up Area – Conceptual” as designated within the Growth Plan. The subject property is not associated with an “Urban Growth Centre” or the transportation policies associated with transit corridors in the Growth Plan.

The proposed development conforms to the Growth plan for the following reasons:

- The proposal consists of development that is an appropriate type and scale of development, provides an appropriate transition of built form to adjacent areas within a settlement area.
- The proposal consists of intensification within a “strategic growth area” as the subject property is classified as being located within a “Corridor” identified for development and can be considered a “greyfield property” (being an underutilized property that was previously developed but is not contaminated);
- The development is proposing to preserve the natural feature abutting the property to the rear and is not proposing development within the established buffer of that natural feature;
- The development is proposed to optimize the use of existing municipal infrastructure to support growth in a compact and efficient form; and
- The development contributes to the Growth Plan intensification policies and the Regional intensification target of 45% achieved through intensification within delineated built-up areas.

Both the PPS and Growth Plan are implemented by inclusion of appropriate policies in local (Region of Waterloo and City of Waterloo) Official Plans. We are of the opinion that the proposed Zoning By-law Amendment conforms to the Growth Plan as it allows for the appropriate intensification of a property within a designated “Built-Up Area” and the efficient use of municipal infrastructure and services.

6. REGION OF WATERLOO OFFICIAL PLAN (2015)

The Region of Waterloo Official Plan 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 designated “Built-Up Area” in the Region of Waterloo Official Plan and is identified as being located within Wellhead Protection Sensitivity Area 8 (WPSA-8) (Figures 15 and 16). The Built-Up Area designation is intended to accommodate the greatest proportion of the Region’s projected population and employment growth over the next 20 years.

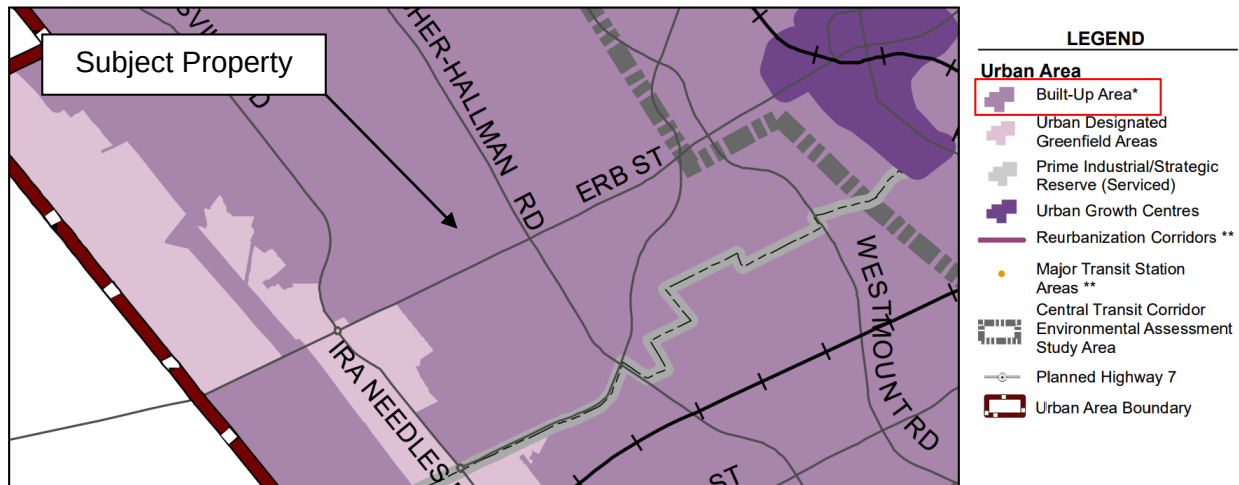


Figure 15: Region of Waterloo Official Plan Map 3a – Urban Area



Figure 15: Region of Waterloo Official Plan Map 6a – Urban Source Water Protection Areas

Being that the property is located within the built-up area of the City of Waterloo, it is classified as “Urban Area” with respect to the Official Plan’s Planned Community Structure. Development will contribute to the creation of complete communities with a greater mix of land uses and development patterns that support trips by walking, cycling and, where available, transit services.

It is intended that development within the Urban Area comply with the following policy:

Section 2.D.1: *“In preparing or reviewing planning studies, or in reviewing development applications or site plans, the Region and/or Area Municipalities will ensure that development occurring within the Urban Area is planned and developed in a manner that:*

Supports the Planned Community Structure described in this Plan;

- (a) Is serviced by a municipal drinking-water supply system and a municipal waste-water system;*
- (b) Contributes to the creation of complete communities with development patterns, densities and an appropriate mix of land uses that supports walking, cycling and the use of transit;*
- (c) Protects the natural environment, and surface water and groundwater resources;*
- (d) Conserves cultural heritage resources and supports the adaptive reuse of historic buildings;*
- (e) Respects the scale, physical character and context of established neighbourhoods in areas where reurbanization is planned to occur;*
- (f) Facilitates residents’ access to locally grown and other healthy foods in neighbourhoods; and*
- (g) Promotes building designs and orientations that incorporate energy conservation features and the use of alternative and/or renewable energy systems.”*

In response to Section 2.D.1, it is intended that the proposed development will:

- (a) Support the Planned Community Structure described in the Region of Waterloo Official Plan through conformity with the general policies guiding development, intensification and reurbanization of the Urban Area;
- (b) Be serviced by a municipal drinking-water supply and municipal wastewater supply systems;
- (c) Propose an appropriate density, similar to surrounding medium-high density uses and compatible with all surrounding densities, and will support the principles of a complete community;
- (d) Encourage the protection of the natural feature abutting the rear of the subject property and protection of source water and groundwater resources through appropriate stormwater management measures;
- (e) The subject property is not known to consist of recognized cultural heritage features or historic buildings;
- (f) Be of a size, density, and nature that is complementary to the surrounding existing residential neighbourhood. The proposed development is in keeping with the policy direction for future development on the subject property and is designed such that it is complementary to the low and medium density development existing along Beechwood Drive and to the rear of the subject property;
- (g) Not hinder a residents' access to locally grown and other healthy foods in neighbourhoods; and
- (h) Provide for a building design that is complementary to the existing neighbourhood and meets or exceeds the City's urban design standards for high rise and residential infill development.

The subject property is located within a Wellhead Protection Sensitivity Area (WSPA-8) and is therefore subject to the Source Water Protection policies of the Region of Waterloo Official Plan. The purpose of the Wellhead Protection Sensitivity Areas designation is to prevent land uses involving hazardous chemicals and/or substances, disease causing organisms and land uses

that increase the vulnerability of groundwater from becoming water quantity and/or quality risks to municipal drinking-water supply wells.

The subject property is designated WSPA-8, which delineates the area outside of the ten year time of travel to limit the total land area contributing water to a municipal drinking-water supply well. Within the WSPA-8 designation, Category 'A' uses are not permitted and geothermal wells, mineral aggregate operations and wayside pits and quarries may be permitted subject to further study. The existing and proposed development does not include any use classified as Category 'A' in Schedule B of the Region of Waterloo Official Plan or the additional restricted uses noted above. The subject property is not located within a High Microbial Risk Management Zone, Surface Water Intake Protection Zone, or Regional Recharge Area.

We are of the opinion that the proposed Zoning By-law Amendment conforms to the policies of the Region of Waterloo Official Plan as the proposed development is a form of reurbanization and intensification in a compatible form within the Built-Up Urban Area which will contribute to achieving the Region's reurbanization target and is an efficient use of municipal services and infrastructure.

7. CITY OF WATERLOO OFFICIAL PLAN (2012)

The City of Waterloo Official Plan was adopted by City Council in April 2012 and was approved by Regional Council, in part, with modifications on November 12, 2012. Parts of the City of Waterloo Official Plan were subsequently appealed to the Ontario Municipal Board. The portion of the Official Plan which was not appealed came into effect on December 21, 2012 and those portions appealed to the Ontario Municipal Board are not currently in effect. Portions of this Official Plan which are applicable to this property and development are in force and effect.

The subject property is designated "Mixed-Use Medium High Density Residential" in the City of Waterloo Official Plan (Figure 16). As per Schedule B1, the subject property is also designated "Medium High Density" which establishes a minimum permitted density of 150 bedrooms per hectare and a maximum permitted density of 600 bedrooms per hectare (Figure 17). The proposed development consisting of the existing building and proposed building, results in a density of 417 bedrooms per hectare. Schedule B also establishes a maximum permitted building height of 40 metres. The new building is proposed to be 13 storeys and 39.8 metres high.

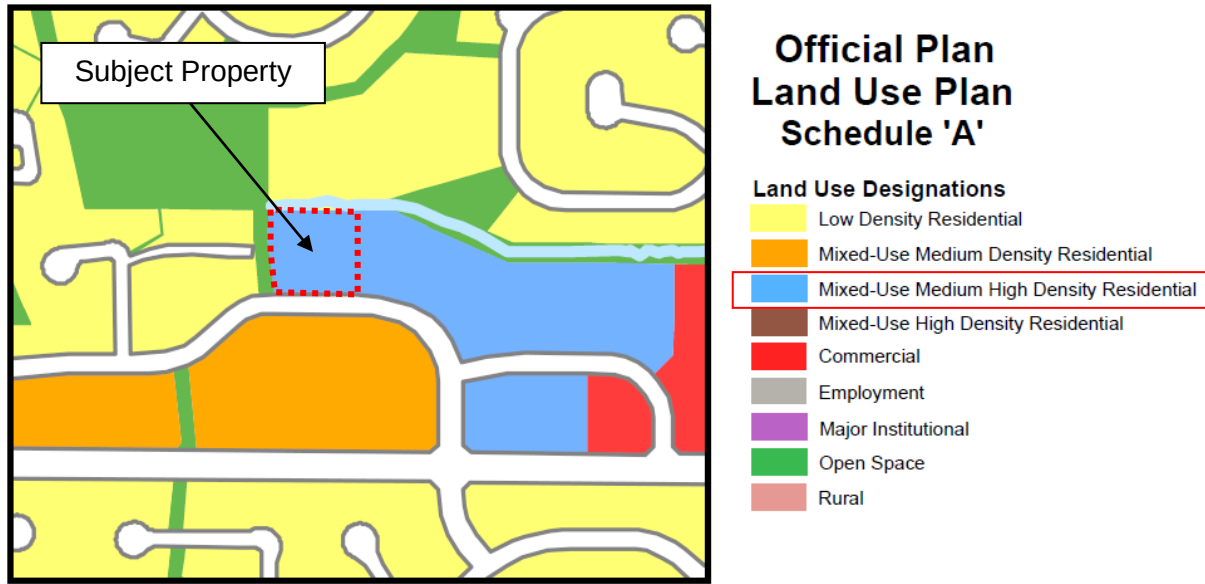


Figure 16: City of Waterloo Official Plan Schedule 'A' – Land Use Map

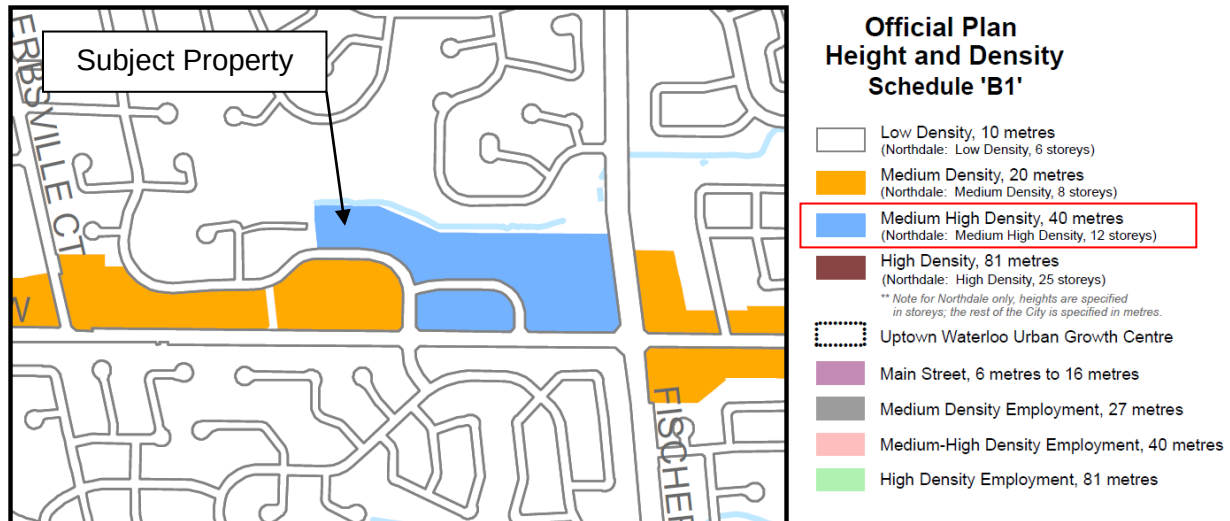


Figure 17: City of Waterloo Official Plan Schedule 'B1 – Height and Density

Section 10.1.5 of the Official Plan establishes the policies for the Mixed-Use Medium High Density Residential designation. The designation is intended to consist predominantly of multiple residential buildings and provide opportunities for substantial levels of intensification. Properties within this designation are intended to be developed primarily for residential purposes, although complementary and ancillary uses are also permitted. The designation intends to encourage medium high density, mixed-use, primarily residential development which functions as a transition between lower density and higher density areas.

Lands within the Mixed-Use Medium High Density Residential designation are designated to permit multiple unit residential buildings. Additionally, the lands may be zoned to permit the following complementary uses, provided they do not impact the ability of the area designated as such to achieve the vision and policies within the designation: assisted living facilities, community uses, and long term care facilities. Further, lands within this designation may be zoned to permit offices, medical clinics, convenience retail, restaurants, food stores, child care centres, personal services, and spiritual uses as ancillary uses, subject to the policies of Section 10.1.5.5.

Section 3.3 of the Official Plan establishes the City's Residential Intensification policies and targets. Intensification within the built-up area of the city is intended to locate within the series of Nodes and Corridors, as described further below. Section 3.3 states that *"consistent with Regional Official Plan policy 2.C.2, the City will plan for, beginning in 2015, a minimum 45 percent of residential development to occur within the City's Built-up Area"*; however, this policy was deferred by the Region of Waterloo and is not in effect.

The Official Plan identifies a hierarchy of designated Nodes and Corridors that are anticipated to accommodate a significant portion of the City's population and employment growth. The subject property is identified as being located within a "Minor Corridor", which is intended to recognize major streets or transit routes that link nodes and provide opportunities for intensification and are intended to develop primarily for medium to medium high density residential and some limited areas having a planned function other than residential (Figure 18).

As per Section 3.6.5 of the Official Plan, intensification will be encouraged within Nodes and Corridors through the application of land use designations that permit medium and high density uses. Section 3.6.5 also states that "development within designated Nodes and Corridors shall demonstrate compatibility and integration with surrounding land uses and contribute to an animated streetscape through the utilization of appropriate height, mixing of uses, massing, architectural design, character, setbacks, siting and landscaping, parking, public spaces and conservation of cultural heritage resources." Further, lot consolidation is encouraged to provide opportunities for properties of a sufficient size that enable medium, medium-high and high density development. Within Nodes and Corridors, surface parking is encouraged to be minimized and screened and underground and structured parking is encouraged.

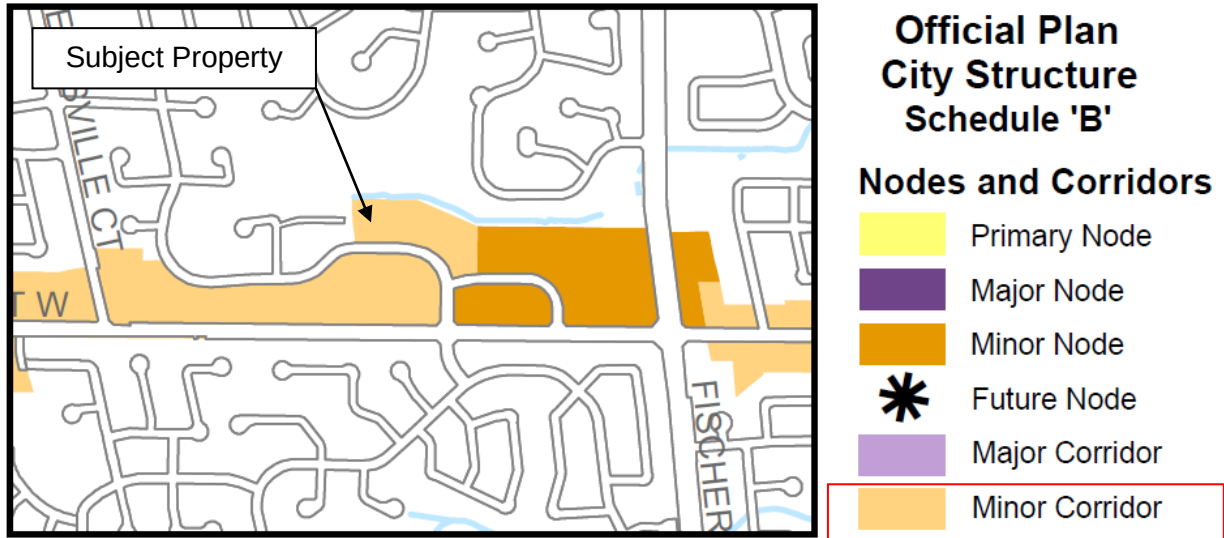


Figure 18: City of Waterloo Official Plan Schedule 'B' – City Structure Map

A tributary of Clair Creek is located adjacent to the rear of the subject property and is identified as a “Perennial Watercourse” in the Official Plan (Figure 18). Perennial Watercourses are considered “Supporting ‘A’ Natural Features” and are subject to the policies of Section 8.2.5, which does not permit development within a Supporting ‘A’ Natural Feature. Further, Section 8.2.5.5 establishes that development or site alteration will only be permitted on land contiguous to Supporting ‘A’ Natural Features if it is demonstrated through an Environmental Impact Study (EIS) or other appropriate study that there will be no adverse environmental impacts on the feature or its ecological functions.



Figure 19: City of Waterloo Official Plan Schedule 'A4' – Natural System

As per the Pre-Submission Consultation Meeting comments dated June 19, 2017, it is stated that:

“In recognition of the urbanized environment and environmental work completed to the north of this property, City and GRCA staff agree that an EIS is not required provided that a permanent 10 metre ‘no-touch’ buffer and an overlapping 15 metre ‘no-development’ buffer are established from the Watercourse Axis of Clair Creek along the entire length of the property. The lands within the 10 metre ‘no-touch’ buffer would be required to be naturalized. As discussed at the meeting, surface parking would not be permitted within the 15 metre ‘no-development’ buffer, however an underground parking structure may extend into this buffer (but not extend into the 10 metre ‘no-touch’ buffer).”

The proposed development complies with the criteria noted above and within the Pre-Submission Consultation Meeting comments dated June 19, 2017 and as such, with the development complying with the ‘no-touch’ buffer and ‘no-development’ buffer an EIS will not be required as per Section 8.2.5 of the Official Plan.

Beechwood Drive is designated as a “Minor Collector” with a designated right-of-way width of 20 metres and as a “City-Wide Cycling and Multi-Use Route” in the City of Waterloo Official Plan (Figure 20). Along the frontage of the subject property, the width of Beechwood Drive meets or exceeds the 20 metre right-of-way width requirement and as such, no road widening is required as a result of the proposed development (Figure 21).

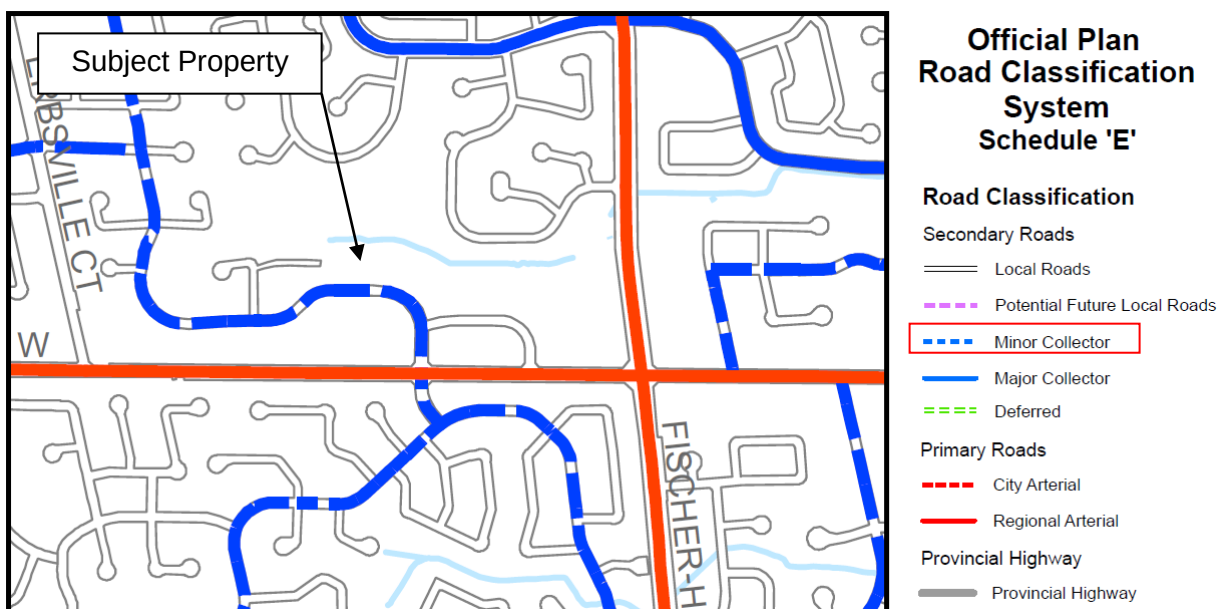


Figure 20: City of Waterloo Official Plan Schedule 'E' – Road Classification System

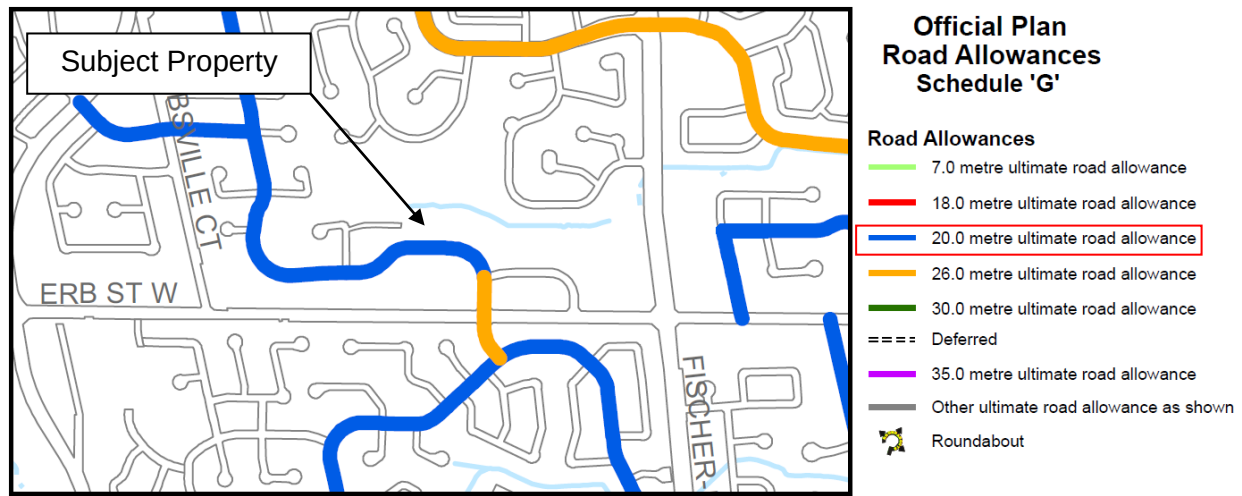


Figure 21: City of Waterloo Official Plan Schedule 'G' – Road Allowances

Minor Collector Roads are to be planned, designated and operated to facilitate movement of pedestrian, bicycle and vehicular traffic between Local Streets or major traffic generators and the Major Collector Road system. Beechwood Drive along the frontage of the subject property and the walkway to the west of the subject property are designated as “City-Wide Cycling and Multi-Use Routes” (Figure 22).

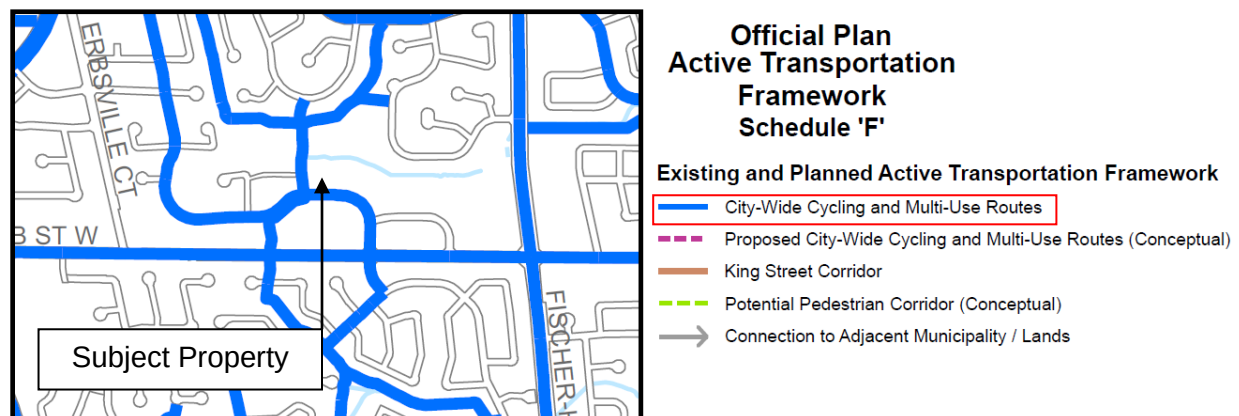


Figure 22: City of Waterloo Official Plan Schedule 'F' – Active Transportation Framework

As per Section 6.6.1.6 of the City of Waterloo Official Plan, the City may, at its discretion, reduce on-site vehicular parking requirements where, in the opinion of the City, a reduction in on-site parking is appropriate for the permitted use and location of the site if, among other circumstances, the exemption or reduction in parking will not impede primary traffic movement functions of adjacent arterial roads.

The subject property is located within a Source Water Protection Area and within a Wellhead Protection Sensitivity Area classified as WPSA-8 (Figure 23). However, Section 8.3.3 (Source Water Protection) of the City of Waterloo Official Plan is currently under appeal to the Ontario Municipal Board and is not in force and effect.



Figure 23: City of Waterloo Official Plan Schedule 'B4' – Source Water Protection Areas

In addition to the City's Urban Design Guidelines, Section 3.11 of the City of Waterloo Official Plan addresses Urban Design and Section 3.11.1 establishes the General Urban Design Policies. Table 1 summarizes the policies of Section 3.11.1 which are applicable to the proposed development and how the proposed development addresses or has regard for each policy.

Table 1: City of Waterloo Official Plan Urban Design Policies

General Urban Design Policy	Proposed Development
1 <i>Intensification: In decisions to consider intensification, the City of Waterloo shall address the integration, compatibility and relationship of new development to existing buildings and to the surrounding neighbourhood character and context, based on the principles of good urban design practice. Policies outlined in this Section may be further augmented through supplemental design policies and guidelines.</i>	The proposed development is designed to incorporate the proposed intensification of dwelling units in a form that addresses the street, is respectful but provides natural surveillance over the abutting open space and walkway features, and consists of materials that are complementary to and do not conflict with the surrounding character of the neighbourhood. Further details are provided in responses to the subsequent policies, as noted below.

General Urban Design Policy	Proposed Development
2 Character: <i>To reinforce and maintain the architectural, visual, and thematic integrity of structures, streetscapes, neighbourhoods, and planned development by planning and designing new sites, buildings and additions that create and maintain sensitive designs in terms of the planned physical context into which such development is located and through the coordination of design elements. The physical design of the public and private realm shall be coordinated to fit within the existing character and context.</i>	The proposed building has been designed to incorporate building materials, including brick and stone, which are complementary to the character of the existing neighbourhood. Surrounding developments are predominantly freehold or townhouse condominiums and consist of building materials such as brick and siding. The new building will be located closer to the street than the existing building and has been located to positively address the streetscape and provide a prominent front entrance. The location of the new building in relation to the street will be similar to the relationship between the townhouse developments to the east and west, which situate the dwellings with direct access or close to the streetscape.
4 Streetscapes: <i>Streetscape design is the combination and coordination of physical elements that give character to the street which includes the built form, façade treatment, landscaping and street furnishings within the public and private realm. The City shall promote a coordinated approach to streetscape design that results in an attractive and coordinated character with emphasis given to green and complete streets, pedestrian (and non-vehicular) friendly design, coordinated landscape and building design elements and features that animate the street in the public and private realm. It shall be general policy of this Plan to discourage blank walls along public streets and to integrate above ground utilities (such as roof top mechanical equipment, hydro transformers and gas meters) away from public view and well screened through the development approvals process.</i>	The main entrance to the new building will provide direct pedestrian access from the street to the building and the interior spaces at the front of the building will consist of amenity space. Pedestrian access will also be provided along the east side of the new building, which will provide access to the existing building at the rear and a secondary entrance to the new building. The details of the façade treatments will be finalized through the site plan review and approval process.
5 Existing Site Features: <i>Identify opportunities to retain prominent site</i>	The existing building at the rear of the subject property will be retained, as well as

General Urban Design Policy	Proposed Development
<i>features and vegetation through sensitive or innovative design strategies and to protect adjacent site features and vegetation on abutting properties through the development review process including, but not limited to, the location and massing of buildings, site grading, landscape and buffer opportunities, tree protection measures and alternative stormwater management strategies.</i>	the existing “buffer” between the existing development and the tributary to Clair Creek natural feature to the north. Further details regarding tree management and landscaping buffers will be established through the site plan review and approval process.
7 Open Space: <i>To facilitate the integration of a linear park and/or open space system which may include a community trail system, into subdivision design and intensification proposals, and where feasible, into the existing central areas of the City and promote access to the existing or planned open space.</i>	To the west of the subject property is an existing public walkway/open space area providing access to McCrae Park, which is located to the northwest of the subject property. Further, abutting the rear of the subject property is a tributary to Clair Creek. Due to the presence and easy access to open space and park space, the proposed development is not intended to include specific park space but instead improve the natural surveillance of the existing open space and promote access to the existing open space.
10 Safety and Security: <i>Site and building design that promotes safe, comfortable and accessible environments for all users with emphasis on pedestrians and bicyclists through the universal principles of CPTED (Crime Prevention Through Environmental Design). Design amenity and park spaces to achieve natural surveillance.</i>	The location of the new building will provide natural surveillance to the existing walkway and park space to the west and northwest. Further, the location of the buildings on the subject property and their ability to provide natural surveillance over the at-grade parking area and streetscape encourage safety and security on-site and off-site. Further details related to lighting, landscaping and other CPTED elements will be addressed in detail through the site plan review and approval process.
11 Site Circulation: <i>Design sites and buildings based on efficient, safe and integrated circulation system with priority given to pedestrian movements, non-vehicular movements and safe vehicular turning movements. A variety of strategies shall be used to create and define circulation routes and hierarchy.</i>	The subject property currently consists of one entrance from Beechwood Drive and the proposed development will move that entrance, however a second entrance will not be constructed. The proposed new entrance is designed to satisfy all necessary safety standards. The entrance way, at-grade parking area, and pedestrian accesses to the

General Urban Design Policy	Proposed Development
<i>All sites shall provide convenient, direct and safe pedestrian, barrier-free access and cyclist access to building entrances, amenity spaces, the public realm and other important destinations.</i>	buildings are designed to ensure easy movement of traffic (vehicular, pedestrian, and cyclist) through the site in a safe manner. Barrier free access and parking spaces have been allocated on the subject property with easy access to both building entrances.
13 Universal Design: <i>Promote the adaptation of transportation networks, buildings and lands used by the public to provide barrier-free access and principles of universal design to all citizens and to encourage the use of the International Symbol of Access. Design sites and buildings to establish a standard way finding system within all lands, buildings, and amenities which are accessible for persons with disabilities.</i>	Universal design has been considered and incorporated into the design of the subject property. Further details related to universal design will be discussed and identified through the site plan review and approvals process.
14 Parking: <i>Reduce the visual impact of parking and urban heat island effect of asphalt through efforts to “green” or soften the urban landscape. A variety of strategies may be required to organize large parking areas into smaller areas. Parking areas shall be designed to provide convenient and direct pedestrian access to major pedestrian destinations. A high level of building design and landscaping shall be required for parking garages structures in public view, and when possible, provide underground parking for intensification projects, particularly residential or mixed-use development.</i>	Of the proposed 243 parking spaces on the subject property, 45 are allocated within the at-grade parking area in front of the existing building and to the east of the new building. The at-grade parking area has been designed such that landscaped islands break up large blocks of parking spaces and soften the landscape. Direct pedestrian access is provided from the street and parking area to both buildings. The parking structure associated with the new building will not be visible from the street. Façade treatments will be considered for levels of the parking structure that are visible from the abutting walkway.
15 Site Servicing Areas: <i>Design sites and buildings with convenient and safe truck access and turning movements. Locate or screen loading and storage areas away from public view and incorporate mitigation strategies to minimize impacts to surrounding uses with priority given to residential properties.</i>	The site has been designed to provide convenient and safe truck access and turning movements and the proposed loading area, which abuts a dedicated moving room, will be screened from the street to minimize the impact on surrounding uses.

General Urban Design Policy	Proposed Development
16 Outdoor Lighting: <i>All site lighting, when required, shall be designed to create safe outdoor environments and to minimize glare and impact to night sky, public view and surrounding properties.</i>	The details of the site lighting will be addressed through the site plan review and approval process.
18 Compatible Development: <i>Site and building design that complements and enhances the surrounding neighbourhood character and context through a variety of design strategies including building massing, façade design and landscape coordination. The design of sites and buildings shall also minimize adverse impacts to human comfort, and surrounding properties including outdoor lighting, noise, shadowing, wind and snow disposition through a variety of design strategies and performance standards.</i>	The design and building materials of the proposed building are intended to complement the surrounding neighbourhood. Although there are no similar buildings or built form currently existing within the neighbourhood, the proposed development is intended to incorporate similar or complementary building materials and present a built form that addresses the street and improve the natural surveillance over the abutting natural/open space features. The podium of the proposed building meets interior side yard setbacks and the tower of the building is proposed to step back, further providing increase setbacks from abutting properties. Details related to outdoor lighting and design strategies will be addressed through the site plan review and approval process. Details related to noise and shadowing are addressed in the supporting materials accompanying this submission and discussed in Section 13 of this report.
19 Human-Scale Development: <i>Development that reinforces humane scale dimensions and proportions through design.</i>	The first storey of the building will consist of the podium and has been designed to address the human scale of the streetscape. The remainder of the building has been stepped back to reduce the impact of the building on the surrounding environment.
20 Building Design: <i>Design architecturally well composed buildings that complements and enhances the surrounding neighbourhood character and context. Building design shall also contribute towards and attractive and coordinated streetscape character and towards a sense of place with opportunity for architectural innovation and expression through a variety of design</i>	The detailed design of the building will be addressed through the site plan review and approval process. It is intended that the building incorporate good design principles that align with the policies of the Official Plan and complement the character of the surrounding neighbourhood by incorporating similar building materials and introducing step backs throughout the design of the tower.

General Urban Design Policy	Proposed Development
<i>techniques such as architectural features, building materials, color and other design elements. Buildings shall be designed with prominent building entrances and include strategies to screen roof top equipment from public and residential views. The City will support high quality durable building materials and discourage flat blank walls and may require specific massing and design strategies that result in a well composed building design, articulated façade design, interesting skyline and compatible development.</i>	
21 Accessory Structures: <i>Architecturally design accessory buildings and structures such as parking structures, loading areas and garbage enclosures, to complement the primary building design and site design.</i>	The details of any accessory structures will be addressed through the site plan review and approval process.
22 Landscape Design: <i>To design sites with a balanced distribution of hard and soft landscaping that contributes toward a coordinated and enhanced site design, streetscape character, create a sense of place, and an aesthetically pleasing comfortable pedestrian environment. Specific treatment may also be required to address a range of considerations such as screening objectives, landscape buffers to promote land use compatibility, the provision of large canopy trees to provide respite from the sun, streetscape character and opportunity for integrated amenity spaces and sustainable design.</i>	The details of the landscaping for the proposed development will be addressed through the site plan review and approval process.
23 Site Amenities: <i>Design sites and buildings to include a range of on-site amenities such as benches, trash receptacles, bike parking, large canopy trees and/or shade structures to provide more healthy active outdoor and urban spaces for social gathering, relaxation and enjoyment that results in a higher</i>	The development is proposed to incorporate amenity areas on the ground floor of the new building that overlook Beechwood Drive and the walkway to the west, as well as a bike storage room. The subject property is located adjacent to McCrae Park and as such, the tenants are encouraged to seek the active outdoor space of the park for their

General Urban Design Policy	Proposed Development
<i>quality of life.</i>	activities that cannot be accommodated on the subject property.
24 Sustainable Design: <i>The City shall promote sustainable design practices in the public and private realm through a variety of strategies, including but not limited to:</i> <i>(a) The adaptive re-use of existing buildings;</i> <i>(b) Sustainable design features that address matters of exterior building design;</i> <i>(c) Incorporation and integration of trees, shrubs, hedges planting or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking in the public and private realm;</i> <i>(d) Elements that promote energy reduction or conservation including building and street orientation for passive solar gains;</i> <i>(e) Elements that promote improved water and air quality conditions;</i> <i>(f) Elements that reduce adverse impacts such as urban heat island effect, shadowing, wind and noise;</i> <i>(g) Drought tolerant, salt tolerant and native vegetation species;</i> <i>(h) Integration of alternative transportation choices; and</i> <i>(i) The creation of healthy, livable spaces.</i>	Details associated with the integration of sustainable design will be addressed through the site plan review and approval process.

Additionally, Section 3.11.2 establishes the general guidelines for urban design within nodes and corridors. Table 2 summarizes the policies of Section 3.11.2 which are applicable to the proposed development and how the proposed development addresses each policy.

Table 2: Official Plan Urban Design Policies and the Proposed Development

Urban Design within Corridors Policy	Proposed Development
1 <i>Connectivity: Design that promotes connectivity with emphasis on pedestrian and non-vehicular safety, convenience and direct and convenient access to transit routes, amenity spaces, building entrances and public streets. Barrier-free access will be encouraged to building entrances from the public street, particularly along transit routes.</i>	The development proposes two main and dedicated pedestrian (non-vehicular) access points to the subject property from Beechwood Drive, being the entranceway to the new building and a proposed walkway from the street along the east side of the new building to the rear entrance of the new building and the main entrance to the existing building. Barrier free access and parking has been incorporated throughout the property.
2 <i>Interest: Design which results in visual interest and interesting and active spaces.</i>	The detailed design of the building will be finalized and discussed as per the site plan review and approval process.
3 <i>Public Art: Development that incorporates public art that contributes to a sense of place, meaning or local context.</i>	The integration of public art will be considered; however, given the location of the property, may not be appropriate.
4 <i>Infill Development: Design buildings to be in proportion with the lot size and to fit harmoniously into the surrounding character and context. The design of the site and buildings shall be compatible with the surrounding character and context.</i>	The subject property is generally large in size. As such, the proposed development of a 13 storey building complements the existing 7 storey building and does not appear out of context for the property. Within the context of the existing neighbourhood, the new building is tall; however, it is intended to be designed with complementary building materials and is sited such that there is the natural buffer of the walkway between the proposed building and the townhouses located to the west. Further, the tributary of Clair Creek provides a natural buffer between the existing and proposed buildings and the townhouse development to the north. These buffers, in addition to the setbacks proposed, and “stepping” of the building result in a well situated building that will not pose adverse impacts on the surrounding areas.
5 <i>Building Design: The design of buildings shall contribute to a high quality and coordinated streetscape character and context. Buildings should generally</i>	Details associated with the building design will be finalized and addressed through the site plan review and approval process. The principal entrance to the new building will

Urban Design within Corridors Policy	Proposed Development
<i>have their principle building façade and entrance to face the primary public street particularly along transit routes or transit station areas and be designed with articulated building facades.</i>	face the primary public street and is intended to be designed with an articulated building façade.
6 Built Form and Massing: <i>Locate buildings to establish an urban street enclosure and to frame street intersections. The design and massing of tall buildings (greater than three storeys) shall relate to the surrounding context, as well as, to the street proportions (building height to street width ratio) and to humane scale dimensions. The design of high rise buildings shall be designed to reduce adverse impacts related to wind, shadowing, visual impacts and to reduce the appearance of bulk through a variety of design and massing strategies.</i>	The new building is proposed to be located at the front of the subject property and encourages the principles of an urban street enclosure. The massing of the proposed building is stepped back and articulated to relate to surrounding context and street proportions. The podium of the building has been designed to a human scale along the front and west side of the property and the tower has been designed to step back and increase the setback between the mass of the tower and abutting properties/uses. The southwest corner of the tower has been chamfered to soften the appearance and massing of the building as it relates to the intersection of Beechwood Drive and the abutting walkway. A shadow study was conducted based on the proposed development and the findings of the study are summarized in Section 13 of this report.
7 Skyline: <i>Design tall buildings with interesting roof designs, articulated massing and supporting architectural features that create an interesting and recognizable skyline coordinated with other surrounding tall buildings from many views and vantage points. Encourage opportunities to integrate roof top equipment into the roof design and to promote a sculpted roofline.</i>	The upper floors of the proposed building are designed to be stepped back and articulated to contribute to an interested skyline and design. The details of the rooftop design will be finalized through the site plan review and approval process.
8 Site Amenities: <i>Encourage a range of site amenities for all development and enhanced site amenities for intensification projects and master planned projects.</i>	The proposed new building will incorporate amenity areas that will be accessible by the tenants of the existing and proposed buildings, as the existing building does not include any dedicated amenity space. The close proximity to McCrae Park is also intended to result in easy access for outdoor amenities and activities.

The proposed development of a new multiple unit residence on the subject property is permitted within the Mixed-use Medium High Density Residential designation. The proposed development, including the existing building on-site, complies with the minimum and maximum density policies, and does not exceed the maximum height permitted. The proposed intensification of the subject property is encouraged by the Official Plan policies guiding development within Corridors and within the Mixed-use Medium High Density Residential designation and generally conforms to the urban design policies of Section 3.11. Further, the redevelopment and intensification of the subject property will contribute towards City and Regional intensification targets within the built-up area. The proposed development has regard for the urban design policies for developments within Corridors and introduces a building whose massing, orientation and siting is designed to improve the overall function and aesthetics of the subject property and minimize impact on surrounding existing development. Therefore, we are of the opinion that the proposed development generally conforms to the policies of the City of Waterloo Official Plan. As such, an Official Plan Amendment is not required in support of this proposal.

8. CITY OF WATERLOO ZONING BY-LAW No. 1418

The City of Waterloo Zoning By-law No. 1418 was enacted upon the annexation of land into the city on March 31, 1960 and has been amended over time to bring the by-law into conformity with updated policy materials. The subject property is zoned “Multiple Residence (MR-12)” in the City of Waterloo Zoning By-law No. 1418 and has been subject to 2 site specific by-laws, being By-law No. 81-088 and By-law No. 05-067 (Figure 24). The intent of By-law No. 05-067 was to amend the “MR” zone regulations to any property within the “MR” zone with a site specific zoning by-law that existed prior to the passing of the City’s Height and Density Zoning By-law Amendment and Report (dated April 4, 2005).

By-law 81-088 established the majority of the zoning regulations applicable to the subject property based on the basic “Multiple Residence (MR)” zone. As per By-law 81-088, the following uses are permitted on the subject property:

- a) Beauty salons and barber shops provided only one (1) operator is employed. Such use shall be permitted to occupy not more than 25% of the ground or basement floor area and said floor area shall not exceed one hundred (100) square metres;

- b) Office and clinic for a physician, dentist, osteopath, or chiropractor provided that not more than one hundred (100) square metres of the ground floor or basement floor area is used for this purpose and said floor area shall not exceed one hundred (100) square metres;
- c) Institutions, nursery schools, private hospitals under the meaning of *The Private Hospitals Act*, churches, church halls and Sunday schools;
- d) “Recreational” parks, playgrounds operated by the City of Waterloo;
- e) Apartments, boarding houses.

The currently applicable regulations of the City of Waterloo Zoning By-law and By-law Nos. 81-088 and 05-067 are summarized in Section 12 of this report.

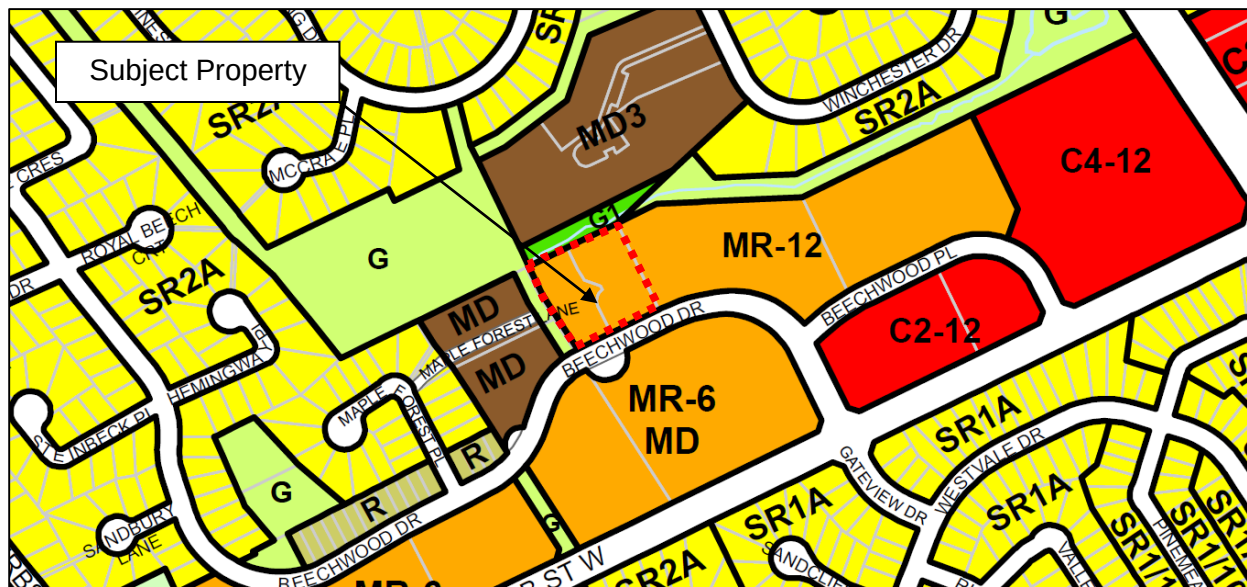


Figure 24: City of Waterloo Zoning By-law No. 1418 Map

9. CITY OF WATERLOO COMPREHENSIVE ZONING BY-LAW REVIEW

The City of Waterloo is currently in the process of completing a comprehensive zoning by-law review project as a result of the approval of the new City of Waterloo Official Plan in 2012. A second draft of the proposed zoning by-law was released for public review and comment in April of 2017. The subject property is proposed to be zoned “Residential Mixed-Use Zone (RMU-40)” in the second draft of the new zoning by-law (Figure 25). Based on information available from the City of Waterloo’s webpage for the Comprehensive Zoning By-law Review, a “third” or “final”

draft of the Zoning By-law is not available and there is no noted date for the release of the next or final draft and/or approval of the new Zoning By-law. The review of this material is based on the understanding that it is draft and may be subject to change.

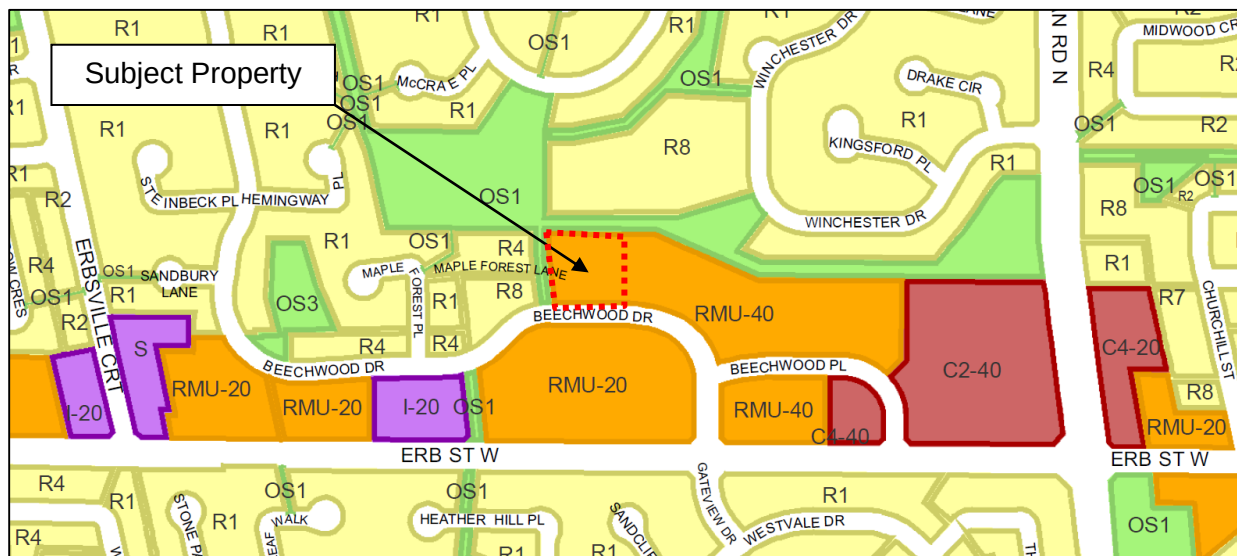


Figure 25: Draft City of Waterloo Zoning By-law Map (April 2017 version)

Proposed permitted uses within the RMU-40 zone are categorized similar to permitted uses within the City of Waterloo Official Plan, and are considered either primary, complementary, or ancillary uses. Table 3 summarizes the proposed permitted uses within the RMU-40 zone.

Table 3: Permitted Uses within the RMU-40 Zone

Primary	Complementary	Ancillary
- Multi-unit Residential Building (including Apartment Building) - Dwelling Units above the First Storey - Long Term Care Facility - Assisted Living Facility - Group Home	- Government Use - Municipal Recreation Facility	- Café - Child Care Centre - Commercial Recreation - Commercial Wellness - Drug Store - Food Store - Home Occupation - Medical Clinic - Office - Personal Service Shop - Restaurant - Take-out Restaurant - Variety Store

As per the April 2017 draft of the Zoning By-law, regulations of the Site Specific By-law 81-088 associated with the subject property are proposed to not be carried forward under the new

Zoning By-law, and as such, the only regulations that would apply to the subject property are those of the RMU-40 zone.

To facilitate the proposed development, it is the intent of the Zoning By-law Amendment to follow the bulk of the regulations of the proposed RMU-40 Zone, as the RMU-40 zone and the zoning by-law to establish it remains under review and is not yet approved but appears to be the direction of staff and would implement the policies of the new City of Waterloo Official Plan. The proposed regulations of the RMU-40 Zone are summarized in Section 12 of this report.

10. URBAN DESIGN BRIEF

As per the Pre-Submission Consultation Meeting comments, the City has requested a Planning Report, which includes a review of the City's Urban Design Guidelines. This section is intended to satisfy that requirement.

The City of Waterloo Urban Design Guidelines reflects the city's commitment to a high standard of urban design, as established through the Official Plan's urban design policies. The urban design guidelines establish the design objectives and priorities for the city, and the following is an overview of the applicable elements of the urban design guidelines and a summary of how the proposed development addresses or had regard for each component.

With regards to the proposed development and Zoning By-law Amendment application, the policies of Section 2 (General City Design Guidelines) and specific policies of Section 3 (Supplementary Design Guidelines) are applicable and are addressed below. The proposed development will be required to proceed through the Site Plan Review and Approval process, at which time, the policies of Section 4 (Site Plan Review Guidelines) will be addressed.

The elements of the proposed development discussed below are based on the general design work done to date to support the Zoning By-law Amendment application. Detailed design, including but not limited to, building materials, landscaping, and site lighting will be finalized and addressed through the site plan review and approval process.

Section 2: General City Design Guidelines

2.1.1 Pedestrian Friendly Development

Guideline Objective: To design the streetscape as pedestrian-friendly features and spaces.

The proposed development incorporates at-grade access to the new building at the front of the property and incorporates a new pedestrian walkway to provide access to the existing rear building. The new building is proposed to incorporate an entranceway and amenity spaces at the front of the building, as well as an articulated façade.

2.1.2 Human-Scale Development

Guideline Objective: To design sites and buildings that relate to human-scale proportion and dimensions.

The massing of the proposed building incorporates a one storey podium, step backs and articulation to soften the impact of the building on the human-scale streetscape. The building also incorporates a main building entrance at-grade that will be proportionally in scale with the building design and that relates to the street. Other elements of human-scale design will be addressed through the site lighting and landscaping plans.

2.1.3 Compatible Development

Guideline Objective: To design sites and buildings that enhance the quality of the surrounding neighbourhood character and does not result in adverse impacts to surrounding properties or loss in quality of life.

The mass of the proposed new building is allocated to the west side of the subject property, which abuts a walkway and does not directly abut a residential use. The walkway provides a buffer between the proposed building and the townhouse and single detached dwellings to the west. Additionally, the natural area associated with the tributary of Clair Creek provides a buffer between the buildings on the subject property and the townhouse development to the north. The transition in mass, such as the step backs and articulated building form contribute to softening the massing of the building as it relates to surrounding uses. Elements such as shadowing and noise have been addressed in respective studies, which are summarized in Section 13 of this report. Further details relating to landscaping, lighting and building design will be finalized through the site plan review and approval process.

2.1.4 Safety and Security

Guideline Objective: To design sites and buildings for safe and secure uses for all users and to reduce the incidence of feature and crime.

The proposed development encourages natural surveillance within the site and over abutting public uses by orienting units and windows to overlook the public walkway, natural area to the rear and McCrae Park, as well as internally, over the entrance to the property and the at-grade parking area. The design of the site encourages visible sight lines and direct pedestrian access to the main entrances of the buildings and the parking areas. Sufficient access routes have been allocated for pedestrian, vehicular and emergency access to the site and all buildings.

2.1.5 Transit-Oriented Design

Guideline Objective: To design sites and buildings that relate to, and are integrated with, planned and future transit route(s) and promote transportation demand management strategies and transit use.

Beechwood Drive along the frontage of the subject property is not serviced by a GRT transit route; however, the property is within close proximity to several GRT transit stops providing access to 4 GRT transit routes. The subject property has been identified within an area the City of Waterloo Official Plan classifies as a “Corridor” and is intended to accommodate medium to medium-high density development, such as the form that is proposed. Direct and convenient access to the buildings on the property will be established and the development will incorporate a bike storage room and bicycle racks.

2.1.6 Building Design

Guideline Objective: To design buildings with well proportioned and articulated facades that relates to, and enhances, the surrounding neighbourhood character and context.

As noted, all elements of the building design have not been finalized; however, elements such as massing, siting, and general articulation have been determined. The new proposed building is intended to provide a visually interesting building incorporates step backs, articulation, and variation in high quality building material. Further details of the building will be addressed through the site plan review and approval process.

2.1.7 Amenity Areas

Guideline Objective: To encourage site and building design that enhances the quality of life for its users and provides opportunity to relate and improve the quality of the public realm and semi-public realm.

The exterior design elements associated with lighting, landscaping, and fixtures will be addressed through the site plan review and approval process.

2.1.8 Landscape Design

Guideline Objective: To design sites with a balanced level of sustainable landscape treatment that complements the surrounding character, adds interest to the site and provides effective buffers and screening.

The landscaping design of the proposed development will be addressed through the site plan review and approval process.

2.1.9 Lighting

Guideline Objective: To design sites and buildings with attractive light fixtures that provides safe lighting levels on site and avoids impacts to surrounding properties and public view.

The site lighting design of the proposed development will be addressed through the site plan review and approval process.

2.2.1 Respect Existing Conditions & Features

Guideline Objective: To design sites and buildings to respect, and to minimize impacts, to existing conditions and to incorporate prominent features where possible.

The proposed development incorporates the existing abutting natural features as buffers and respects all necessary setbacks as established/discussed with the City of Waterloo and Grand River Conservation Authority. Further, the development improves the natural surveillance over those features and upon the streetscape. The development proposes to match grades at the street and surrounding properties and attempts to incorporate natural grades across the property.

2.2.2 Views and Vistas

Guideline Objective: To design sites and buildings that contributes to interesting views and vistas from various perspectives.

The proposed development will not impede important views or vistas from buildings off-site and will not impede on the view from Beechwood Drive down the walkway to McCrae Park. Within close proximity to the subject property, there are no regionally or city-wide significant views that

the property would impede upon. The proposed new building will provide the opportunity for tenants on the west side of the building to have a view of McCrae Park.

2.2.3 Character

Guideline Objective: To design sites and buildings that respect and enhance surrounding neighbourhood character and contribute to a sense of place.

The final design of the proposed new building and landscaping features of the subject property will have regard for the character of the surrounding neighbourhood. The new building is proposed to consist of an articulated façade and building materials that are similar and complementary to the surrounding existing development.

2.3.1 Networks

Guideline Objective: To create an inter-connected open space network.

The proposed development will not impede upon the existing connected open space network associated with the walkway to the west and McCrae Park to the northwest. The location of the new building is intended to provide natural surveillance over those features to contribute to a safer environment for all members of the community who use the amenities.

2.3.2 Site Circulation

Guideline Objective: To design sites and buildings with an efficient and safe circulation system with high priority given to pedestrian accessibility and neighbourhood connectivity.

The design of the site is intended to accommodate a variety of users and site functions with emphasis given to pedestrian circulation and convenient pedestrian access through the improved network of pedestrian walkways. Access to the existing building will be improved through the construction of a new dedicated pedestrian walkway and the new building is proposed to be located at the front of the property with a pedestrian access directly from Beechwood Drive. Emergency access requirements have been incorporated into the site design of the property and the allocation of a “T” designed parking area to allow for the maneuvering of emergency vehicles. The majority of the parking provided on-site will be located within the parking structure associated with the new building and has been designed to be easily accessed from Beechwood Drive and to satisfy the City’s standards of design.

2.3.3 Universal Design

Guideline Objective: Design all sites, buildings and public spaces for universal design and barrier free accessibility.

Universal design has been considered and incorporated into the design of the subject property. Further details related to universal design will be discussed and identified through the site plan review and approvals process.

Section 3: Supplemental Design Guidelines

3.1.4 Tall Buildings

Guideline Objective: To design tall buildings as architecturally interesting and well composed buildings that relate to the surrounding context, contributes to an interesting skyline and reduces impacts to surrounding properties.

Based solely on the proposed massing of the new building, the design incorporates a defined base, middle, and top section to emphasis human scale dimensions, which may be further improved through the use of step backs, articulation and variation in building material. The new building's entrance will be designed such that is in proportion with the building's scale and incorporates entrance features and/or design elements to communicate its prominence in the design of the building as the main entrance from street level. The site has been designed to provide convenient access for all loading areas and facilities. Further, barrier free and visitor parking will be allocated within close proximity to building entrances. Bicycle parking will also be provided on site in the form of a bicycle storage area within the parking garage and surface parking near the at-grading vehicle parking area.

3.2.1.5 Corridor Guidelines

The new building is proposed to locate close to the street with setbacks that respect existing character and the majority of the parking located within an enclosed parking structure. The at-grade parking has been incorporated to recognize the convenience for persons accessing the visitor and barrier free spaces to be located at-grade within close proximity to the building entrances. The development has been designed to permit circulation throughout the development, including at-grade between buildings, the use of amenity space to be shared between tenants of each building, and the connection between the parking structure and the existing building.

11. GRAND RIVER CONSERVATION AUTHORITY

Subject Property

Grand River Conservation Authority
 Date: Dec 06, 2017
 Author: Labreche Patterson &
 508 Beechwood Drive,
 Waterloo

Legend

- ☐ Lake Erie Shoreline Reach (GRCA)
- ☐ Lake Erie Flood (GRCA)
- ☒ Regulated Watercourse (GRCA)
- ☐ Parcel - Assessment Public (MPAC/MNRF)
- ☒ Floodplain - Special Policy Area (GRCA)

Floodplain (GRCA)

- ☐ Engineered
- ☐ Estimated
- ☐ Approximate

Lake Erie Erosion (GRCA)

- ☐ Lake Erie Dynamic Beach (GRCA)

Wetland (GRCA)

Slope Valley (GRCA)

- ☐ Steep
- ☐ Oversteep

Slope Erosion (GRCA)

- ☐ Steep

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Map Centre (UTM NAD83 z17): 535,510.69 4,811,104.29

This map is not to be used for navigation | 2015 Ortho (ONI)

NAD 1983 UTM Zone 17N

Scale: 1:556

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The proposed development is not designed to encroach upon, or within 10 metres of, the regulated watercourse. As discussed in the Pre-Submission Consultation Meeting comments and previously in this report, as there is no proposed disturbance within the 10 metre no-touch zone, an EIS will not be required. We acknowledge that any new development or site alteration on the subject property will require a permit from the GRCA.

12. PROPOSED ZONING BY-LAW AMENDMENT

The lands proposed for redevelopment and intensification are currently subject to the City of Waterloo Zoning By-law No. 1418 and are subject to the Site Specific Zoning associated with By-law 81-088, By-law 05-067 and the regulations established under minor variance File No A-67/02. By-law 81-088 regulates the permitted uses on the subject property and the majority of the zone regulations applicable to the current and any future development of the lands. By-law 05-067 established more recent regulations applicable to lands zoned “Multiple Residence”. Lastly, minor variance A-67/02 established regulations applicable to the individual parcels on the subject property as a result of the severance of the lands. The outdated regulations of By-law 81-088, By-law 05-067 and minor variance A-67/02 do not represent the current vision for the subject property as set forth by the Region of Waterloo Official Plan (2010), City of Waterloo Official Plan (2012), the Provincial Policy Statement (2014), or the Growth Plan for the Greater Golden Horseshoe (2017).

The proposed Zoning By-law Amendment is intended to establish new site specific regulations on the subject lands, notwithstanding the applicable regulations of each of the by-laws noted prior. The proposed regulations are intended to facilitate the appropriate development of the subject property. They are intended to address non-compliance with former by-laws while accounting for the direction of the draft regulations under the Zoning By-law comprehensive review process in an effort to align with current planning policy.

The City of Waterloo has recognized the need to provide a comprehensive, updated Zoning By-law as a response to the recent release of new provincial, regional, and city policies. As per the April 2017 draft of the new comprehensive Zoning By-law, the subject property is proposed to be zoned “Residential Mixed-Use Zone (RMU-40)” and the Site Specific By-laws 81-088 and 05-067 will be repealed. It is the also intent of this Zoning By-law Amendment application to seek regulations that align with the proposed RMU-40 Zone to facilitate the proposed development at

this time, as opposed to waiting for the approval of the new comprehensive Zoning By-law and any potential appeal of such approval.

Table 4 provides a summary of the proposed zoning regulations and demonstrates that the proposed development complies with all regulations proposed for the subject property. As noted, we request a Site Specific “Multiple Residence (MR)” Zone to enact the regulations as noted in Table 4. Please note that the “proposed” values in Table 4 are approximate and/or represent the current design of the proposed building, which may be altered through the formal site plan review and approval process, but would still comply with the items noted. In Table 4, **bolded** regulations are the regulations currently applicable to the proposed development.



Table 4: Comparison Table of Proposed Development and Current and Proposed Zoning Regulations

Regulation	Proposed Development	By-law 1418 MR-12 Zone	By-law 05-067	Site Specific By-law 81-088	Minor Variance A-67/02	Zoning By-law Review - Draft RMU-40 Zone	Proposed Regulation
Lot Area (min)	0.737 hectares	None	None	0.5 hectares	None	None	No Regulation Proposed
Lot Frontage (min)	81.2 metres	None	None	60 metres	None	20 metres	No Regulation Proposed
Front Yard Setback (min)	3.73 metres	5 metres	7.5 metres	7.5 metres	None	5 metres	3.5 metres
Front Yard Setback (max)	100% of the front façade is within 6.5 metres of the street line	Minimum 75% of front building façade provided between 5 and 10 metres of the front lot line	None	None	None	75% of the front building façade within 6.5 metres of the street line	No Regulation Proposed
Side Yard Setback (min)	2.74 metres (post-dedication)	10 metres combination of both yards, 3 metre minimum	½ building height, no less than 3 metres	½ building height, no less than 3 metres	Westerly side yard setback of 4 metres for property with existing building; Easterly side yard setback of 4 metres for vacant property.	3 metres	2.7 metres
Rear Yard Setback (min)	10.5 metres	7.5 metres	½ building height, no less than 7.5 metres	½ building height, no less than 7.5 metres	None	5 metres	7.5 metres
Building Height (min)	39.8 metres	None	None	None	None	10 metres	No Regulation Proposed
Building Height (max)	39.8 metres (404.2 MASL), 12 storeys	36 metres, 12 storeys	None	380 MASL	6 storeys for existing building	40 metres, 13 storeys	40 metres or 13 storeys
Density (min)	245 units/ha (417 bedrooms/ha)	None	None	None	None	150 bedrooms per hectare	No Regulation Proposed
Density (max)	245 units/ha (417 bedrooms/ha)	200 units per hectare	100 units per hectare	None	Vacant property, 101 units per hectare	500 bedrooms per hectare	500 bedrooms per hectare
Amenity Areas (min)	825 sq. m. (2.6 sq. m. per bedroom)	None	50 square metres per dwelling unit	50 square metres per dwelling unit	None	3 square metres per bedroom	2.5 square metres per bedroom
Landscaped Open Space (min)	18.87%	30%	30%	30%	None	30%	18%
Parking Spaces (min)	1.34 per dwelling unit (243 spaces)	1.25 per dwelling unit (180 spaces)	1.5 per dwelling unit (272 spaces)	1.5 per dwelling unit (272 spaces)	Existing building, 52 spaces; Vacant property, 58 spaces	1.35 per dwelling unit (244 spaces)	1.30 per dwelling unit
Number of Main Buildings per Lot (max)	2 buildings	More than one building shall be permitted on a lot	None	More than one building shall be permitted on a lot	None	More than (1) permitted	No Regulation Proposed
Number of Units (max)	181 units	None	74 units	100 units	Existing building, 32 units	None	181 dwelling units
Podium Height (min)	4.5 metres	None	None	None	None	10 metres	4.5 metres
Podium Height (max)	4.5 metres	None	None	None	None	20 metres, 6 storeys (not exceeding 40% of building height)	No Regulation Proposed
Minimum Number of Surface Parking Spaces	45 spaces	28 spaces (10% of required parking)	None	None	None	None	No Regulation Proposed
Parking Structure Regulation	100% of the ground floor façade along the front of the building is habitable, amenity space	25% of ground floor must be habitable, located at the front of the building along the entire length of the building frontage	None	None	None	None	No Regulation Proposed
Minimum Tower Separation (Same Lot)	8.95 metres	None	None	None	None	15 metres	8 metres
Minimum Tower Separation (Interior Lot Line)	7.5 metres	None	None	None	None	7.5 metres	No Regulation Proposed
Maximum Horizontal Tower Dimension	66 metres (45 metres façade on Beechwood Dr)	None	None	None	None	35 metres	66 metres
Tower Stepback above Podium	4 metres	None	None	None	None	3 metres	No Regulation Proposed

As previously noted, the Official Plan contemplates a maximum density of 600 bedrooms per hectare. The new zoning would reduce this amount and the proposal is well within the available limits.

As per the Pre-Submission Consultation Meeting Comments, an opinion must be provided for the special regulations being sought. The proposed regulations will facilitate the appropriate development of the subject property and justification for each regulation is as follows:

1. The proposed amendment is seeking a front yard setback of 3.5 metres, as opposed to the 7.5 metres required under By-law 05-067. It is the intent of this regulation to recognize the proposed location of the new underground parking structure and the first storey and main entrance of the building and to facilitate a built form that addresses the streetscape and contributes to the pedestrian experience. The second and subsequent storeys of the proposed building are stepped back to lessen the presence of the building from the street and sidewalk. The requested regulation will contribute to achieving the intent of the City of Waterloo's Urban Design Guidelines.
2. A side yard setback of 2.7 metres is proposed along the western side of the subject property as the regulations of By-law 05-067 requires a side yard setback of half of the height of the building and no less than 3 metres. The proposed side yard setback of 2.7 metres will be located along a property line that abuts a public walkway and does not abut private property, as such, the walkway provides a natural buffer between the proposed building and the existing residential to the west. The proposed conveyance to the City to add to the public walkway is also located on this side of the property and is reflected in the proposed side yard setback regulation.
3. A rear yard setback of 7.5 metres is proposed for the subject property as the regulations of By-law 05-067 require a rear yard setback of half the height of the building but no less than 7.5 metres. The proposed rear yard setback of 7.5 metres cannot be reduced further due to a "no development" zone established in relation to Clair Creek along the rear of the property. Further, Clair Creek and the naturalized rear of the property provide a natural buffer between the proposed development and the existing development abutting the property to the rear.
4. A maximum building height regulation of 40 metres and 13 storeys is proposed as the regulations of By-law 81-088 establishes a maximum building height of 380 metres

above sea level and minor variance A-67/02 establishes a maximum building height of 6 storeys on the east side of the lands associated with the property with the existing building. The proposed regulation is intended to implement a maximum building height regulation that aligns more consistently with Official Plan policies and in a form that is easily established, as opposed to the measurement of “metres above sea level”. The proposed maximum building height regulation is a minor increase from the existing MR-12 Zone regulation but would align with the proposed RMU-40 regulation.

5. An amenity area regulation of 2.5 square metres per bedroom is proposed, whereas By-law 05-067 requires 50 square metres per dwelling unit. The regulation required under By-law 05-067 is excessive by today's standards and the proposed regulation of 2.5 square metres per bedroom aligns more consistently with the proposed RMU-40 regulations while taking into account that the existing building on the property, which contributes to the requirement for amenity area, does not currently include any amenity space and thereby, all proposed amenity space has been incorporated into the proposed building. The amenity space proposed in the new building is located at ground level at the front of the building and will consist of different forms and functions, which are to be determined. Further, the development is within close proximity to several parks and recreational spaces, which residents of the existing and proposed buildings can access.
6. A Landscaped Open Space regulation of 18% of the lot area is proposed for the development, as the current proposed design consists of 18.87% landscaped open space and the current requirement is 30%. The proposed requirement of 18% provides minor flexibility as may be necessary as the proposal proceeds through the Site Plan review and approval process. As the subject property abuts a tributary to Clair Creek along the rear and a vegetated walkway which provides access to McCrae Park to the northwest of the subject property, the minor reduction in landscaped open space should not impact the tenant's ability to access open space and the open space.
7. A parking rate of 1.3 spaces per dwelling unit, inclusive of residential visitor parking, is being sought. Upon completion of the proposed development, the subject property will consist of 243 parking spaces for 181 units, which is a rate of 1.34 parking spaces per dwelling unit. The proposed development is within close proximity to GRT transit stops servicing routes which provide express and regular access throughout the Kitchener-Waterloo area. It is intended that the proposed parking will support the existing and

future residents on the subject property and is appropriate for the type and location of development proposed. The proposed parking rate is similar to the proposed rate of 1.35 spaces per dwelling unit as contemplated within the RMU-40 Zone and is greater than the general By-law 1418 MR-12 regulation which requires 1.25 parking spaces per dwelling unit.

8. A regulation permitting the maximum number of dwelling units on the subject property to be 181 units is required to address the regulation under minor variance A-67/02, which limits the number of dwelling units on the property associated with the existing building to 32. Further, By-laws 81-088 and 05-067 propose maximums that do not align with recent policy changes, being 100 and 74 units, respectively. The proposed regulation will ensure compliance with the existing By-laws. For comparison it would facilitate a development which meets the density standards proposed in the RMU-40 Zone as well.
9. A minimum podium height regulation of 4.5 metres is proposed to ensure that should the RMU-40 Zone be approved and implemented on the subject property, the proposed building will be in compliance and will not adopt a legal non-complying status; acknowledging that the RMU-40 Zone currently does not have a legal status under Zoning By-law No 1418.
10. A minimum tower separation to a tower on the same lot regulation of 8 metres is proposed to ensure that should the RMU-40 Zone be approved and implemented on the subject property, the proposed building will be in compliance and will not adopt a legal non-complying status; acknowledging that the RMU-40 Zone currently does not have a legal status under Zoning By-law No 1418.
11. A maximum horizontal tower distance regulation of 66 metres is proposed to ensure that should the RMU-40 Zone be approved and implemented on the subject property, the proposed building will be in compliance and will not adopt a legal non-complying status; acknowledging that the RMU-40 Zone currently does not have a legal status under Zoning By-law No 1418.

The proposed Zoning By-law Amendment will establish a new Site Specific By-law for the subject property under the City of Waterloo Zoning By-law 1418, until such time as the Site Specific By-law will be carried forward under the new Zoning By-law. As such, it is intended that

all other general regulations of the current Zoning By-law and proposed Zoning By-law shall apply.

The proposed building is located such that there are natural setbacks/buffers between the new building and existing development (Figure 27). To the west, the walkway provides a buffer between the proposed podium and tower and the existing townhouse and single detached developments. To the north, the tributary to Clair Creek and the environmental setback established by the City creates a natural buffer between the rear of the proposed building and the existing townhouse development. To the east, the proposed building will not be located closer to the existing townhouse development than the existing apartment building and the at-grade parking and existing landscaping between the properties provides a buffer between the developments. To the south, Beechwood Drive and the extensive rear yards of the existing townhouse developments also provide a large buffer between the new building and existing development.



Figure 27: Diagram of approximate setbacks from existing surrounding development to the podium and tower of the proposed development.

With respect to permitted uses within the proposed zone, the proposed Zoning By-law Amendment is intended to include all uses as permitted in Section 7.10.1 of the draft Zoning By-law, and as follows:

1. No person shall erect, alter, reconstruct, locate, or use any building or structure in whole or in part, nor use any land in whole or in part, in the "Multiple Residence (MR-12)" zone for any purpose other than one or more of the following permitted uses:
 - a. Multi-unit Residential Building (includes apartment building)
 - b. Dwelling Units above first storey
 - c. Long Term Care Facility
 - d. Assisted Living Facility
 - e. Group Home
2. The following uses shall be permitted as complementary uses:
 - a. Government Use
 - b. Municipal Recreational Facility
3. The following uses shall be permitted as ancillary uses, meaning said uses are subordinate and incidental to a permitted use specified in Section 1 above:
 - a. Café
 - b. Child Care Centre
 - c. Commercial Recreation
 - d. Commercial Wellness
 - e. Drug Store
 - f. Food Store
 - g. Home Occupation
 - h. Medical Clinic
 - i. Office
 - j. Personal Service shop
 - k. Restaurant
 - l. Take-out Restaurant
 - m. Variety Store

Currently no ancillary uses are proposed as part of this project; however, we would request that the zoning permit these uses regardless.

We are of the opinion that the proposed Zoning By-law Amendment conforms to the Region of Waterloo Official Plan and City of Waterloo Official Plan as it appropriately applies the city's vision for the future development of the subject property and will facilitate the intensification of an underutilized residential property with full municipal services within close proximity to transportation and amenities. The proposed uses are supported under the City of Waterloo Official Plan designation and the proposed regulations align with the proposed RMU-40 regulations that the City is proposing to apply to the subject property through the comprehensive Zoning By-law review project subject to specific items as discussed.

13. SUPPORTING MATERIALS

As per the Pre-Submission Consultation Meeting comments, the Region and City have requested several studies and materials in support of the proposed development. This section summarizes the conclusions of the studies completed for the Zoning By-law Amendment application.

Functional Servicing Report

A Functional Servicing Report was completed by Reinders & Rieder (Architects and Engineers). The purpose of the Functional Servicing Report was to evaluate the servicing demands and propose feasible connection and disposal points for municipal services, as well as the impact of the proposed development with regards to stormwater requirements as per the city and region criteria. The report proposes a new sanitary connection, a new domestic/fire water connection, and a new on-site storm sewer network. The Functional Servicing Report concludes that the surrounding streets contain water and sanitary services at adequate depths and proposes a stormwater management strategy for the required quality and quantity controls.

For further details, please refer to the Functional Servicing Report prepared by Reinders & Rieder (Architects and Engineers) included within the Zoning By-law Amendment submission package.

Scoped Transportation Impact Study

A Transportation Impact Brief and supplementary letter were prepared by Paradigm Transportation Solutions Limited and have been provided to satisfy the requirement for a

Scoped Transportation Impact Study. The brief summarizes existing transportation conditions near the subject site, provides estimates of the trips generated by the proposed redevelopment, and identifies the potential impact of the site-generated traffic on the adjacent road network. The brief concludes that the traffic impact of the additional units to the 508 Beechwood Drive site *“fall well-within acceptable parameters”* and based on this, provides the following:

- a) “The Site Driveway and Beechwood Drive intersection, in its new location, with a stop sign located on the southbound approach, is expected to operate at acceptable operating conditions.”
- b) “At the Site Driveway, limited intersection sight distance is noted to be present to the west for a 60-kilometre design speed. However, it was found that the intersection sight distance is sufficient for a design speed of 50-kilometres per hour, meeting the posted speed limit. This presents a low safety risk.”

The brief states that “it is therefore recommended that the development plan be approved with no conditions related to off-site transportation improvements.”

For further details, please refer to the Transportation Impact Brief and supplementary letter prepared by Paradigm Transportation Solutions Limited included within the Zoning By-law Amendment submission package.

Stationary Noise Study

A Stationary Noise Impact Study was prepared by JJ Acoustic Engineering Ltd. and has been provided to satisfy the requirement for a Stationary Noise Study. The report summarizes the stationary noise impact predictions that were evaluated for on-site rooftop equipment and for off-site mechanical equipment located at the adjacent surrounding residential building. The report concluded that *“the results of this Study indicate that the potential environmental impact from stationary noise sources are below the noise level limited. No mitigation measures were required for this Site.”*

For further details, please refer to the Stationary Noise Impact Study prepared by JJ Acoustic Engineering Ltd. included within the Zoning By-law Amendment submission package.

Salt Management Plan

A Salt Management Plan was prepared by Reinders & Rieder (Architects and Engineers). The Salt Management Plan provides an overview of the site, storm water runoff, traffic areas and sensitive features, snow-storage/disposal areas, and establishes best management practices to reduce salt use. The report concludes that:

“The proposed salt management plan will effectively reduce chloride salt use on the site. The areas where salt application is required for safety will be selected with a view to limit application. The owner and contractor will be made aware of this report and recommended salt management best practices.”

14. PUBLIC CONSULTATION STRATEGY

As per Ontario Regulation 545/06, effective July 1, 2016, an application for a Zoning By-law Amendment made under Section 34 of the *Planning Act*, is required to include “a proposed strategy for consulting with the public with respect to the application” to form a “complete application”. This section summarizes the proposed Public Consultation Strategy as required under the *Planning Act*.

We propose that the Zoning By-law Amendment application follow the *Planning Act* statutory requirements and the policies of the City of Waterloo Official Plan with regards to Section 12.4 (Public Involvement). The following public consultation methods are proposed:

1. An Informal Public Meeting will be held to present the proposed Zoning By-law Amendment and to obtain the preliminary comments of members of the public. The meeting will be open to the public and after the meeting, the application will be referred to municipal staff for a report. The Informal Public Meeting will be advertised by the City and heard by the Committee of the Whole.
2. The comments received at the Informal Public Meeting will be reviewed by the Applicant and responses in the form of a letter will be provided to municipal staff for their review and use in the preparation of a staff report.
3. The city’s staff report will be made available to the public prior to the Formal Public Meeting for their review as per the standards/policy of the City. It is understood that the City will post information on the City’s website with information including the staff report

and may include any technical studies submitted in support of the Zoning By-law Amendment application.

4. A Formal Public Meeting will be held by Committee/Council at which time the city's staff report will be discussed and public input will be considered. The city's staff report will be made available to the public prior to the Formal Public Meeting for their review as per the standards/policy of the City.
5. In addition to this process, further informal opportunities may arise through the process and based on public, staff, and/or Committee/Council comments received.

15. CONCLUSION

The proposed development is consistent with or does not conflict with both the Provincial Policy Statement as well as the Places to Grow – Growth Plan for the Greater Golden Horseshoe. The proposal complies with the relevant policies of the Region of Waterloo Official Plan, which designates the lands as being within the “Built-Up Area”. The proposal also complies with the relevant policies of the City of Waterloo Official Plan, which designates the lands as “Mixed-use Medium High Density Residential” and being within a Corridor.

The proposed development consists of the retention of an existing 7 storey, 41-unit apartment building and the removal of an existing underground parking structure with rooftop tennis courts, to facilitate the development of a new 13 storey, 140-unit apartment building. Post-development, the subject property will consist of a total of 307 bedrooms within 181 units and 243 parking spaces. It is intended that eventually the proposed development will proceed under a Draft Plan of Condominium; however, the development is proposed to remain as rental tenure for the immediate future. The Provincial policy, the Region of Waterloo Official Plan and City of Waterloo Official Plan encourage intensification within the built-up area. The proposed development incorporates the intensification of the lands for residential purposes while respecting the existing residential apartment building on the property. The form and location of the proposed building is constrained by the location of the existing building; however, the proposed building has been designed and is located to complement the existing building on-site and the surrounding neighbourhood.

To facilitate the proposed development, a Zoning By-law Amendment is required to replace the current “Multiple Residence (MR-12)” zoning, Site Specific By-law Nos. 81-088 and 05-067 and

minor variance A-67/02. The majority of the currently applicable zone regulations are a product of By-law 81-088, which was implemented on the subject property and surrounding lands in 1981 and By-law 05-067, which was implemented for all apartment dwellings within the “Multiple Residence” zone; however, these regulations have not been updated to reflect the Region of Waterloo Official Plan (2010), City of Waterloo Official Plan (2012), or PPS (2014), which established the recent shift encouraging context appropriate intensification and higher density development. Land use planning in Ontario is a policy led system established through the provisions of the *Planning Act*, the PPS and the Growth Plan. This top-down system is then implemented by municipalities through their Official Plans. The Official Plan being the most important tool for implementing the planning direction established by the Province. These documents all support the intensification of this property as proposed. The City has not yet updated its Zoning By-law but is in the process of doing so. The development proposal conforms to the City’s Official Plan and follows the direction the City is proposing in the new zoning.

As such, the proposed Zoning By-law Amendment seeks to implement regulations to implement the more recent policy shift in the PPS, Region of Waterloo Official Plan, and City of Waterloo Official Plan, towards appropriate residential intensification.

It is our professional opinion that the requested Zoning By-law Amendment is appropriate for the redevelopment of these lands:

- This form of development is supported by and is consistent with/conforms to all applicable Provincial Policy documents;
- The proposal conforms to the Region of Waterloo Official Plan and City of Waterloo Official Plan;
- The proposed Zoning By-law Amendment to implement new zoning regulations on the subject property to facilitate the proposed development and align with provincial, regional and city planning policies is appropriate for the development of the subject property and contribute to the provincial, regional and city targets for intensification within the built-up area.
- The site specific regulations proposed for the subject property are adapted from the regulations that the RMU-40 regulations that the City has identified for the subject property through their comprehensive review of the zoning by-law project.

- The proposed development will result in the intensification of an existing underutilized medium-high density residential property on a property that has good access to services, amenities and transit options.
- The built form of the proposed development has been designed with regard for the City's Official Plan urban design policies and Urban Design Guidelines, and is intended to result in a building that complements the existing neighbourhood and surrounding context, while providing an opportunity for increased density on a property that was underutilized.
- Site Plan Approval will be required. Through this process, site design related issues will be addressed.

Based on the above factors, it is our professional opinion that the requested Zoning By-law Amendment is appropriate for the redevelopment of these lands and represents good planning.



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