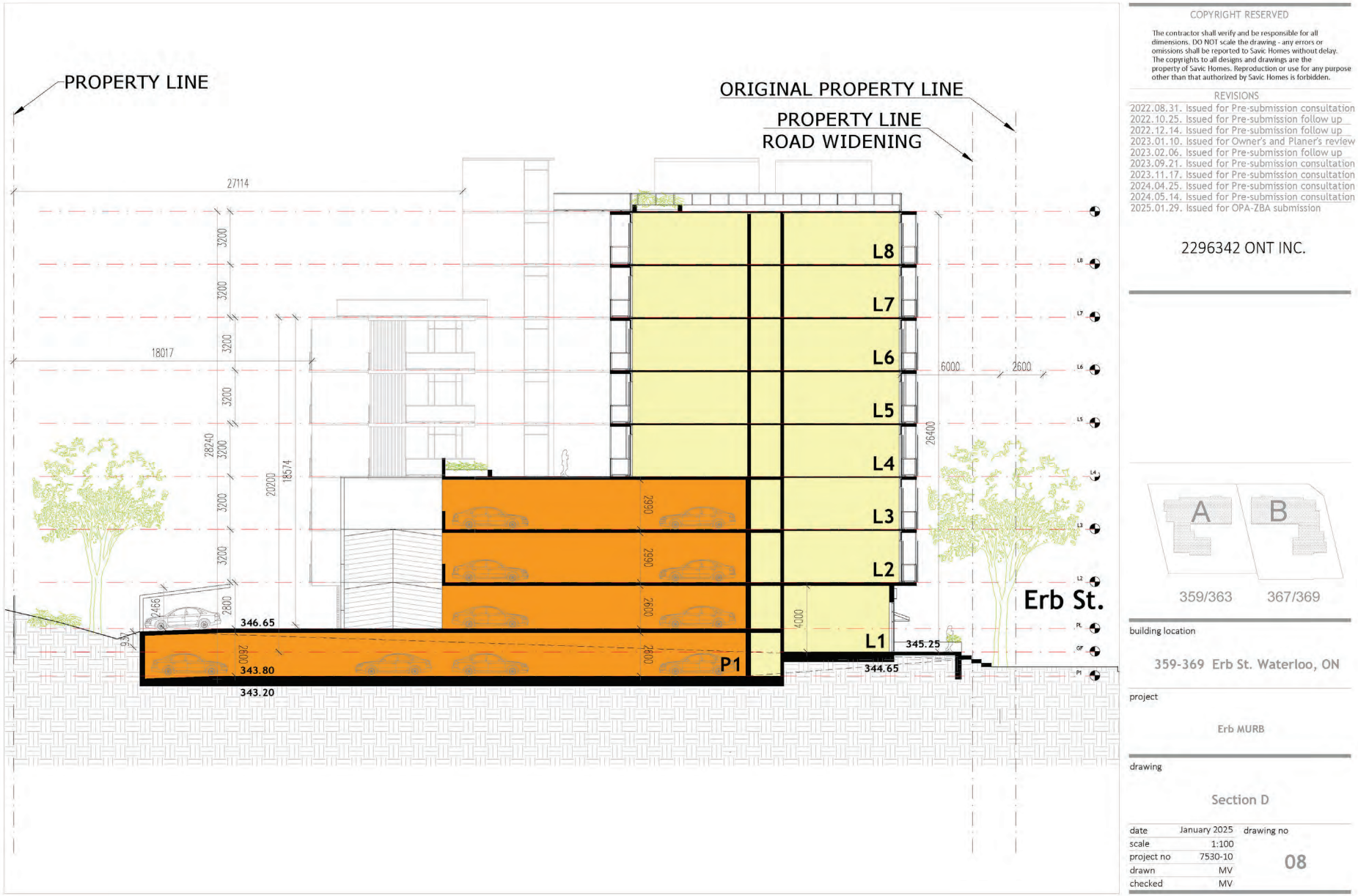


Figure 37. Section D (Drawing No. 08)



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REVISIONS

2022.08.31. Issued for Pre-submission consultation
2022.10.25. Issued for Pre-submission follow up
2022.12.14. Issued for Pre-submission follow up
2023.01.10. Issued for Owner's and Planer's review
2023.02.06. Issued for Pre-submission follow up
2023.09.21. Issued for Pre-submission consultation
2023.11.17. Issued for Pre-submission consultation
2024.04.25. Issued for Pre-submission consultation
2024.05.14. Issued for Pre-submission consultation
2025.01.29. Issued for OPA-ZBA submission

2296342 ONT INC.



359/363 367/369

building location

359-369 Erb St. Waterloo, ON

project

Erb MURB

drawing

North Elevation

date	January 2025	drawing no	
scale	1:200		
project no	7530-10		09
drawn	MV		
checked	MV		

Figure 38. North Elevation (Drawing No. 09)



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2296342 ONT INC.



building location

359-369 Erb St. Waterloo, ON

project

Erb MURB

drawing

East Elevation

date	January 2025	drawing no	
scale	1:200		10
project no	7530-10		
drawn	MV		
checked	MV		

Figure 39. East Elevation (Drawing No. 10)



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2024.05.14. Issued for Pre-submission consultation
2025.01.29. Issued for OPA-ZBA submission

2296342 ONT INC.



359/363 367/369

building location

359-369 Erb St. Waterloo, ON

project

Erb MURB

drawing

West Elevation

date	January 2025	drawing no	
scale	1:200		11
project no	7530-10		
drawn	MV		
checked	MV		

Figure 40. West Elevation (Drawing No. 11)



Figure 41. South Elevation (Drawing No. 12)

5 Requested Approvals

5.1 Overview

The Subject Site is designated *Medium Rise Residential* with a 6-storey maximum height limit in the City of Waterloo Official Plan. It is zoned *Residential Mixed Use (RMU-20)* under Zoning By-law 2018-050, with a 20 metre (6 storey) maximum building height and 450 bedrooms per hectare maximum density. The Proposed Development generally conforms to Official Plan policies and generally complies with the applicable zoning provisions. However, site-specific Official Plan and Zoning By-law Amendments are required to permit a modest increase to the maximum permitted building height and density, as well as scoped relief from specific performance standards, recognizing the unique characteristics of the Subject Site and Proposed Development.

5.2 Official Plan Amendment

An OPA is required to increase the maximum permitted building height from 6 storeys to 8 storeys. This additional maximum building height will only be deployed on the northern portion of the Subject Site. Height and density increases are specifically contemplated by height/density bonusing policies of the Official Plan (Section 12.3.1), which authorize increases in height and density in return for community benefits that support the objectives of the Official Plan in creating a vibrant and welcoming City.

5.3 Zoning By-law Amendment

The Proposed Development complies with the majority of the built form regulations of the Zoning By-law, but requires relief from a small subset of the applicable regulations. The following performance standards are proposed to be amended:

- ***Low Rise Residential* Lot Line Setback (minimum)** - 13.5 m is required under zoning, whereas 11.6 m is requested. This relaxation is only required for the west half of the rear lot line condition of the Subject Site due to an irregular rear lot line relating to Building A. An increased setback of 15.6 metres is proposed for the east half of the Site.

- **Building Height (maximum)** - 20 m & 6 storeys maximum building height is permitted under zoning, whereas 27 m & 8 storeys maximum building height is requested, where it will be deployed on the north half of the Subject Site, while a 6-storey building height will be deployed on the remainder of the Subject Site.

- **Density (maximum)** - Maximum 450 bedrooms per hectare is permitted under zoning, whereas a maximum of 500 bedrooms per hectare is proposed, in order to increase the number of new units that will be created, allowing for a mix of unit types, and establish conditions feasible for delivery of the proposed 10% Affordable Housing contribution.

- **Landscaped Open Space (minimum)** - Minimum 30% landscaped open space is required under zoning, whereas a minimum 26% landscaped open space is requested.

- **Minimum Parking Rate (Area F)** - Minimum Residential Rate of 1.1 spaces per unit, whereas a Minimum Residential Rate of 0.9 spaces per unit is requested.

- **Minimum Bicycle Parking Rate** - Minimum 0.3 Type A spaces per unit and 0.3 Type B spaces per unit are required by zoning, whereas a mix of Type A and Type B spaces totaling 0.65 spaces per unit is requested.

- **Minimum Bicycle Parking Space Dimensions**

Table 5. Preliminary Zoning Matrix | 359, 363, 367 & 369 Erb Street West (Plans dated January, 2025)

Zone Provision	Zoning Requirement - RMU-20 Zone	Preliminary Development Proposal	Compliance
Minimum *Low Rise Residential* Lot Line Setback	7.5m or half height of the building Building (27m) / 2 = 13.5 m	• 11.6m from Bldg A to P-line • 15.62 from Bldg B to P-line	No - Building A Yes - Building B
Maximum Building Height	20m & 6 storeys	27m and 8 storeys	No
Maximum Density	450 bedrooms per hectare	500 bedrooms per hectare	No
Minimum Landscaped Open Space	30%	26%	No
Minimum Parking Rate (Area F)	• Residential: 1.1/unit • Visitor: 0.1/unit 224 units * 1.1 = 246 Resident spaces 224 units *0.1 = 22 Visitor spaces	• Residential: 0.9/unit • Visitor: 0.1/unit 224 units * 0.9 = 202 Resident spaces 224 units * 0.1 = 22	No - Resident Parking Rate Yes - Visitor Parking Rate
Minimum Bicycle Parking Rate	• Type A: 0.3/unit = 71 spaces • Type B: 0.3/unit = 71 spaces	152 spaces total (mix of Type A and Type B)	Yes - Total No - Type Mix
Minimum Bicycle Parking Space Dimensions	• Horizontal Bicycle Parking Space: 0.6m x 2.0m • Vertical Mounted Bicycle Parking Space: 0.6m x 1.25m	Stacked Bicycle Parking Space: 0.6m x 1.8m	No – Stacked Parking Spaces not specifically recognized
Minimum Landscape Buffer Width	• Minimum: 1.5m • Average: 3m	• West: 1.2m • Average: 3 m	No - Min. 1.5 m Yes - Avg. 3m
Mezzanine Maximum Enclosed Spaces Floor Area	10% of floor area of the room in which the mezzanine is located	50% of floor area of the room in which the mezzanine is located (townhouse units)	No

- Minimum Horizontal Bicycle Parking Space dimensions of 0.6m x 2.0m and Vertical Mount Bicycle Parking Space dimensions of 0.6m x 1.25m are required by zoning, whereas Stacked Bicycle Parking Spaces are also proposed.

- **Minimum Landscape Buffer Width** - Minimum width of 1.5 m is required by zoning, whereas a minimum landscape buffer width of 1.0 m is requested for the west half of the rear lot line condition due to the irregular rear lot line. A 4 m landscape rear yard buffer is proposed for the east half of the Site.

- **Mezzanine** - An increase proportion of the proposed ground floor mezzanine is proposed to be permitted as enclosed space, in order to optimize this space for the townhouse-style units.

The Official Plan policies and Zoning By-law regulations are reviewed in detail in the Section 6 of this Report and a compliance assessment of all applicable zoning provisions is provided within the Zoning Matrix contained in Appendix A. Draft OPA and ZBA mapping and policies/by-laws are included with this Report in the OPA-ZBA application package. An excerpt of the Zoning Matrix with performance standards for which the Proposed Development is requesting relief is provided in Table 5, above.

If the OPA and ZBA applications are approved, a Site Plan Approval application will be required to implement the provisions of the OPA/ZBA applications and establish site design details to ensure that the Proposed Development is functional, attractive, and compatible with the surrounding area and to contribute to the overall planned vision for the Minor Corridor and local area.

In our opinion, the requested approvals are appropriate for the Subject Site and its immediate context. In addition, the Proposed Development provides for a significant community benefit through the voluntary delivery of 10% of the residential units as Affordable Housing, yielding 22 Affordable units. Overall the Proposed Development is in general alignment with Provincial, Regional, and Local policies encouraging intensification in appropriately designated locations, and represents good planning.

6 Existing Planning Framework/Policy Review & Planning Justification

6.1 Overview

Building on the Provincial planning framework, which provides strong direction for the efficient use of land and the adequate provision of a full range of housing, including Affordable Housing, the Subject Site is located within a local planning jurisdiction that is largely focused on intensification within existing settlement boundaries, and particularly within designated *Nodes and Corridors*, in order to achieve efficient resource management and transit oriented development. Overall, the Proposed Development is reflective of the type, scale, and form of development that is planned and desired for the Subject Site, as reviewed below.

6.2 Planning Act, R.S.O. 1990, C. P 13, As Amended

The *Planning Act* is the Provincial planning legislation that sets the foundation for land use planning in Ontario. It outlines the planning system and process, sets overarching goals, objectives, and policies to address Provincial interests to be achieved and carried forward within and further implemented by lower tier plans (i.e.. Official Plans), as well as recognizing the decision-making authorities for planning matters.

Section 2 Provincial Interest

Section 2 of the *Planning Act* outlines Provincial interests for which Municipal Councils shall have regard to when making decisions pertaining to planning related matters, including, among others:

(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
(h) the orderly development of safe and healthy communities;
(j) the adequate provision of a full range of housing, including affordable;
(l) the protection of the financial and economic well-being of the Province and its municipalities;
(p) the appropriate location of growth and development;
(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
(r) the promotion of built form that,
  (i) is well-designed,
  (ii) encourages a sense of place, and
  (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The Proposed Development is built upon the appropriateness and desirability for contemporary medium density development, including much needed affordable housing, along a multi-modal corridor on a site that is fully serviced through municipal services and utility agencies, protecting and optimizing the financial investments by the City in infrastructure and related capital projects within the built boundary.

In addition to conforming with the intent of the City's Official Plan, the application for the Proposed Development is supported by the technical studies

required by the City, and potential impacts that could be caused by the Proposed Development have been assessed and addressed to ensure safe and healthy planning for the growing community. It has also been designed to align with the desired and ongoing transformation of Erb Street West as an urban transit corridor by proposing a modest increase in density to better achieve transit-oriented development, while also enhancing the public realm and street edge elements to create a pedestrian oriented environment. The proposed introduction of a sidewalk on the west side of Culpepper Drive has been designed using universal accessibility principles.

The built form is designed to create an urban edge along the streetscape, break up the massing of the building on the large property, and transition to the low-density neighbourhood to the rear. Sense of place is fostered through building articulation and programming, such as the use of townhouse-style units at the street level to activate the building facades and use of terrace and roof top green spaces.

The Proposed Development consists of a range of unit types – from one bedroom to three bedrooms and townhouse-style units at-grade – to provide housing options for a broader household makeup and notably, proposes 10% of the units as Affordable units.

Section 3 Policy Statements

Section 3 of the *Planning Act* allows the Minister to issue policy statements relating to matters of Provincial interest in municipal planning. These statements are expressed through the PPS, with the last such statement having been issued as the Provincial Policy Statement in 2020 ("PPS, 2020"). The former PPS, 2020 is reviewed in detail along with the new Provincial Planning Statement ("PPS, 2024") in the following subsections of this Report.

In our opinion, the Proposed Development is consistent with the *Planning Act* and supports matters of Provincial interest in a manner that is appropriate and in line with the permissions that apply to the Subject Site.

6.3 The Provincial Policy Statement, 2020 (no longer in force)

The former Provincial Policy Statement, 2020 ("PPS, 2020") was previously issued under Section 3 of the Planning Act and functioned as the primary Provincial land use policy document. The overarching theme of the PPS, 2020 was the promotion of sustainable and complete communities through the careful coordination and management of land and infrastructure to meet current and future needs. All decisions affecting land use planning matters in Ontario were required to be consistent with the PPS, 2020.

The PPS, 2020 was replaced by the Provincial Planning Statement, 2024 ("PPS, 2024") when it came into force on October 20, 2024, superseding the PPS, 2020 and the Growth Plan for the Greater Golden Horseshoe. The PPS, 2024 is now the new primary Provincial land use policy document and it is reviewed in detail in Section 6.4 of this Report.

The following sub-sections analyze how the Proposed Development correlates with the former PPS, 2020. The Proposed Development was conceived and planned while the PPS, 2020 was in force and this analysis is intended to provide continuity between the PPS, 2020 and the PPS, 2024.

Section 1.0 Building Strong Healthy Communities

To meet current and future needs for healthy, livable, and safe communities, Section 1.0 provides policy direction to achieve resilient development and land use patterns to meet projected needs for a time horizon of up to 25 years, as informed by Provincial guidelines. It establishes policies for promoting efficient use of land and development patterns to sustain the financial well-being of the Province and municipalities over the long term; accommodating appropriate affordable and market-based range and mix of residential types; and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments,

and standards to minimize land consumption and servicing costs; among others.

Section 1.1.3 Settlement Areas

The PPS, 2020 recognizes settlement areas as the focus of growth and development, including the regeneration of settlement areas. Land use patterns and densities within settlement areas are intended to accommodate significant housing supply through intensification and redevelopment particularly near transit and where it can support infrastructure and public service facilities, such as active transportation networks.

Planning authorities are required to identify appropriate locations and promote opportunities for intensification and redevelopment while encouraging development standards that facilitate compact form.

The Proposed Development is strategically situated in a context that benefits from a full range of existing services, including direct access to transit routes and bike lanes, full municipal servicing, schools and nearby commercial uses, as well as neighbourhood parks within the built settlement area boundaries. It proposes the redevelopment of an underutilized site by providing for a meaningful supply of purpose-built rental housing in a mix of unit types and includes a significant Affordable Housing component. The buildings are designed in a compact urban form that appropriately optimizes land within the settlement area through an efficient land use pattern and minimized servicing cost along an intensification corridor. These locational and qualitative characteristics of the Proposed Development were in conformity with the former PPS, 2020.

Section 1.4 Housing

The Province requires municipalities to provide for an appropriate range and mix of housing types and densities to meet the projected needs of the regional market area by maintaining the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment. Where this growth is allocated, municipalities are required to facilitate growth by ensuring sufficient servicing capacity to provide at least a three-year supply of residential units to support current and projected needs. The Province requires that municipalities promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit by prioritizing intensification along corridors and near stations.

The Proposed Development will implement this policy direction of the former PPS, 2020 by contributing to the City's housing supply, including helping to achieve Affordable Housing targets at a rate of 10%, far exceeding what is contemplated in recent municipality-led initiatives such as Inclusionary Zoning ("IZ"). All new units are contemplated as purpose-built rental housing, which has increasingly become a local and Provincial priority in competitive markets such as Waterloo, in order to address the lack of stable housing availability and affordability.

The Proposed Development is situated along a transit and active transportation corridor and has accounted for available servicing capacities. Studies supporting that the level of intensification proposed is appropriate and maintains public health and safety are provided as part of the fulsome application submission package, and are summarized in Section 8 of this Report.

Section 1.6 Infrastructure and Public Service Facilities

The PPS, 2020 promoted the integration of the coordinated, efficient, and cost-effective provision of infrastructure and public service facilities with growth management, and should also consider development patterns that reduce the impacts of a changing climate by optimizing existing infrastructure over expanding and developing new infrastructure.

A key theme throughout the PPS, 2020 was the need for a high degree of coordination in the planning for infrastructure and services, including transportation, along with land use planning. Policy

1.6.7.4 recommends adopting or following a land use pattern, density and mix of uses that promotes minimizing vehicular trips and supports current and future transit use and active transportation. Policy 1.6.8.3 further reiterates that considerations for transportation shall be integrated throughout the planning process.

The Proposed Development will better optimize existing transit, active transportation, and other infrastructure and public service facilities, allowing for the efficient and cost-effective use of municipal infrastructure and financial investment in capital projects particularly along a multi-modal transportation corridor. Further, it proposes a significant amount of green spaces on the roof and terraces to incorporate sustainable building features. These characteristics of the Proposed Development were in conformity with the PPS< 2020. Additional detail on sustainable building features is outlined in the technical report Section 8.0 of this Report.

Section 1.7 Long Term Economic Prosperity

Section 1.7 of the PPS, 2020 establishes policies to support long-term economic prosperity through the promotion of new, increased or broadened economic development opportunities and community investment readiness; encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce; optimizing the long-term availability and use of land, resources, infrastructure and public services facilities; maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and providing for an efficient, cost-effective, reliable multi-modal transportation system.

The Proposed Development conforms to this policy direction of the former PPS, 2020 by optimizing land, resources and infrastructure, providing 224 new residential units, a net increase of 187 residential units, 22 of which are proposed as Affordable housing units. It is in line with the City's direction to intensify along nodes, corridors, and growth centres to optimize land and resources, including the multi modal transportation system, to promote the long-term economic prosperity of the city. It supports Erb Street West as a transforming urban corridor through defining a street edge complemented with outdoor patios to enhance the character of the corridor and pedestrian environment.

Section 1.8 Energy Conservation, Air Quality and Climate Change

Section 1.8 of the PPS, 2020 required planning authorities to support energy conservation and efficiency, as well as improved air quality, reduced greenhouse gas emissions, and climate change adaptation measures through land use and development patterns. A number of strategies assist in achieving this objective, including promoting compact form and a structure of nodes and corridors, encouraging transit supportive development and intensification, and considering green infrastructure and maximizing vegetation within settlement areas, including retention of existing trees and new tree planting.

The Proposed Development will assist in promoting energy efficiency and conservation through more efficient building design. Compact built form and connections to existing transit and bike lanes are supportive of an active transportation. These characteristics of the Proposed Development were in conformity with the PPS< 2020. The project team will also consider additional measures as the Proposed Development proceeds further into the detailed design process, including those that have been recommended by the Energy Strategy.

In our opinion, the Proposed Development was consistent with the former PPS, 2020, in supporting the achievement of efficient land use planning in Ontario to create strong, sustainable, and resilient communities. While the PPS, 2020 is no longer in effect, its core principles of sustainable development focused on intensification and the efficient use of land and public resources, to which the Proposed Development conforms, continue to be reflected in the new PPS, 2024.

6.4 The Provincial Planning Statement, 2024

Introduction

The Provincial Planning Statement, 2024 is the primary Provincial planning policy document and is considered a policy statement under Section 3 of the P*lanning Act*. It came into force on October 20, 2024 and all municipal decisions, comments, submissions, or advice affecting planning matters are required to be consistent with the PPS, 2024.

The PPS, 2024 is a consolidation of the former PPS, 2020 and the Growth Plan for the Greater Golden Horseshoe and establishes a refined and consolidated growth management and planning framework in Ontario. As the PPS, 2024 recently came into effect at the time of submission of this OPA-ZBA application, this Report has also reviewed the former PPS, 2020 (the preceding sub-section 6.3) and the Growth Plan for the Greater Golden Horseshoe (the following sub-section 6.5) to provide continuity for the Proposed Development with the former planning framework under which it was conceived.

The PPS, 2024 carries forward many of policy directions from the PPS, 2020 and Growth Plan, while introducing a range of new policies and definitions that are specifically focused on intensification and freeing up land for new development. The PPS, 2024 introduces a number of key changes from its preceding policies, including:

- **Settlement Area Expansion and Municipal Comprehensive Reviews** – As discussed in Chapter 2, below, the PPS, 2024 eliminates the Municipal Comprehensive Review process. This permits municipalities to contemplate settlement area expansion at any time and, while less stringent than the previous framework, tests will be applied to ensure there is adequate infrastructure capacity and public service facilities. Landowners may apply for Settlement Area Expansions at any time. Furthermore, Bill 185, *The Cutting Red Tape to Building More Homes Act, 2024*, added the right to appeal Settlement Area Expansion to the OLT.

- **Strategic Growth Areas and Major Transit Station Areas** – As discussed in Chapter 2, below, the PPS, 2024 carries forward the concept of Strategic Growth Areas and encourages municipalities to identify these areas in Official Plans as the focus for significant population and employment growth. Major Transit Station Areas (MTSAs) have likewise been carried forward into the PPS, 2024 as part of Strategic Growth Areas and planning authorities must delineate MTSAs on higher order transit corridors within 500- to 800-metre radii of transit stations.

- **Intensification** – As discussed in Chapter 2 below, the PPS, 2024 supports intensification in general and requires planning authorities to establish minimum targets, but it does not carry forward the minimum intensification targets required by the Growth Plan, instead requiring municipalities to implement their own intensification targets based on local conditions. The PPS, 2024 requires municipalities to keep zoning by-laws up to date by establishing minimum densities, heights, and performance standards to accommodate growth and development. Additionally, the PPS, 2024 introduces the new concept of "large and fast-growing municipalities" and applies the term to listed municipalities, including the City of Waterloo, which are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

The following policies contained within the PPS, 2024 have direct relevance to the Proposed Development.

Chapter 2 Building Homes, Sustaining Strong and Competitive Communities

Under the PPS, 2024, municipalities are no longer required to plan to specific population and employment targets to a planning horizon year (2.1.1). Instead, Official Plans must ensure that there is enough land designated to meet the projected needs for a time horizon of at least twenty (20) years, but no more than thirty (30) years, based on

population projections from the Ministry of Finance, though infrastructure planning may continue to look beyond a 30-year timeframe (2.1.3). Additionally, development enabled by Ministerial Zoning Orders is now considered to be in addition to the projected needs of the planning horizon established in a local Official Plan. Planning authorities must maintain at all times the ability to accommodate residential growth for a minimum of fifteen (15) years through lands which are designated and available for residential development. Where development is designated to occur, land with servicing capacity sufficient to provide at least a 3-year supply of residential units must be available through suitably zoned lands, including units in draft or approved registered plans.

The central concept of complete communities in the former PPS, 2020 has been carried forward into the PPS, 2024. Section 2.1.6 establishes that planning authorities should support the achievement of complete communities by "*accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs*", as well as "*improving accessibility for people of all ages and abilities by addressing land use barriers that restrict their full participation in society*", and "*improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*"

Section 2.2 builds on the direction for planning authorities to provide an appropriate range and mix of housing options and densities to meet projected needs of the regional market areas by:

- Establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households (2.2.a);
- Permitting and facilitating all housing options required to meet the needs of current and future residents, including additional housing needs arising from demographic changes and employment opportunities (2.2.b.1); and
- Permitting and facilitating all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, and redevelopment within previously developed areas to introduce new housing options and a net increase in residential units (2.2.b.2).

Section 2.2.1.c encourages densities for new housing which efficiently use land and existing infrastructure, and support the use of active transportation, while 2.2.1.d requires transit-supportive development and the prioritization of intensification in proximity to transit, including corridors and stations.

Sections 2.3 and 2.4 recognize settlement areas as the focus areas for growth and development, particularly identified strategic growth areas, including major transit station areas and frequent transit corridors. In this context, planning authorities are required to establish minimum intensification targets. The City of Waterloo's minimum intensification target, as prescribed by the recently updated Region of Waterloo Official Plan, is 83%, requiring that 19,740 new units be created through intensification by 2051.

Section 2.9 directs planning authorities to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that support the achievement of compact, transit-supportive, and complete communities; and promote green infrastructure, low-impact development, and active transportation, among others.

To support the achievement of complete communities, the Proposed Development proposes to intensify along a multi modal corridor to accommodate a net increase of 187 new residential units in a mix of one, two-, and three-bedroom unit types, with 10% being allocated for Affordable Housing. The Proposed Development is designed in a compact form that makes efficient use of land and resources, as well as investment in transit and active transportation networks, to ultimately promote energy conservation and minimize air quality and climate change impacts while contributing to a meaningful scale of housing to help the Region and City meet growth forecasts.

In our opinion, the Proposed Development is consistent with the policy directions of the Provincial Planning Statement, 2024 and strongly supports its vision and objectives for land optimization, which surpasses simple incremental intensification. The Proposed Development provides a robust site-specific design that increases the supply and mix of housing options on lands adjacent to existing transit corridors to optimally realize the full potential of the Subject Site and achieve key planning objectives relating to transit-oriented sustainable community development, increased housing supply, affordable housing, and appropriate built-form.

6.5 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (no longer in force)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 (the "Growth Plan") was the final iteration of the regional growth management framework and incorporated population and employment forecasts to the 2051 planning horizon.

The Proposed Development was conceived and designed to have regard for, and conform to the PPS, 2020 and the Growth Plan. As discussed in the preceding sub-sections 6.3 and 6.4 of this Report, on October 20, 2024 the Provincial Planning Statement, 2024 came into force to replace and consolidate the PPS, 2020 and the Growth Plan. While these former policies are no longer in force, they have been included in this Report alongside the in-force PPS, 2024 to demonstrate how the core planning and design principles of Proposed Development permit it to continue to be in alignment with the overarching planning objectives of the in-force Provincial policy framework as it evolves.

Section 1.2.1 Guiding Principles

Section 1.2.1 of the Growth Plan establishes a number of principles which would be implemented or supported by the Proposed Development, including:

- Support the achievement of complete communities
- Prioritize intensification and higher densities in strategic growth areas
- Support a range and mix of housing options
- Improve the integration of land use planning with infrastructure

Section 2 Where and How to Grow

Section 2 establishes where and how the Greater Golden Horseshoe will accommodate growth, emphasizing and prioritizing intensification and higher densities to make efficient use of land, and infrastructure and transit investment. A major policy focus of the Growth Plan is creating and sustaining "complete communities", which are defined as:

> *"Mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their context."*

Schedule 4 of the Growth Plan indicates that the Subject Site is within the City's "Built-Up Area", and in proximity to its "Urban Growth Centre" (Figure 42, on the following page). Schedule 3 establishes that the Region of Waterloo's population is forecast to reach a minimum of 923,000 by 2051.

Section 2.2.1.2 directs growth to be focused within strategic growth areas and locations with access to transit and municipal infrastructure and services within the delineated built boundary of settlement areas to support the achievement of complete communities.

Section 2.2.1.4 provides policies to help support the objectives of complete communities, such as the inclusion of a diverse mix of housing options, including additional residential units and affordable housing to improve social equity by accommodating

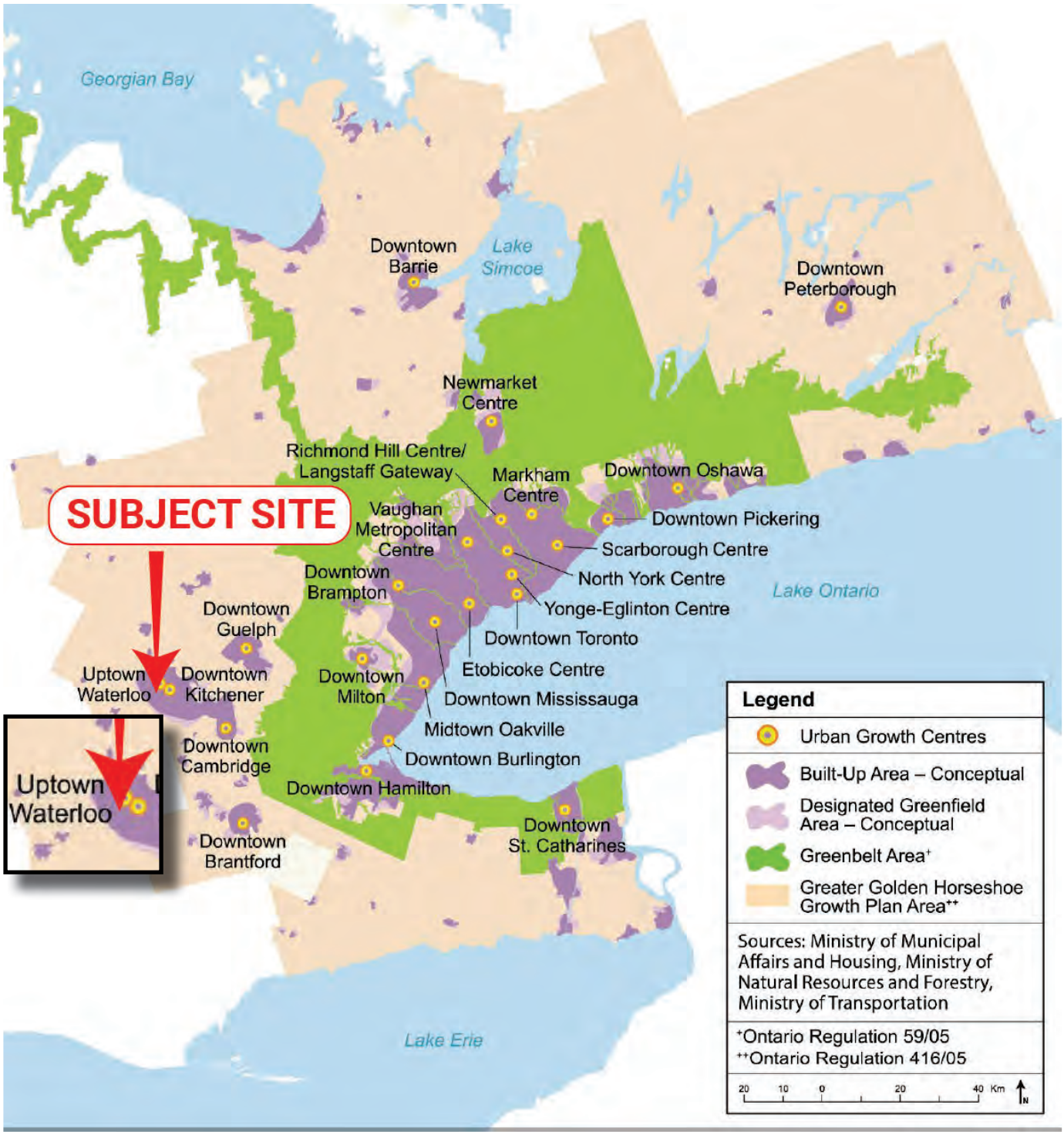


Figure 42. Urban Growth Centres (Growth Plan Schedule 4)

the needs of people at all stages of life, household sizes, and incomes. Complete communities are also intended to expand convenient access to a range of transportation options and provide for more compact built form and a vibrant public realm.

These policy directions are further reinforced in the subsequent sections, including Section 2.2.4 Transit Corridors and Station Areas and Section 2.2.6 Housing. Lands adjacent to or near existing and planned frequent transit are promoted to be planned as transit-supportive and supportive of active transportation. Municipalities are also

directed to plan for their forecast growth, consider the range and mix of housing options and densities, and accommodate a range of household sizes and incomes.

Based on the Growth Plan's population forecast for the Region of Waterloo, the Region is forecast to reach a 2051 population of 923,000, which would represent an increase of more than 275,000 new residents from the recent 2022 year-end regional population estimate of 647,540. Of that, the City of Waterloo's is forecast to absorb 65,000 of the net increase in population. It should be noted that the Ministry of Finance population projections for the Region that are referenced in the PPS, 2024, exceed those that were included in the Growth Plan, meaning that even more growth is now planned for the Region.

Section 2.2.2.1 requires that the Region of Waterloo plan to accommodate at least 50% of its residential growth through intensification within the Built-up Area. However, the Region of Waterloo has directed a much more ambitious target of 83% for the City of Waterloo, meaning that the City must plan to accommodate nearly 54,000 new residents through intensification by the 2051 planning horizon.

The Proposed Development contributes to accommodating the growth forecast and intensification target in a manner that supports the achievement of complete communities. It provides for a balance of housing options in a range of unit types, including 10% Affordable Housing units; encourages the use of active transportation; supports climate change mitigation by increasing the modal share for transit and active transportation; minimizes land consumption and improves infrastructure optimization through a thoughtful compact built form and intensification along a growth corridor; and enhances the public realm through streetscape activation and expanding the pedestrian network.

In our opinion, the Proposed Development conformed to the former Growth Plan by optimizing the use of existing Built-Up Area land supply through an intensification-first approach along a multi modal designated corridor. It provides for a mix of housing options in a compact built form and supports a major Provincial objective of creating complete communities, which carries forward into the in-force PPS, 2024.

6.6 Region of Waterloo Official Plan

As of January 1, 2025, under the provisions of Bill 23, *More Homes Built Faster Act, 2022,* The Region of Waterloo no longer has planning responsibility. The Regional Official Plan is now considered to be a local official plan of the City of Waterloo that is to be considered in parallel to the City of Waterloo Official Plan. Should there be a conflict between the two plans, the former Region of Waterloo Official Plan will take precedence.

The Regional Official Plan ("ROP") was amended by Regional Official Plan Amendment 6 ("ROPA 6"), which implemented the updates to the former Growth Plan to further promote intensification within strategic growth areas and extend the planning horizon to 2051.

The Subject Site is located within the ROP "Urban Area" and the "Delineated Built-Up Area" under Maps 1 and 2, respectively (Figures 43 and 44, on the following page).

ROPA 6 takes a more deliberate approach to intensification than in the previous ROP. Most significantly, it increases the City's minimum intensification target from the previous 45% to the current 83%. This supports a Region-wide minimum intensification requirement of 61%. Table 6, on the following page, provides the ROP 6 Regional Population and Employment Forecasts.

This represents a significant increase to the City's intensification target, and requires the City to place an even greater emphasis on accommodating new growth through intensification.

Chapter 2 of the ROP provides growth management direction to accommodate forecast growth by building 15-minute neighbourhoods. 15-minute neighbourhoods are defined as:

"Compact, well-connected places where people

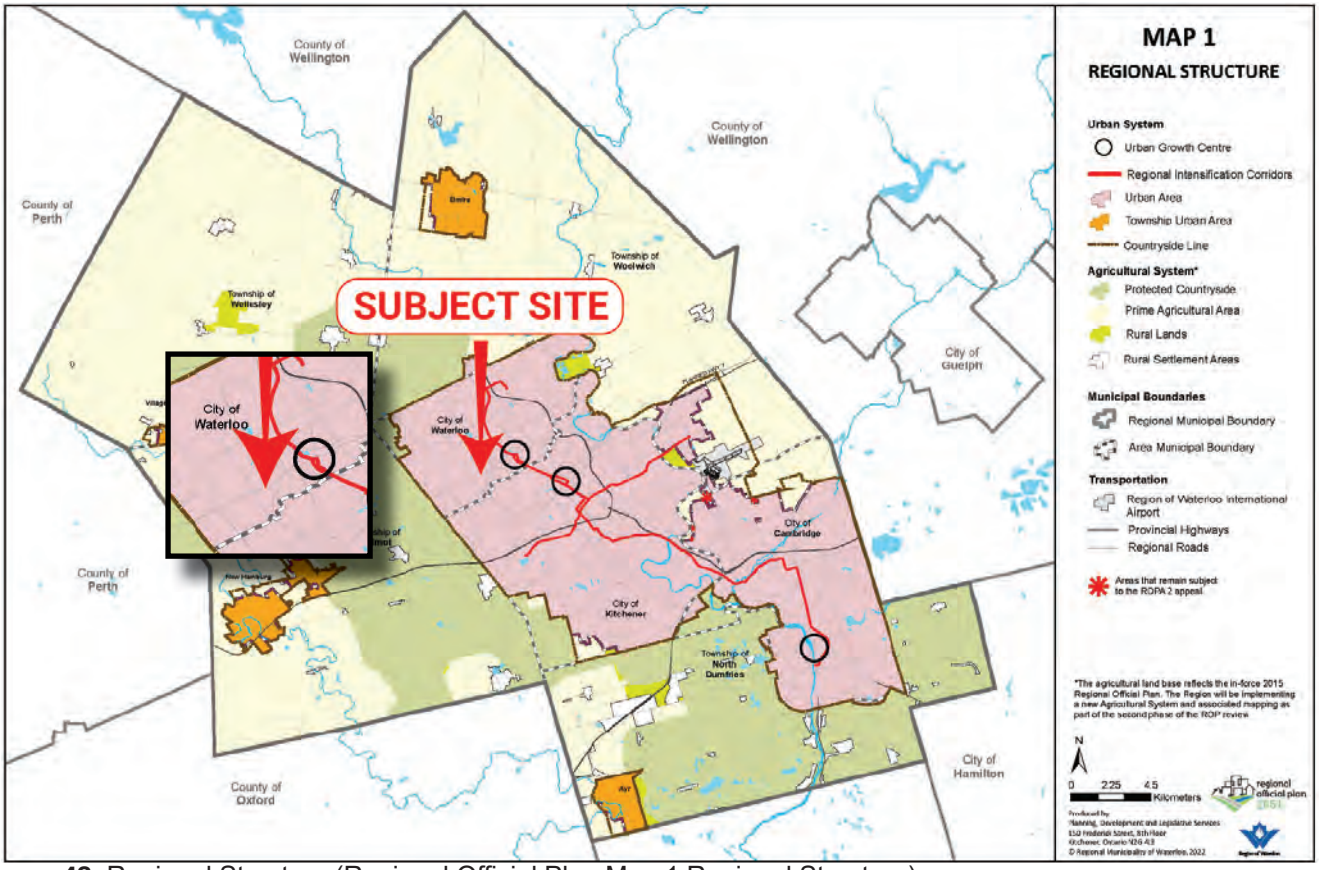


Figure 43. Regional Structure (Regional Official Plan Map 1 Regional Structure)

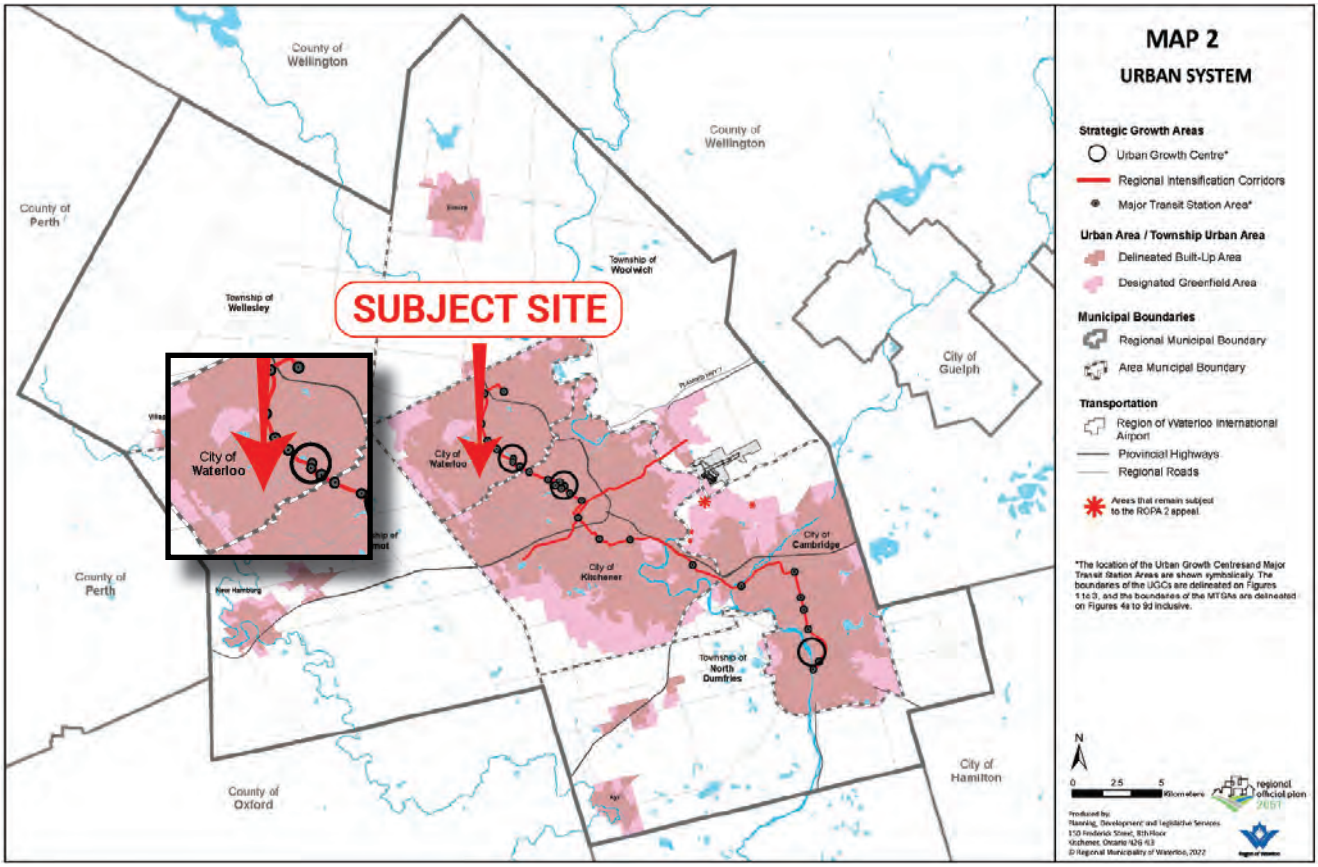


Figure 44. Urban System (Regional Official Plan Map 2 Urban System)

can meet their daily needs for goods, services, and employment within a 15-minute trip from home by walking, cycling, and rolling, and where other needs can be met by using direct, frequent, and convenient transit."

This objective is anticipated to be achieved primarily through promoting an intensification-first approach to development and community-building, to make better use of existing infrastructure and public service facilities, thereby protecting the Region's valuable, agricultural and natural heritage systems as it continues to grow.

2.C.2 Urban Area Policies

Urban Areas are planned to accommodate approximately 90% of the Region's population and employment growth within the 2051 planning horizon. Lower tier municipalities are directed to manage and accommodate this growth in a manner that promotes compact built form, enables efficient use of active transportation systems, contributes to the creation of 15-minute neighbourhoods, implements green infrastructure, supports the reduction of greenhouse gases, provides a diverse range and mix of housing options, and ensures development of high quality urban form.

2.D Strategic Growth Areas

To achieve the Region's vision for *"an inclusive, thriving, and sustainable region of connected urban and rural communities"* and to support achievement of the minimum intensification requirements, the ROP directs a significant portion of growth towards strategic growth areas, including *Urban Growth Centres, Major Transit Station Areas, Regional Intensification Corridors* and *Local Intensification Corridors.*

The Subject Site is located along an important *Local Intensification Corridor.* The purpose of an *Intensification Corridor* is to increase densities in close proximity to existing and planned transit, particularly those offering frequent service or higher order transit routes. They are identified as effective opportunities for medium and high density infill and redevelopment as they provide convenient access to travel options to key destinations without the need for personal automobiles.

This Report will focus on Section 2.D.4 over 2.D.3 as the Subject Site is not yet fully designated as a *Regional Intensification Corridor* but has been delineated as a *Local Intensification Corridor* within the City of Waterloo Official Plan.

In addition to the policy direction from the general development policies provided in the aforementioned sections, Section 2.D.4 provides additional policy direction related to urban design along *Local Intensification Corridors* by encouraging a consistent setback and frontage, and continuous building form adjacent to the street right-of-way.

Municipalities are directed in Section 2.D.6 to evaluate development applications within strategic growth areas and other intensification areas with the criteria of new developments creating interconnected, multi-modal street patterns that utilize active transportation over automobile trips. These developments are recognized as Transit Oriented Development ("TOD") and they promote

Table 6. Regional Population and Employment Forecasts (ROP Amendment 6 Table 1)

	Population		Employment	
	2021	**2051**	**2021**	**2051**
Cambridge	146,000	214,900	77,900	120,700
Kitchener	269,100	409,200	111,000	170,500
North Dumfries	11,300	19,600	7,000	12,200
Waterloo	127,300	185,000	74,800	114,900
Wellesley	11,900	13,600	5,500	6,600
Wilmot	22,700	29,500	8,600	12,200
Woolwich	28,700	51,200	17,300	33,000
Region	617,000	923,000	302,000	470,000

medium and high density development as close as possible to transit stops and promote a high quality public realm.

With respect to land use, resource management, and TOD, the Proposed Development is along a transit corridor and consistent with the Region's vision by focusing growth and higher densities in strategic growth areas for an intensification-first approach to make efficient use of land and infrastructure. The Subject Site has direct access to GRT route 5 and bike lanes, and is less than 200 metres from iXpress route 202 and 500 metres from iXpress route 201. It is proposed in a compact built form that supports active transportation systems to promote the creation of 15-minute cities and efficient use of public service investments. It is also within a neighbourhood that benefits from amenities that support the residential function, including public schools, parks, and commercial retail.

In terms of design, the Proposed Development provides for a range of housing options in the neighbourhood by supplying a range of apartment unit types, including family sized and Affordable units with thoughtful site design and a high regard for urban design principles. It proposes to create an attractive and vibrant public realm through a defined street edge with the pedestrian level featuring townhouse-style units with individual patios to blend the low rise neighbourhood context with the evolving mid and high density corridor. These units are intended to provide streetscape animation and enhance the pedestrian realm from it's current auto-oriented condition. The compact built form has been massed to create a continuous street wall with building heights responding to City planning direction and existing low rise adjacencies.

Section 2.F Intensification Targets in Delineated Built-Up Areas

Responding to the former Growth Plan, the Region plans to implement minimum intensification targets for each local municipality. These targets are envisioned to create more compact development patterns, promote energy efficiency, provide greater variety of housing options, and better integrate transit and land use planning. Strategic growth areas are planned to absorb the majority of the intensification growth while intensification in neighbourhoods will take the form of "gentle density" through opportunities for infill, redevelopment, additional residential units, new missing middle housing options, development of vacant and/or underutilized lots, and the expansion or conversion of existing buildings.

The Proposed Development will provide 224 dwelling units through the redevelopment of underutilized lots which are adjacent to a multi-modal system that is well supported by transit and an expanding active transportation network. It is consistent with the policy framework for Delineated Built-Up Areas, and will contribute to the City of Waterloo meeting the minimum intensification target of 83% , and its requirement to create 19,740 new units through intensification by 2051 (Table 7, below). Further, it employs an appropriate type and scale of development along a growth corridor

Table 7. Minimum Annual Intensification Targets by Area Municipality (ROP Amendment 6 Table 3)

	Population		Employment	
	2021	2051	2021	2051
Cambridge	146,000	214,900	77,900	120,700
Kitchener	269,100	409,200	111,000	170,500
North Dumfries	11,300	19,600	7,000	12,200
Waterloo	127,300	185,000	74,800	114,900
Wellesley	11,900	13,600	5,500	6,600
Wilmot	22,700	29,500	8,600	12,200
Woolwich	28,700	51,200	17,300	33,000
Region	617,000	923,000	302,000	470,000

by incorporating transitional built form design elements to adjacent low-density areas.

Section 3.A Range and Mix of Housing

The Region has been characterized predominantly by two building typologies: high-density, high-rise condominiums and low rise, single and semidetached housing. The ROP provides a policy framework in this section to address the 'missing middle' built form, which provides a less intense form of development that still works to support 15-minute neighbourhoods and a healthy supply of housing units. It also aims to support the development of housing options that serve all household sizes, incomes, and ages through policy direction for local municipalities to implement various incentive programs that create, maintain, and expand the Affordable housing stock, including but not limited to reduction in parking and other development standards, and priority review to applications.

In keeping with the direction set by the Region to provide a diverse range of housing options for current and future residents, the Proposed Development consists of an entirely purpose-built rental development, offering a healthy mix of unit types, including:

- 160 one bedroom units (71%);
- 59 two bedroom units (26%);
- 5 three bedroom units (2%); and
- 10% of total units being Affordable units (22 units)

In order to deliver on the Affordable Housing component, the Owners seek to utilize height and density bonusing provisions within the City of Waterloo Official Plan, complemented by meeting additional bonusing criteria for a modest addition to the Minor Mixed Use Corridor designation's maximum height and density allowance. The Proposed Development's response to this planning mechanism is providing new Affordable Housing stock for the Region and City, as detailed further in the following Section of this Report. The proposed additional height and density are considered appropriate for the surrounding context and desirable in achieving the broader objectives of the ROP and Provincial targets. While the Proposed Development does not represent a traditional "missing middle" housing form, it represents a mid-rise form of development that will play a vitally important role in intensifying the Region's and City's *Intensification Corridors*.

8.A Source Water Protection Areas

The Subject Site is within "WPSA-8" in Map 6a – Urban Area Source Water Protection Areas (Figure 45, on the following page). Though it is the lowest level in terms of sensitivity among the Wellhead Protection Area categories, it is nonetheless important to adhere to the policies in this Section to ensure groundwater recharge and health is not compromised from contamination for safe human consumption and use. The WPSA-8 area indicates the time to travel to the limit of the municipal drinking water supply well exceeds 10 years. Geothermal wells, mineral aggregate operations, and wayside pits and quarries are not permitted uses as-of-right.

Local municipalities are required to establish associated policies within their official plans to protect surface and groundwater resources and development application may be required to submit technical studies to demonstrate that the proposed use will not negatively impact the drinking water quantity or quality.

The Proposed Development has been designed with consideration for source water protection and applicable policies. Below grade works are limited to portion of the parking structure that is located partially below grade and is not foreseen to negatively impact groundwater quantity nor quality. A Notice of Source Water Protection Plan Compliance (Section 59 Notice) has also been submitted as part of this rezoning application, and a more detailed source water protection plan is anticipated as part of the future Site Plan application.

Based on a review and analysis of all applicable policies, it is our view that the Proposed Development conforms to the Region of Waterloo

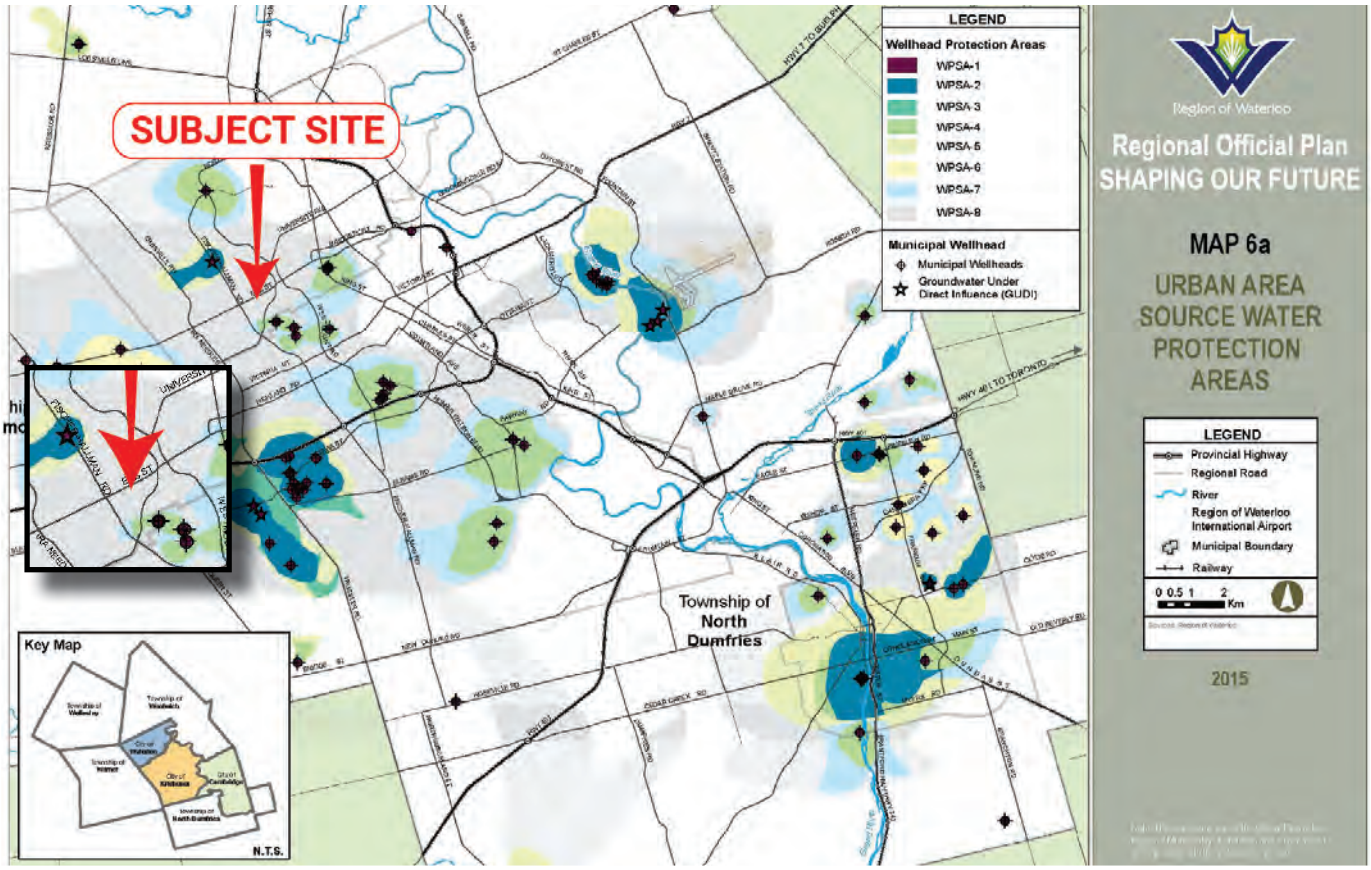


Figure 45. Urban Area Source Water Protection Area (Regional Official Plan (ROPA6), Map 6a)

Official Plan, and will directly support achievement of meeting the minimum intensification and density targets within the Built-Up Area in a manner that supports several objectives, such as promoting transit supportive development and creating vibrant complete communities for all.

6.7 City of Waterloo Official Plan, 2012

The City of Waterloo Official Plan originally dates back to 2012 with updates to reflect site-specific policies adopted through to February 2024. The Proposed Development was conceived and designed to have regard for, and conform to the in-force Official Plan. However, as discussed in sub-section 6.8 of this Report, the City of Waterloo is in the process of comprehensively updating its Official Plan (OPA 58) in two phases, with Phase 1 of the Official Plan Update approved by Council on December 2, 2024. As of the time of this OPA/ZBA submission, the adopted OP is awaiting approval by the Ministry of Municipal Affairs and Housing, which has assumed planning responsibilities previously held by the Region of Waterloo (as discussed in the preceding section 6.6).

The differences between the in-force Official Plan and the Updated Official Plan, as adopted, are reviewed in detail in sub-section 6.8, however, this sub-section will review the Proposed Development against the Official Plan as-written during its design to demonstrate how the core planning and design principles of Proposed Development permit it to continue to be in alignment with the overarching and specific objectives and polices of the Local policy framework as it evolves.

The City of Waterloo Official Plan, 2012 ("OP, 2012") designates the Subject Site as *Mixed-Use Medium Density Residential* under Schedule 'A' – Land Use Plan and *Minor Corridor* in Schedule 'B' – City Structure. It is within the *Built Up Area* in Schedule 'B3' Designated Greenfield Areas and along a *Regional Arterial Road* and *City-Wide Cycling and*

Multi-Use Routes in Schedules 'E' Road Classification System and 'F' Active Transportation Framework.

The policies of the OP, 2012 seek to achieve the following community vision statement:

> "*In 2031, the City of Waterloo has enhanced its friendly feel, welcoming and accommodating a diversity of people. Waterloo is a caring community where people support each other; a green City with healthy green spaces, land, water and clean air; an economic leader with a strong diverse economy; a community of vibrant neighbourhoods and a range of housing options; a learning community with strong ties to its schools, universities and college; an exciting City with abundant recreation, leisure, arts and cultural opportunities; and a City that is accessible to all. Waterloo is a better place to live, work, learn, shop and play than ever.*"

Chapter 3 City Form

The City of Waterloo is anticipated to accommodate a population of 137,000 (excluding post-secondary students) by the year 2029. As mentioned above, higher-level policy documents recognize that there is a limited supply of vacant land for future urban growth and direct municipalities to use lands within the Built Up Area more efficiently through compact design to plan for complete communities that reduce infrastructure and service costs, support alternative modes of transportation, reduce travel needs and commuting times, and preserve rural lands.

Section 3.1(2) outlines the policy objectives for urban development, including providing for an appropriate mix of land uses in close proximity to one another; providing for compact urban growth to facilitate reduced reliance on the automobile while supporting transit and promoting walking and cycling as active forms of movement; promoting high quality architecture and landscape; and proving for a high level of connectivity, particularly by sustainable modes.

Transit oriented developments (TOD) will be promoted to support the success of the public transit and active transportation systems. Understanding that there is a strong relationship between transportation and land use, and that there is an increasing pressure to prioritize active transportation over personal automobiles, the focal points for intensification include the U*ptown Waterloo Urban Growth Centre, Major Transit Station Areas (MTSA)*, and other designated *Nodes and Corridors*. Figure 46, on the following page, illustrates the City of Waterloo Official Plan Land Use Plan. Figure 47, on the following page, illustrates the location of the Subject Site along a designated *Minor Corridor.*

While the OP, 2012 outlines a population forecast of 137,000 (excluding post-secondary students) by the year 2029, the growth forecast has been extended through an update to the ROP to 2051. The new ROP allocates a population increase of 57,700 for the City of Waterloo to a total population forecast of 185,000 by 2051. In addition to this, while the OP, 2012 is based on a minimum intensification target of 45%, the new ROP establishes a much higher intensification target of 83% for the City. As such, though the existing OP, 2012 already strongly supports and promotes intensification, it will need to become an even stronger focus and priority for the City moving forward.

The Proposed Development conforms with the OP, 2012 in optimizing lands and infrastructure within the Built Up Area to accommodate the forecast growth through the assembly of smaller properties which presently contain individual buildings that cumulatively provide 37 dwelling units, to create a comprehensive development along an intensification corridor consisting of 224 dwelling unit, representing a nearly 6 fold in density on the Subject Site.

The Proposed Development has been designed through a thoughtful policy-informed design lens to balance compact site design with the sensitive nature of the rear *Low Density Residential* neighbourhood by providing for appropriate transitions and other impact mitigation features. It also leverages the proximate commercial retail plaza to support an appropriate and mutually beneficial mix of land uses in close proximity to one

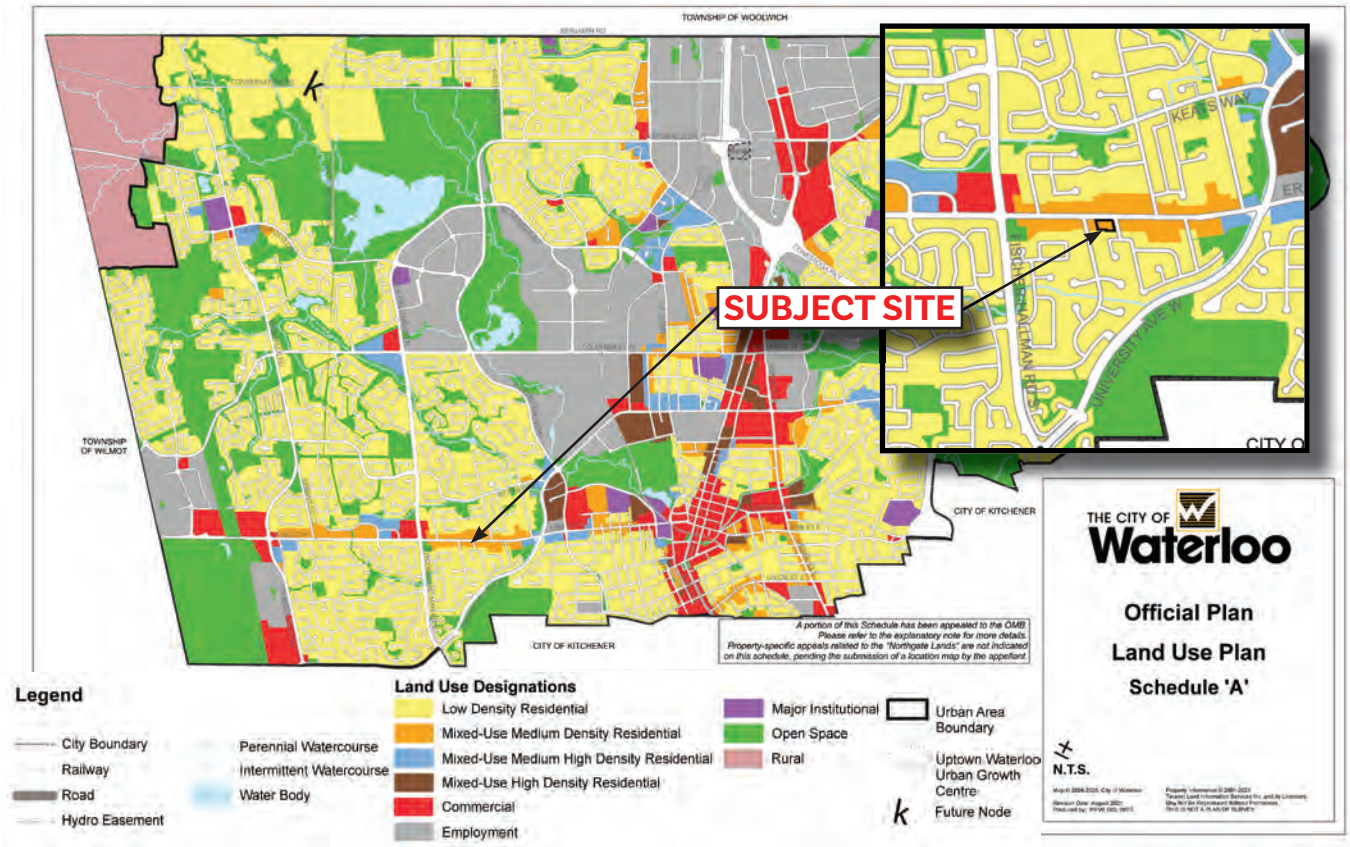


Figure 46. Land Use Plan (OP, 2012 Schedule 'A' Land Use Plan)

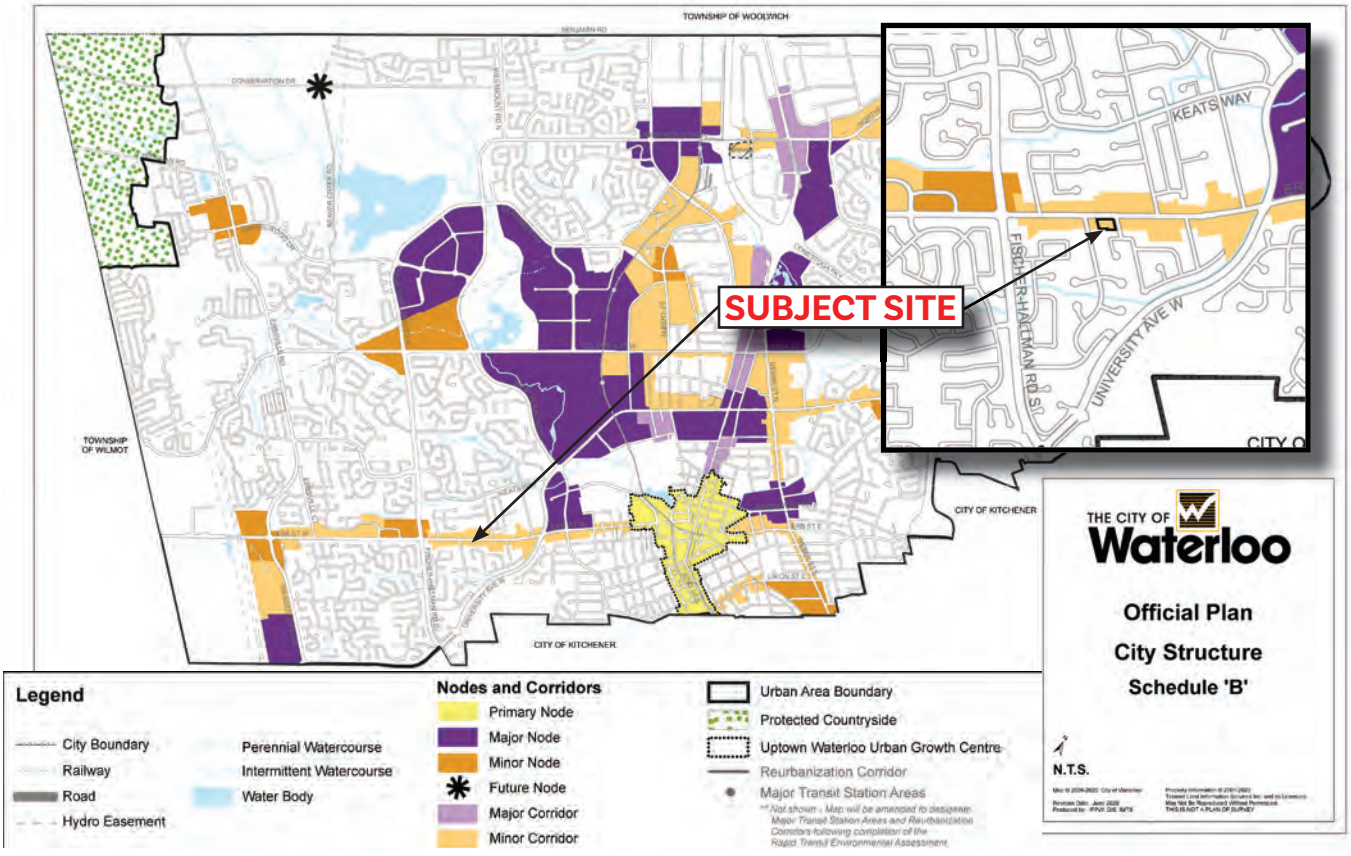


Figure 47. City Structure (OP, 2012 Schedule 'B' City Structure)

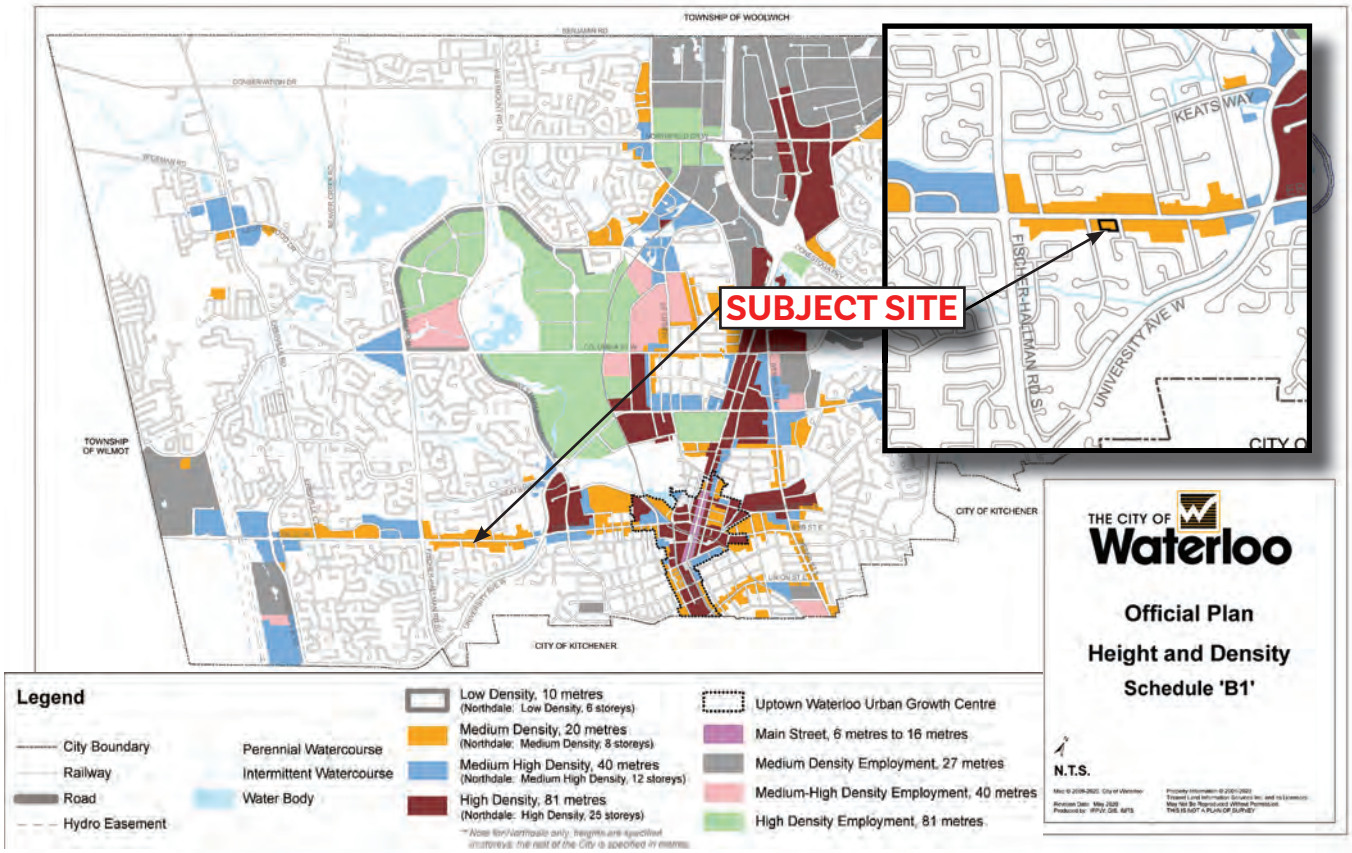


Figure 48. Height and Density (OP, 2012 Schedule 'B1' Height and Density)

another, stimulating local economic development and improving access to jobs and day to day services and amenities.

Further, it responds to the City's promotion of transit-oriented development through connections to the Erb Street West corridor's active transportation routes. The Subject Site is directly accessible to GRT Route 5 and within a 5-minute walking distance to both iXpress Routes 201 and 202, which are part of the City's frequent service network. With the improved cycling facilities envisioned for Erb Street West and the proposed reduced parking rate, which has been examined to confirm that the proposed parking supply will sufficiently meet parking demand for this project (refer to Transportation Impact Study and Parking Study), the Proposed Development will encourage residents to utilize active forms of travel as the predominant modal choices.

Additional contributions to the complete community vision include enhancement of the urban streetscape and the provision of dedicated Affordable Housing units at a significant rate of 10%.

3.4 Permitted Height & Density

The OP, 2012 outlines the maximum permitted height and density for properties within the *Nodes and Corridors* designations to guide built form in various intensification areas (Figure 48, above). The *Medium Density* category is permitted an as-of-right maximum height of 20 metres and maximum density of 450 bedrooms per hectare.

An OPA is required to allow for heights and densities that exceed these designated permissions [Note: the Official Plan, 2024, discussed in Section 6.8, no longer regulates density for the Subject Site]. However, further height and density increases are specifically contemplated by Section 12.3.1 Height/Density Bonusing (refer to subheading 12.3 Incentives), which establishes a framework to assess proposed height and density increases in

the context of potential community benefits that they may support.

3.6 Designated Nodes and Corridors

Within the *Nodes and Corridors* categories is a hierarchy to distribute the City's anticipated growth. Where Nodes are planned as cluster or hub areas, *Corridors* are along major streets and transit routes to link Nodes together and support transit and active transportation systems. Unlike *Nodes*, *Corridors* are primarily planned for residential uses as opposed to activity centres.

Section 3.6.2 provides policies on the hierarchy of designated *Corridors* to provide direction on determining the varying levels of intensification for these strategic growth areas. *Corridors* are intended for significant residential densities, ranging in permitted heights from 6 storeys to 25 storeys. *Minor Corridors*, such as Erb Street West, are planned to accommodate predominantly medium to medium high density residential uses and forms.

Section 3.6.5 guides intensification development within *Nodes and Corridors*, requiring built form to consider appropriate and compatible transitions, animated streetscapes, and applicable urban design policies. New low density uses are discouraged and the intensification of existing low density housing, particularly those involving lot consolidations to facilitate larger scales of multiple residential buildings, is encouraged.

As *Nodes and Corridors* are intended to promote active modes of transportation, auto-related design is relegated to encourage pedestrian friendly environments and attractive streetscapes. Section 3.6.6 provides policies addressing parking within designated *Nodes and Corridors*, which implement transportation demand management (TDM) measures to support transit and active transportation. Surface parking should be minimized and screened from streets and adjacent lands, underground and structured parking is encouraged, and Zoning By-law parking requirements may be reduced where shared parking is provided, transit service is readily available, and long term and short-term bicycle parking standards met.

As previously discussed in Sections 1 and 2, and illustrated in Figures 47 and 48, on the preceding pages, the Subject Site is an assembly of four properties presently occupied by low to medium low-density forms of housing within the *Minor Corridor* designation. This lot consolidation enables a comprehensive redevelopment at a larger scale that meets the objective of the *Minor Corridor* designation through moderate, mid-rise forms of infill intensification. Specifically, the Proposed Development represents a medium density residential project that would increase the density of the Subject Site to just below 500 bedrooms per hectare through a thoughtfully conceived site layout and compact built form. Details pertaining to urban design and compatibility are elaborated in the following subsection.

The Proposed Development has been sited to create a strong street edge along the Erb Street West corridor, framing the public realm and animating the streetscape. It aims to contribute to a complete street cross section, lined with townhouse frontages at the base that include outdoor patios to buffer between the private and public realms, sidewalks, street trees lining the boulevard, cycling tracks, and vehicle driving lanes. A GRT bus stop is also located directly in front of the Subject Site.

To emphasize the pedestrian friendly interface and in keeping with urban design best practices, parking is provided in a combination of covered parking area at-grade and below grade. The parking at-grade is comprised of accessible and visitor parking, along with additional resident parking, and is located at the rear of the property, screened from the public realm on Erb Street West, and will include car port-style structures and extensive landscaping to further screen the surface parking area abutting the rear property line from the public realm and neighbours. Residential parking will be provided mainly in structured parking accessed from Erb Street West and Culpepper Drive. The existing four (4) driveways are consolidated to two (2) – a primary access on Erb Street West, and a secondary access on Culpepper Drive for the rear parking area.

A modest parking supply reduction is proposed, which is supported by the traffic and parking

analysis included as part of this application (refer to Traffic Impact Study and Parking Study prepared by Paradigm Transportation Solutions Ltd.) and supplemented by the convenient access to transit and provision of on-site and accessible bike amenities, including the city-wide cycling network and secure, weather protected, long term bicycle storage spaces.

3.11 Urban Design

The policies in this section promote a high standard of urban design, applying to both public and private projects that aim to create a strong and attractive sense of place as the City continues to evolve. The urban design policies of the OP, 2012 are supplemented by guidelines from the City's Urban Design Manual, as reviewed in Section 6.9 of this Report.

Section 3.11.1 provides general urban design policies that apply to the full spectrum of projects across the City, to set a cohesive direction for urban design objectives. The following analysis responds to these policies, demonstrating how the Proposed Development satisfies the OP, 2012's primary design elements:

(1) **Intensification:** The Proposed Development has been designed to reflect and balance the evolving context of Erb Street West as an intensifying *Minor Corridor* within the context of the surrounding neighbourhood, namely the low-density residential forms that are not designated to accommodate higher forms of growth. The proposed design achieves this through a nuanced built form and massing exercise, placing the primary building volumes up front along Erb Street West and proposing the taller building heights and density along the frontage while the rear is reserved as a transitional space, including landscaping and grade-related parking as buffers from the shared property lines between the rear of the Subject Site and adjacent low density residential uses. The design also employs a tapering of the building heights to 6 storeys in the middle of the Site whereas 8 storeys are proposed along the *Minor Corridor* frontage for better form integration.

(2) **Character:** The Proposed Development has been designed to appreciate and contribute to the transformation of Erb Street West as a designated intensification *Minor Corridor*. The design is compatible with the shift towards contemporary mid-rise built forms with attention to creating a strong and attractive public realm and pedestrian environment. Recognizing the sensitive nature of the low density residential developments to the rear, building heights are reduced at the rear portion of the buildings and buffered through large setbacks, landscaping and other intervening low-rise built forms. Townhouse units at the lower levels are provided generous front patios to blend the private and public realms and to soften the transition from single detached to mid-rise multi-unit dwellings, reinforcing a residential character.

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

(4) **Streetscapes:** Erb Street West is supported as a complete street through the pedestrian oriented design of the Proposed Development, specifically the base levels to support the character of the street. The Proposed Development assembles four standalone and varying building typologies into a single, cohesive development.

The public right-of-way features vehicle traffic lanes, cycling tracks, a bus stop, sidewalk, and boulevard landscaping, which is complemented by the proposed outdoor patios and the landscaped terraces of the townhouse units on the first floor which also serve to animate the base building level of the buildings. The first storey and mezzanine levels play an important role in introducing a strong urban streetscape,

having high levels of glazing, a slight inset and additional proposed terraced planting beds to expand the perceived public realm. The proposed buildings define the street edge and create a sense of enclosure with the small overhang and main building walls.

Landscape amenities include the private patios with planter separations, soft landscaping between the pedestrian sidewalk and private patios, street trees, and rooftops with outdoor amenity areas and green roof areas to soften the building edges.

(5) Existing Site Features: The Proposed Development seeks to maintain elements of the existing topography along Erb Street West in order to have the greatest likelihood of success retaining a number of existing trees within and beyond the Subject Site, and to supplement the retained trees with new landscaping opportunities through new terraced planters and landscaped buffers. The boundaries of the primarily below-grade parking structure have been set back as much as is feasible in order to preserve existing trees. These trees serve important functions as natural screening and streetscape design while contributing to the urban tree canopy of the neighbourhood and city.

(10) Safety and Security: The Proposed Development is in the early stages of detailed design but at the preliminary level, it is proposed to address safety and security through enhanced glazing on the ground floor to promote a sense of natural surveillance into the public realm, multiple entrances around the building, a large walkway from the main Erb Street West entrance to the interior of the site, and (private) outdoor amenity areas. A new sidewalk is also proposed along the west side of Culpepper Drive, providing a much safer environment for pedestrians. Additional CPTED design principles and features will be considered at the site plan stage.

(11) Site Circulation: The Proposed Development gives priority to pedestrian and other non-vehicular movements by providing multiple entrances to the building from the public realm and within the Site for convenient access. Long-term bicycle parking areas located in the P1 parking level are accessible from Erb Street West and by elevator. Short-term bicycle parking will be located at grade, close to the bicycle paths and building entrances.

Vehicular entrances to the Subject Site have been consolidated from four (4) to two (2) accesses. The Erb Street West access functions as the primary point of vehicular ingress and egress with direct access to the P1 structured parking level. Culpepper Drive is proposed to function as a secondary access leading to additional residential, visitor parking, and loading/site servicing areas to minimize impact to local street traffic. Barrier-free parking spaces are located central to both buildings and nearby building entrances.

(12) Transit-Oriented Design: The Proposed Development is a mid-rise medium density project located along the Erb Street West Minor Corridor with direct access to a GRT bus stop and cycling paths. Further, two iXpress route stops are located less than 500 metres away and pedestrian sidewalks are located along Erb Street West and proposed to be extended along Culpepper Drive.

The proposed streetscape is attractive and dynamic. The base level features a consistent street wall with high glazing ratio and with the main building entrances along with private patios and townhouse entrances lining the building facades. It is designed for the human scale and creates distinction between the pedestrian realm and the main building component.

(13) Universal Design: The Proposed Development is in the early stages of detailed design but at the preliminary level,

designated barrier free parking is provided at grade central to both buildings. Rear building entrances are flush with grade and curb cuts, gradual slopes, and ramps are provided where there are changes in elevation for equitable, flexible, and low effort maneuvering and access. Universal design will be considered and implemented at the site plan stage, including AODA requirements and OBC requirements for accessible units.

(14) Parking: Parking is largely concentrated within the parking structure below grade and within a secondary above-grade parking structure screened from the public realm with the building facades. Soft landscaping is proposed along the rear property line and between the back-to-back parking area. A linear car port structure along the south part of the surface parking area will create opportunities for landscaping, such as climbing plants.

(15) Site Servicing Areas: Loading and servicing areas are congregated in the interior of the site, away from public view, residential units, and interference from main access and on-site traffic paths.

(16) Outdoor Lighting: The Proposed Development intends to provide human-scaled lighting along pedestrian and accessible areas of the buildings and site to create a safe outdoor environment while minimizing glare and impact to the surrounding properties through natural screening and fencing.

(17) Signage: Signage will be provided at the detailed design stage. It is intended to be designed to scale with the building and to not detract from the building façade or streetscape. Applicable guidelines and Sign By-law requirements will be referenced.

(18) Compatible Development: The land use, built form, design, and site layout were conceived to reflect the existing and planned evolution of the Erb Street West Minor Corridor as an urban intensification and transit-oriented corridor. The building massing has been scaled to place the tallest and most dense portions closest to the main street frontage and taper down to the rear for a transitional design interface with the *Low Density Residential*-designated neighbourhood.

(19) Human-Scale Development: The Proposed Development reinforces the human scale with grade related frontages and landscape features that animate the pedestrian environment. The ground floor will be well-articulated with glazing, building entrances, and townhouse-style units with patios, which contribute to a high degree of natural surveillance and transition between the public and private realms. The building and site design also demonstrate priority to pedestrians and cyclists over motor vehicles.

(20) Building Design: The Proposed Development follows the contemporary architectural style that has become the prominent and characteristic building style for growth areas within the city, including the Erb Street West Minor Corridor. The overall development features a cohesive design between the two proposed buildings with strong elements of rhythm and the use of contrast between the townhouse-lined, street-oriented base and taller building portion to articulate the building mass and create visual interest. This is reinforced by the recessed design of the central, connecting element between the two buildings.

There is particular attention to the units with frontage along the public realm with increased glazing ratios and the provision of private patios that create a greater sense of rhythm to minimize the impact of the otherwise long building walls. These spaces promote a more active and coordinated streetscape character that is reflected in the use of personal front yards for single

detached dwellings in the surrounding low-density neighbourhood and provide for a distinct sense of place through architectural interest along the corridor.

Main building entrances are along the Erb Street West frontage for both buildings, which are also lined with individual unit entrances for the townhouse type dwellings to promote street-oriented design, supporting the pedestrian environment and relationship between the buildings and public realm. More detailed building design will be established at the detailed design stage as part of the Site Plan Approval application.

(21) Accessory structures: Accessory structures are provided as parking area covers, or carports, and are intended to help in reducing the visual impact of surface parking areas and the heat island effect. They will be designed to complement the building and overall site design, are contemplated to incorporate landscaping trellises, and will further reinforce the transition in built form and height.

(22) Landscape Design: The Proposed Development provides soft and hard landscaping throughout the Subject Site to enhance the pedestrian environment and streetscape in a manner that is as equally sustainable as it is aesthetically pleasing. The landscape design supports the building and site function and layout by creating attractive patios for first-floor units and acts to buffer between the public realm through enhanced streetscape character.

Landscaped areas are also provided in the surface parking area and rooftop to reduce the heat island effect and contribute to on-site stormwater management as well as visual amenity that aims to provide more comfortable pedestrian environments. Large property boundary trees are maintained to integrate sustainable design through natural screening in addition to other important ecological functions.

(23) Site Amenities: The Proposed Development is nearby amenities that support residential use, including schools, neighbourhood retail, transit stops, bike lanes, and parks. On-site common amenities will include secure bicycle parking and rooftop terraces with a range of active and passive spaces for resident enjoyment, including outdoor patios to promote social gathering, as well as spaces for relaxation and child play areas. A pet washing station, gym, yoga room, and party room are also contemplated as programming for the indoor and outdoor amenity areas.

(24) Sustainable Design: Further to being a transit-oriented development, the Proposed Development will feature sustainable design elements associated with the building mechanical and ventilation systems. Additional sustainable elements will be contemplated and specified at a later detailed design stage, including those recommended in the Energy Strategy.

(27) Utilities: Utilities will be located away from the public rights-of-way, as well as from public view within private property either through siting or appropriate screening.

(29) Priority: The Proposed Development has placed a large emphasis on urban design to appropriately balance the scale of the proposed density. It seeks to meet the intent of the Minor Corridor designation along the Erb Street West multi modal corridor with a high standard for urban design to positively contribute to the transformation of the intensification corridor.

Further to the urban design policies of Section 3.11.1, the OP, 2012 provides additional urban design policy direction specific to developments within Nodes and Corridors in Section 3.11.2. The applicable policies have been assessed as follows:

(1) Connectivity: The Proposed Development

promotes connectivity within the community by proposing a new pedestrian sidewalk along the Culpepper Drive frontage where no pedestrian connection is currently provided on the west side of Culpepper Drive. Site design and layout have been conceived to emphasize pedestrian priority and comfort with direct accesses to the buildings from sidewalks and relegating auto-oriented uses to the rear and within structured parking screened from the street. Barrier-free access is proposed from the public street and immediate access to a GRT bus stop is also present.

(2) Interest: The Proposed Development intends to utilize a natural and muted palette to subdue the impact of the scale and massing of the buildings proposed, complemented by a landscaping program that includes the public boulevard, private outdoor patios, and rooftop amenity areas. The landscape frontage along Erb Street West will create a unique and visually interesting landscape setting, and allow for existing mature deciduous trees to be maintained. At the same time, the recessed connecting portion of the buildings and stepping down in building height create visual interest and enhanced texture, which is further supplemented through balconies and unique screening elements. The streetscape is further activated with the introduction of grade related residential townhouse-style units that are integrated into the building base.

(4) Infill Development: The Subject Site is the result of a lot consolidation, assembling four smaller properties into a single development site to facilitate a medium density redevelopment along the *Minor Corridor*. It supports the planned objective for the Erb Street West intensification corridor and takes into consideration the L*ow Density Residential* neighbourhood to the rear through transitional design elements.

(5) Building Design: The two proposed buildings create a cohesive and coordinated approach to the block design along this section of Erb Street West between Culpepper Drive and Roosevelt Avenue. The buildings are public-realm oriented, creating an urban edge to frame the streetscape with building entrances along building facades. Both primary pedestrian entrances are located along the Erb Street West frontage along with a shared vehicular access nestled between the two buildings to minimize its visual impact in the public realm.

The base of the building facades are articulated through townhouse-style units and high levels of glazing while the upper levels have an alternating balcony screening treatment to create a patterned visual interest. Consistent vertical articulation through building materiality along the face ties the overall façade design together.

(6) Built Form and Massing: The proposed buildings have been located and massed with the bulk of the buildings being closest to the street frontage to establish an urban street enclosure that frames the Erb Street West and Culpepper Drive rights-of-way, while also providing separation distance from the *Low Density Residential* neighbourhood. The rear components of both buildings reduce in height to provide further transitional design between the *Medium Density* and *Low Density* designations.

(7) Skyline: The height and building top designs have taken into consideration the intended build out of Erb Street West as a medium density growth corridor. It does not aim to create a landmark or gateway feature, rather a consistent vista along the medium density corridor.

(8) Site Amenities: The Proposed Development features several on-site common amenities to provide an attractive and improved quality of life for residents, including rooftop terraces featuring outdoor patios to promote social gathering as well as spaces

for relaxation and enjoyment, and bicycle parking. Additional amenity uses that have been contemplated include a gym and yoga room, pet washing station, and party room, with detailed design to follow at the Site Plan stage. Most units will also benefit from balconies and patios in addition to the outdoor terraces for individual use.

The Proposed Development reflects the policy direction for good urban design and meets the City's high standard of urban design in accordance with the OP, 2012 policies, creating an attractive development and sense of place along a transforming intensification corridor and within a growing City.

Chapter 6 Transportation

The OP, 2012 aims to achieve a healthy and livable City supported by a transportation system that is sustainable and resilient into the future, meaning an increased emphasis on promoting travel modes and land use planning that reduces the reliance on automobiles in favour of more active forms of local travel, including walking, cycling, and transit.

The objectives set out in Section 6.1 on how land use ties to transportation have largely been discussed in the City Form section above. This section will mainly focus on how policies relating to parking and active transportation have been met and will defer to the Traffic Impact Study (TIS) for the analysis on the forecast transportation impact as a result of the Proposed Development. The TIS has been submitted as part of this application and reflects the policy instruction in Section 6.4 and the Terms of Reference from the Region and City.

6.5 Supporting Transit and Active Forms of Travel

Section 6.5.1 provides policies to support active transportation, specifically low-cost forms of travel that promote physical exercise and social interaction and reduce impact on the environment. These forms of travel are encouraged through comprehensive, continuous, and well-connected networks within the City, where conflict with motorized forms of travel are minimized, such as sidewalks, trails, and separated cycling paths.

Key routes that support active transportation are illustrated in Schedule 'F' Active Transportation (Figure 49, on the following page). The illustrated routes are planned for active transportation through complete streets, where the development of buildings, sites, and streetscapes are to be safe, attractive, and well maintained to provide convenient and comfortable movement of pedestrians and cyclists.

The Proposed Development recognizes that growth through intensification as opposed to sprawl can be supported as a means of reducing system traffic congestion, parking demands, air pollution, and energy consumption. It supports and encourages active forms of mobility as preferred forms of travel through consideration of site and building organization and design, and site amenities. The site has been organized and designed to support the complete street vision for Erb Street West, where sidewalks and bike lanes are provided for convenient and comfortable movement of pedestrians and cyclists.

Interaction between non-motorized and motorized forms of travel are minimized through the consolidation of vehicular access points and the isolation of vehicle areas, including the parking structure and rear parking areas.

Pedestrians and cyclists are provided direct access to the building entrances from the cycling and pedestrian systems. There is also direct access to the GRT bus stop. Further, the sidewalk is proposed to be extended from Erb Street West along the east property boundary to provide a pedestrian path on the west side of Culpepper Drive where no sidewalk currently exists.

Additional site amenities such as street and site furnishings will be explored at the detailed design stage to further enhance and strengthen the active transportation network.

Coupled with the active transportation system is the transit system. The City supports the wide use of public transit and promotes compact urban

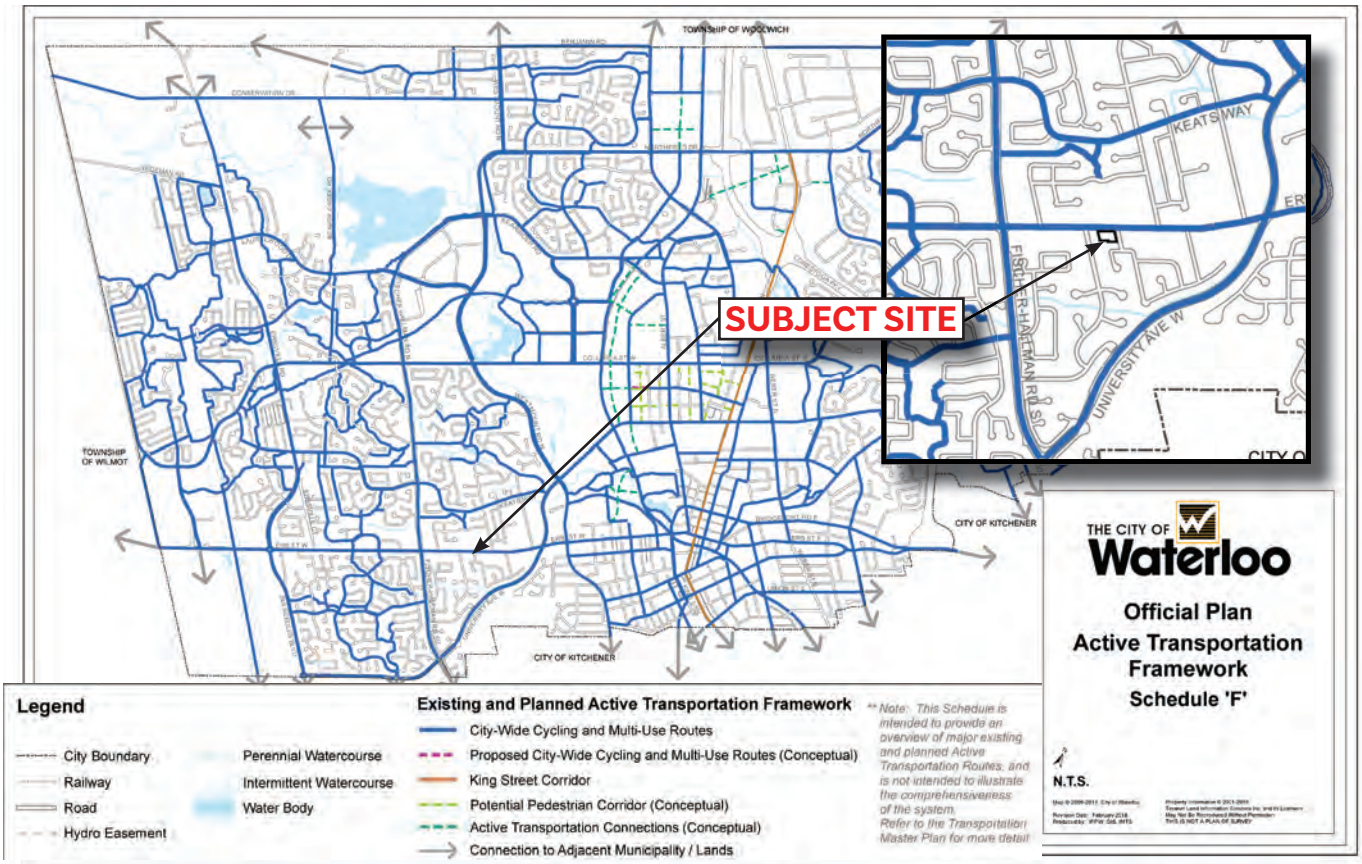


Figure 49. Active Transportation Framework (OP, 2012 Schedule 'F' Active Transportation Framework)

form such as medium and higher density land uses as close as possible to transit stops, providing for efficient transit infrastructure usage and increased ridership to manage growth in the City in manner that alleviates traffic impact and greenhouse gas emissions while improving community livability and quality of life for residents.

The Proposed Development is designed to facilitate and encourage transit ridership, proposing intensification through infill development along a transit corridor in the form of a medium density development with direct access to a GRT bus stop and within 500 metres from two iXpress stops.

The Proposed Development provides transit-supportive density on an existing transit corridor and is well connected with existing pedestrian and active transportation facilities to provide convenient alternatives to automobile dependency.

6.6 Parking

Appropriate allocation for both vehicular and bicycle parking is required to accommodate the residents and visitors of the Proposed Development. Parking areas are to be attractive and well designed for safe, functional, and secure access. The City may permit reductions in on-site parking requirements through planning and other legislative tools if it is determined that the reduction will not impede primary traffic movement functions of adjacent arterials roads.

The OP, 2012 also provides objectives for parking areas to be efficient and environmentally sensitive, encouraging the usage of parking structures and underground parking, particularly in growth areas such as *Nodes*, *Corridors*, and *MTSAs*.

The Proposed Development uses an efficient parking layout that is shared between both buildings to optimize site function. The two buildings will share a parking structure which comprises the majority of parking provided on-site with the secondary parking area being the combined surface and covered parking lot at the rear. The parking layout is efficient and grade related parking areas contain

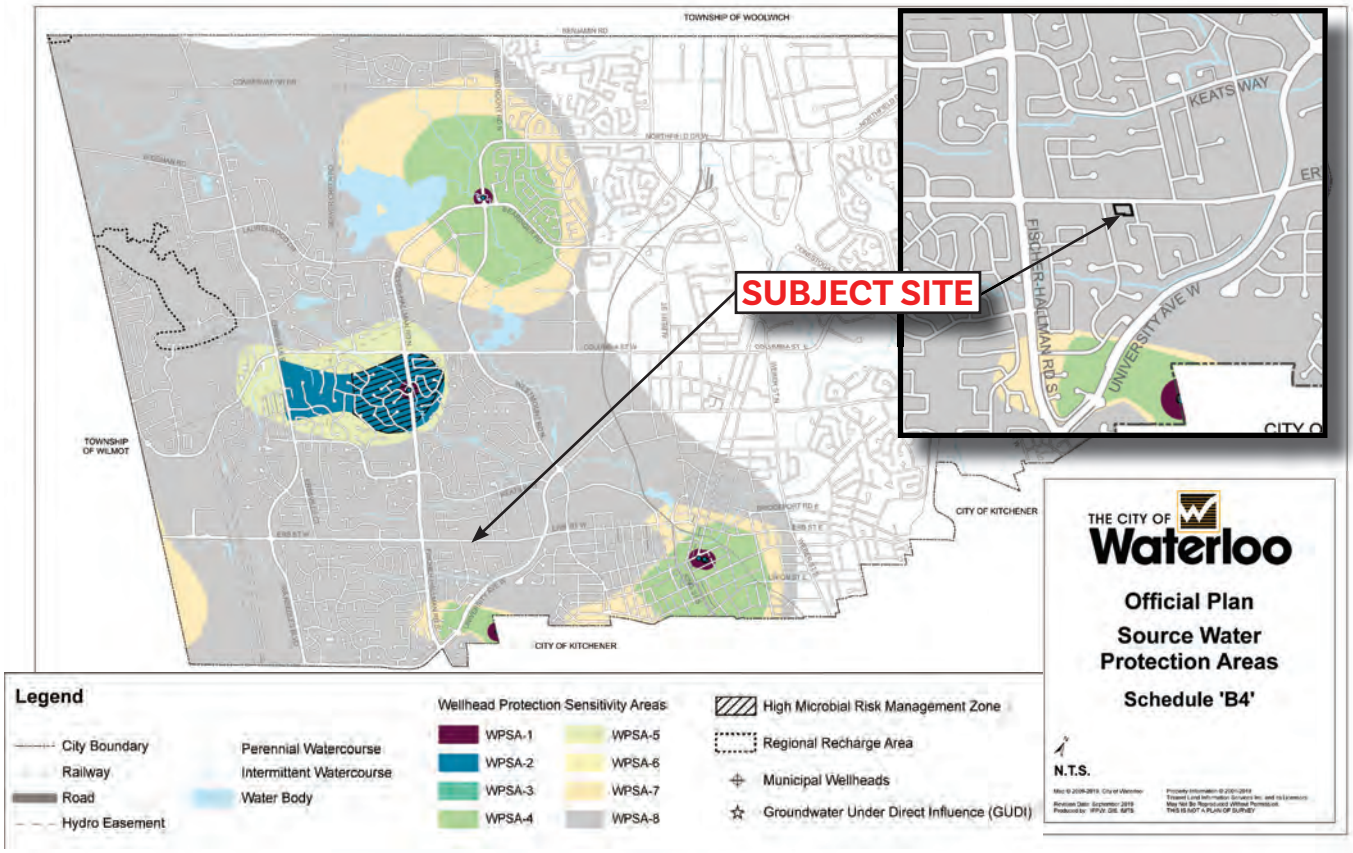


Figure 50. Source Water Protection Areas (COP, 2012 Schedule 'B4' Source Water Protection Areas)

breaks for soft landscaping. The parking proposed is in keeping with the direction to minimize large surface parking areas, particularly in growth area, through a supported parking count reduction as well as the provision of parking in mainly structured and covered parking areas.

A Parking Study prepared by Paradigm Transportation Solutions forms part of the OPA and ZBA applications and provides additional detail and assessment regarding the modest parking reduction that is proposed.

Chapter 8 Environment & Energy

The policies of this chapter provide direction to protect, manage, and lead environmental stewardship. In this regard, it is noted that the Subject Site is located within a Wellhead Protection Sensitivity Area – 'WPSA-8' in Schedule 'B4' Source Water Protection Areas, the policies of Section 8.3.3 apply (Figure 50, above).

Wellhead Protection Sensitivity Areas (WPSA) are classified from 1 to 8, indicating the degree of management required to maintain safe drinking water supply systems relative to the groundwater vulnerability to contamination. WPSA-8 is the least sensitive of the designation protection areas but is nonetheless important in maintaining safe municipal drinking water.

It is understood that development applications will be reviewed and considered in accordance with the source water protection policies in the Regional Official Plan, including completion of the Notice of Source Protection Plan Compliance (Section 59 Notice). In addition, a source water protection management plan may be required as part of the future Site Plan application, to ensure best practices are implemented, such as the reduced use of salt in parking areas.

Chapter 10 Land Use Policies

10.1 Residential Land Use Policies

The policies in this Section of the OP, 2012 are

intended to be comprehensive policy statements pertaining to residential land uses. The City plans for a full range of residential uses that meet the needs of its residents and acknowledges that different residential areas and neighbourhoods can vary significantly as a result of various factors, including their planned function, context, and intensity of land use.

The Subject Site is designated "Mixed Use Medium Density Residential" within Schedule 'A' Land Use Plan. Policies which guide development in terms of character, scale, and built form for the four Resignation designations are provided but are also amendable through redesignation and planning tools, such as height and density bonusing. Per Policy 10.1.1 (12), development applications proposing to redesignate to higher density designations may be contemplated subject to a number of criteria. Though a re-designation is not proposed, a site-specific amendment to provide for a modest density increase is proposed, and so these criteria have been assessed as follows:

(a) *The proposed density is deemed appropriate for the neighbourhood and contributes to an appropriate height and density transition by buffering or being buffered from lands designated Low Density Residential;*

The heights and densities proposed are appropriate as they align with the intensification objectives for the *Minor Corridor* growth area designation. They introduce a medium density form of intensification that slightly exceeds what is currently permitted in the *Medium Density Residential* designation but adequately provides transition elements in the built form, along with other measures to ensure appropriate buffering to the adjacent *Low Density Residential* designated properties.

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

The Proposed Development and modest height and density increase provides a demonstrable community benefit by providing expanded housing options, as well as Affordable Housing units at a rate of 10% of the total unit count. Further, it is fulfilling housing supply demands within a designated *Corridor* in a rapidly growing City that has been directed a growth forecast of 57,700 new residents by 2051.

As noted, the Proposed Development provides a 10% set-aside rate for Affordable housing. This significantly exceeds the Region's Inclusionary Zoning policy for MTSAs. For reference, an Affordable housing set-aside rate of 2% is required in the City of Waterloo 'Prime Market Area' MTSAs for occupancy in the 2024-2027 timeframe, increasing to a 5% set-aside rate for occupancy dates beyond 2031. In the 'Established Market Areas' MTSAs, the rate is only 1% for the 2024-27 occupancy timeframe, reaching a minimum 5% beyond the 2031 occupancy timeframe.

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

The Subject Site is designated as a *Minor Corridor* and the Proposed Development satisfies the policies of this designation (see above).

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

A ZBA is required to tailor zoning requirements to the details of the Proposed Development. Amendments to the applicable performance standards are detailed in the following Section of this Report (Section 6.7).

(e) *Surface parking is minimized in favour of*

more intensive forms of parking;

Parking is provided primarily in structured parking screened from public view with a secondary parking area provided at the rear of the site.

(f) Cultural heritage resources are conserved;

Not applicable.

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

The Proposed Development has implemented best practices in urban design as well as the policy directions provided in Section 3.11 of the OP, 2012 as discussed in the previous subsection of this Report (see above).

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

The Proposed Development has been designed to be transit oriented, siting the buildings to frame the streetscape and directly accessible for the existing GRT bus route. Secure long-term bicycle parking storage as well as short-term bicycle parking areas are provided as well as an extension to the pedestrian walkway system. The Transportation Impact Study has determined that no transportation improvements are required.

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

Access to the Proposed Development is primarily gained from the Erb Street West driveway, whereas the driveway on Culpepper Drive, a local road, is provided as a secondary point of access. The local road access will be designed to encourage right-in/left out vehicle movements to direct traffic away from the *Low Density Residential* neighbourhood and minimize impacts to local road traffic.

(j) Infrastructure capacity is not exceeded;

Infrastructure capacity has been assessed and deemed sufficient in accommodating the Proposed Development. Further detail is provided in the Functional Servicing Report submitted as part of this development application.

(k) If applicable, safe access, flood protection and geotechnical stability is achieved to the satisfaction of the City and the Grand River Conservation Authority; and,

Not applicable.

(l) The proposal satisfies all other applicable policies of this Official Plan.

All other applicable policies have been evaluated and confirmed satisfied.

Residential developments should also consider the aspect of affordability, especially given the current housing crisis. Per Section 10.1.2 (13), a mix of housing unit types and sizes should be provided to accommodate the needs of a range of households. In this regard, the Proposed Development strongly supports the objective of providing a range of housing and Affordable Housing, as it is proposed as purpose-built rental with a healthy mix of unit sizes from one-bedroom units to three-bedroom and townhouse style units.

There is also the voluntary provision of a 10% Affordable unit mix to support the City and Region in meeting the demand for Affordable Housing – where in 2021, the City of Waterloo had a deficit

of approximately 3,460 Affordable Housing units with the households in need of Affordable Housing being headed by mainly single mothers, refugee claimants, indigenous persons, and elderly people (Housing Assessment Resource Tools and Statistics Canada 2021 Core Housing Need). The proposed Affordable Housing set-aside rate (ratio) of 10% of total units represents a five-fold increase over what is currently required in the City's 'Prime Market Area' MTSAs under the Inclusionary Zoning policy adopted by Council on June 24, 2024. Furthermore, the set-aside rate of the Proposed Development will still be double the 5% required set-aside rate in 'Prime Market Area' MTSAs for occupancies beginning in 2031.

The Proposed Development represents a significant voluntary public benefit that will contribute to the City achieving its Affordable Housing targets. Furthermore, the Owner proposes that existing residents of buildings on the Subject Site who qualify for Affordable Housing will be offered right of first refusal for the new Affordable units with duration of tenancy further taken into account for unit selection. All former residents will also be offered right of first refusal for units in the new building.

10.1.4 Mixed-Use Medium Density Residential Designation

[Note: as discussed in the following Section 6.8, the Official Plan designation of the Subject Site has changed under the Official Plan, 2024].

The *Mixed-Use Medium Density Residential* designation is one of the four residential land use designations and applies to the Subject Site. Lands with this designation are intended to be developed primarily for residential purposes in the form of medium densities that function to transition between low-density areas and medium-high and high-density areas. This designation permits a maximum density of 450 bedrooms per hectare and maximum height of 20 metres. Multiple unit residential buildings are the primary use permitted within this designation. As such, the Proposed Development represents a permitted use.

To ensure appropriate property size in accommodating medium density development, the OP, 2012 requires that other performance standards be implemented through the Zoning By-law, such as minimum frontage. As noted above, the proposed ZBA is scoped to a few specific zoning provisions, in order to tailor requirements to the Proposed Development. As it relates to lot area, the Subject Site is the result of a property assembly with consolidates three individual sites into a comprehensive development parcel of approximately 0.59 hectares, which is suitable for the scale of development proposed.

Chapter 12 Implementation

The implementation policies provided in the OP, 2012 outline how the objectives of the previous Sections will be achieved to support the City's overall vision. It outlines details such as opportunities for public engagement and participation in the planning review process within the framework of planning legislation, including the Planning Act.

Notably, the OP, 2012 provides policies for height and density bonusing as a municipal incentive to authorize appropriate increases in height and density in return for the implementation of community benefits. Though the Section 37 Planning Act provisions have been removed, the policies outlined in Section 12.3.1 have been purposefully maintained within the OP, 2024, and continue to be representative of 'good planning' and Council's approved framework for assessing requests to for height and density increases. These policies are only considered for lands within a designated *Node* or *Corridor* and served by existing or planned transit, and thus apply to the Proposed Development.

Policy 12.3.1 (5) lists community services considered in exchange for height and density increases, including developments that include an Affordable Housing component, subject to the following policies of Policy 12.3.1 (6):

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

(b) Any increase in density and/or height is compatible with the planned scale and character of the surrounding neighbourhood and has a minimal impact on neighbouring land uses; and

(c) That community services, infrastructure and transportation impact issues are adequately addressed, if applicable. A Transportation Impact Study, Servicing Report, and any other relevant supporting information may also be required. All relevant supporting information may require, at the City's request, examination of off-site impacts.

Applications must also demonstrate how the impact to the increased height will be minimized on adjacent low or medium density areas, including consideration of appropriate mitigation measures and the OP, 2012 urban design policies to guide compatible development.

The Proposed Development is within a designated *Minor Corridor* and includes 22 Affordable units, representing 10% of all units proposed. As discussed in preceding sections of this Report, the proposed rate of Affordable Housing provided by the Proposed Development is 5-10 times greater than what is required under the City of Waterloo Inclusionary Zoning policy in MTSAs and aims to support the City's housing targets of 4,569 new Affordable Housing units and 5,940 new rental housing units by 2033 (Affordable Housing Strategy, 2023).

The Subject Site is a consolidation of properties, and the Proposed Development seeks to facilitate a comprehensive infill development at a mid-rise height and medium density scale along an intensification corridor. The Subject Site provides adequate parking, landscaping, and other operational elements as provided in the Proposed Development scheme.

Impacts to the neighbouring land uses have been assessed and appropriate mitigation measures and urban design strategies have been implemented through the refinement of the initial development concept. These elements include building setbacks, terraced massing, and buffering through distance and natural screening and are discussed in detail in responding to policies of Chapter 3.11 above, with a detailed Impact Assessment also provided in Section 7 of this Report. It is acknowledged that further refinements will be incorporated as the Proposed Development advances to the detailed design stage. Examples of purposeful design measures to mitigate potential impacts include concentration of building massing to Erb Street, increasing building setbacks to the rear property line, protection of existing trees along the rear property line, implementation of covered parking, new landscaping and fencing along the rear property line to provide a multi-layered buffering approach, exclusion of balconies along the south facing building walls, and consideration of shadowing, which will not impact low density residential neighbourhoods.

Based on a detailed contextual analysis and considering the multi-faceted design strategy to mitigate potential impacts, as summarized above, we strongly believe that the proposed modest height and density increase can be supported in and of itself, especially considering the additional 52 residential units that can be supported in the additional two floors located at the front of the Site. This additional density is also crucial to ensuring project viability, given currently challenging market conditions. Beyond the strong support for the modest height and density increase in and of itself, the proposed delivery of 22 Affordable housing units also represents an additional community service/ public benefit, as specifically contemplated by the Official Plan where additional height and/or density is proposed.

All required supporting technical studies have been provided as part of the development application package, including, but not limited to, a Transportation Impact Study and Parking Study, Functional Servicing Report and Stormwater Management Plan, Environmental and Stationary Noise Study, Wind Opinion Letter, and Vegetation Management Plan.

Based on a review and analysis of all applicable policies, it is our view that this proposed modest scale of height and density increase is specifically

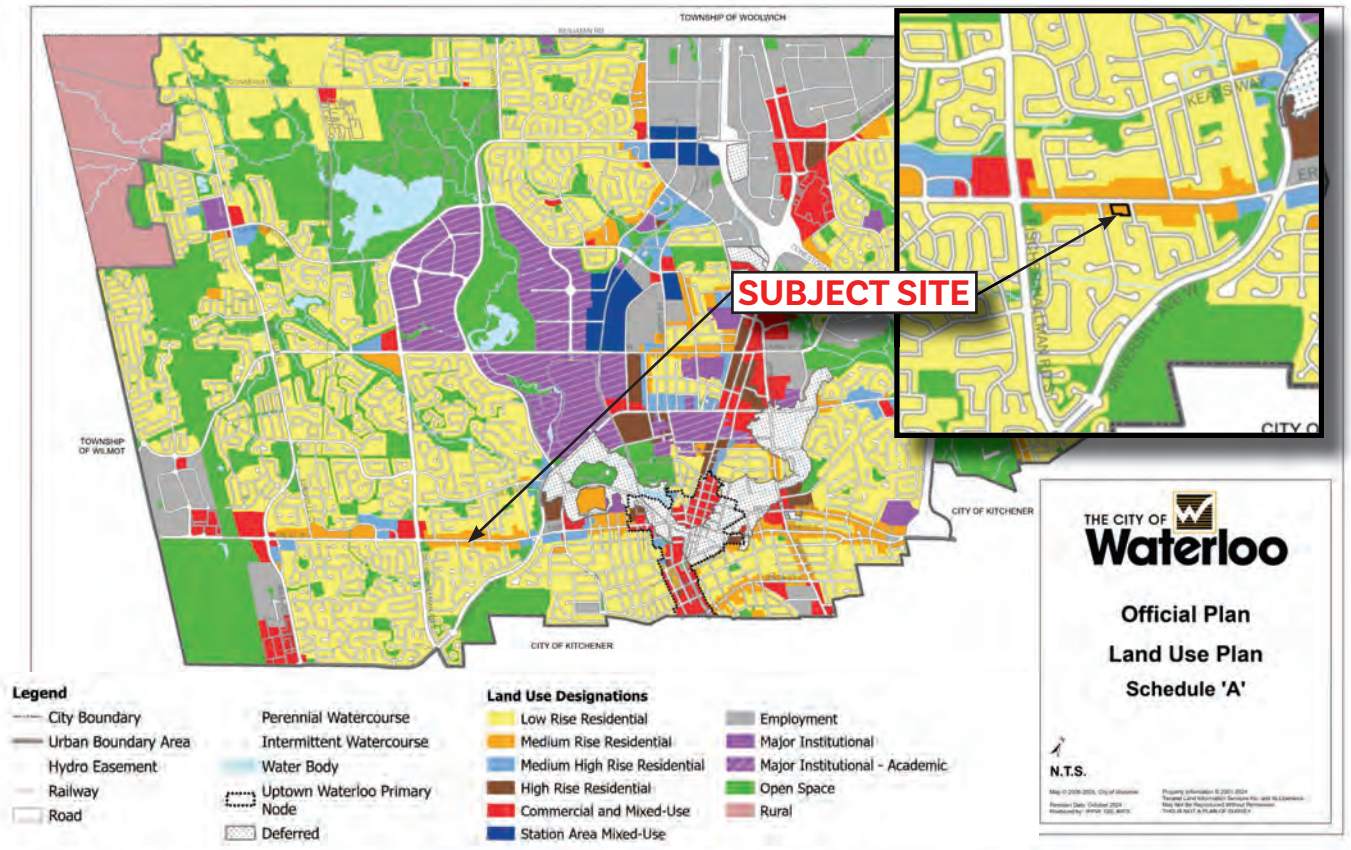


Figure 51. Land Use Plan (OP, 2024 Schedule 'A')

contemplated by the bonusing community benefit policies of the Official Plan, which are directly addressed by the Proposed Development. In addition, the Proposed Development otherwise conforms to the City of Waterloo Official Plan, and will facilitate the development of an appropriate and thoughtful redevelopment of the Subject Site in a manner that supports numerous objectives and policies to achieve a vibrant and transit oriented City that offers residents a range of housing options.

6.8 City of Waterloo Updated Official Plan Review (Phase 1A), 2024: OPA 58

In December 2020, the City of Waterloo initiated a comprehensive review and update to its Official Plan. As noted in the preceding sub-section 6.7, the current Official Plan was originally adopted in 2012, with ongoing updates through to February 2024 to reflect the adoption site-specific policies.

The Official Plan Update is intended to reflect current community objectives, respond to a worsening housing availability and affordability crisis, incorporate best practices in urban planning, and to achieve consistency with current provincial legislation and Provincial and Regional policies and plans.

The Official Plan Update process has been divided into phases that will permit the City and its residents and community stakeholders to focus on several chapters of the Official Plan at a time. Phase 1A has been the subject of an extensive stakeholder engagement process which included publishing iterative drafts of the Official Plan Update.

On December 2, 2024, the final recommended draft of the Official Plan Update Phase 1A was adopted by Council with minor amendments. The implementing Official Plan Amendment (OPA 58) is currently being reviewed by the Ministry of Municipal Affairs and Housing, which is now the approval authority following Bill 23, *More Homes Built Faster Act*,

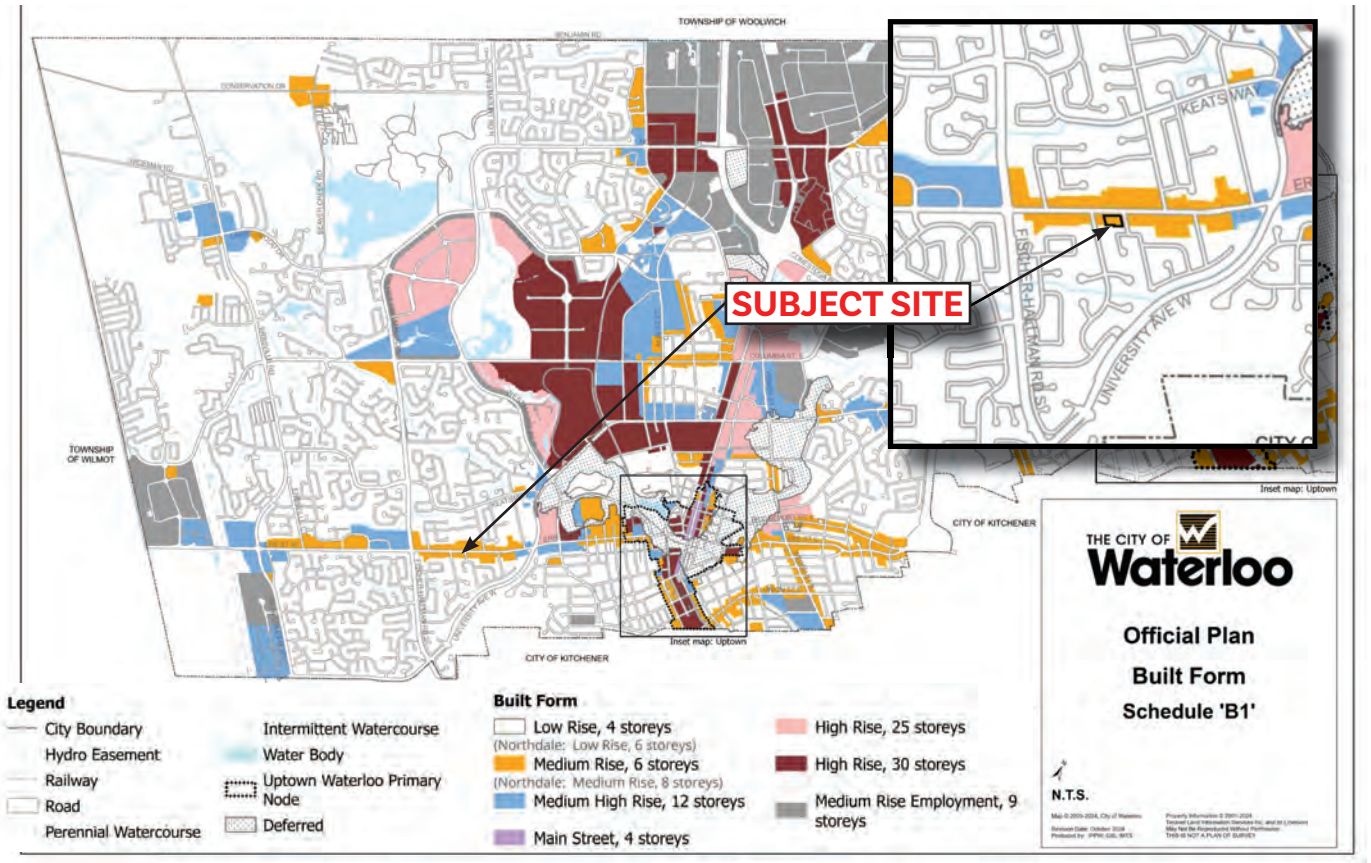


Figure 52. Built Form (OP, 2024 Schedule 'B1')

2022, having removed planning authority from the Regional Municipality of Waterloo, effective January 1, 2025.

Official Plan Update Phase 1A addressed the following chapters of the Official Plan:

- Minor updates to Chapter 1 - Introduction
- Minor updates to Chapter 2 - Vision, Principles and Basis
- Updates to Chapter 3 - City Form
- Updates to Chapter 10 - Land Use Policies
- Updates to Chapter 12 - Implementation

Summary of changes to the Subject Site

Under Official Plan Update 1A, 2024 ("OP, 2024"), the *Land Use Plan* designation of the Subject Site is *Medium Rise Residential*, whereas under the Official Plan, 2012 it was designated *Mixed-Use Medium High Density Residential* (see Figure 51, on the previous page). The revised land use designation is discussed later in Chapter 10 Land Use Policies.

The *City Structure* designation of the Subject Site is unchanged from OP, 2012. It continues to be designated *Minor Corridor*.

Under OP, 2024, the *Built Form* designation of the Subject Site has been changed to *Medium Rise, 6 Storeys*, whereas under OP, 2012 it was designated *Medium Density: 20 metres* (see Figure 52, above). The revised urban structure designation is discussed later in Chapter 3 City Form.

Chapter 1 - Introduction and Chapter 2 Vision, Principles and Basis of the Plan

The City of Waterloo Community Vision Statement has been revised in OP, 2024 to place additional emphasis on environmental sustainability, urban design, and inclusivity.

The core principles of the OP, 2012 have been replaced in OP, 2024 with a set of principles that draw from "*the pillars of sustainability*" that form the foundation for the objectives and policies of

the Official Plan. The three pillars are: *Environmental Sustainability*; *Social Sustainability*; and *Economic Sustainability* (2.2).

OP, 2024 increases the emphasis on utilizing intensification to accommodate most of the city's population and employment growth (2.3.1). OP, 2024 contains policies intended to support public transit investments by focusing intensification within designated MTSAs, the *Uptown Primary Node*, and designated *Nodes and Corridors*, such as the segment of Erb Street West, upon which the Subject Site is located, that continues to be designated a *Minor Corridor* (2.3.3). It also brings forward strong support for policies that support planning complete communities, including a diversity of housing options (2.3.4) with a high standard of urban design (2.3.5).

Chapter 3 - City Form

OP, 2024 significantly revises Chapter 3 City Form to conform with Provincial and Regional legislation and policy while placing greater emphasis on urban design and compatible development policies.

Policies are carried forward guiding population and employment growth to be accommodated through intensification within designated locations throughout the City, including *Nodes and Corridors* (3.1.1(a)) and supporting complete communities (3.1.1.(b)), while significantly increasing Official Plan emphasis on a diversity of housing options, including affordable housing, in a compact transit-supportive built form that incorporates high quality architecture and urban design (3.1.1(b-c)).

As part of conforming with current Provincial policies and the Regional planning framework, OP, 2024 guides the City of Waterloo to be planned to accommodate a population of 185,000 residents (excluding non-permanent residents, such as post-secondary students who reside temporarily in the region) and employment of 144,900 jobs by the year 2051 (3.2.1). Furthermore, an additional 67,600 non-permanent residents are forecast to take up temporary residence in the Region by 2051, the majority of which will locate in the City of Waterloo in close proximity to the city's three post-secondary institutions, and the City must account for these temporary residents in addition to the population forecast (3.2.2). By contrast, OP, 2012 was predicated upon accommodating a population of just 138,000 and 88,000 jobs by 2029.

OP, 2024 provides population and growth targets for different types of growth areas, including overall urban area intensification (83% of residential development). minimum targets for each type of growth area, such as 55 units and jobs per hectare for *Designated Growth Areas* like the *Minor Corridor* in which the Subject Site is located, and specific minimum city-wide targets for number of new housing units (15,232 units by 2031 and 23,755 units by 2051 [Table 3-1]).

OP, 2024 clearly establishes that development within the city will primarily consist of intensification and greatly expands upon urban design objectives and expectations over OP, 2012. This includes a new policy requiring a high standard of urban design and context-sensitive development that provides for community infrastructure, amenities, and facilities (3.3.5). It also revises policies concerning permitted height and density of the Plan's built form designations, including the *Medium Density* designation of the Subject Site, which is now referred to *as Medium Rise*, whereas previously it was *Medium Density: 20 metres*. This designation retains a maximum height of 6 storeys but no longer includes a 20-metre height limit (3.4.1). *Medium Rise* will also no longer have minimum or maximum densities set out in the Official Plan; these are to be defined in the implementing Zoning By-law (3.4.4-6).

OP, 2024 establishes that for applications proposing heights above the maximums contemplated in the Official Plan, such as the Proposed Development, the City will consider various factors when considering the request, including, but not limited to:

- The lands are located within a designated *Node, Corridor* or *Major Transit Station Area* and satisfy all relevant policies from the City Form Chapter) (3.4.6(a);

- The proposed built form is deemed

appropriate for the site and neighbourhood and has minimal impact on neighbouring land uses, and achieves an appropriate built form transition and buffer from lands designated *Low Rise Residential* (3.4.6(b));

- There is a demonstrated benefit to the surrounding community associated with granting the increase in building height beyond that of accommodating additional population in the context of Waterloo's population forecast and the supply / capacity of lands within existing designated N*odes, Corridors,* and *Major Transit Station Areas* [positive benefits may include but are not limited to a broader mix of multi-bedroom units, enhanced active transportation connections, conservation of cultural heritage, enhanced sustainable design, increased parkland, and sustainable building features] (3.4.6(c));

- There are limited adverse impacts on the surrounding area(s) in relation to sun, shadow, wind, significant views, transportation, compatibility, and emissions (including noise) (3.4.6(d));

- The site is well served by existing or planned transit (3.4.6(e));

- The proposal does not require significant relief from standard regulations including landscaping, amenity space and other site-specific requirements (3.4.6(f);

- Surface parking is minimized in favour of more intensive forms of parking, including underground parking where feasible (3.4.6(g));

- The proposal demonstrates a high standard of urban design in accordance with the City's Urban Design standards and guidelines and any other relevant urban design policies set out in this Plan (3.4.6(i)); and

- *Medium* to *High Rise Residential* uses are located with direct vehicular access to arterial or collector roads to the extent possible. Where such access is deemed by the City to be undesirable or not feasible, vehicular access may be provided by local streets if traffic is direct to the nearest arterial or collector road via a route that minimizes vehicular travel within the *Low Rise Residential* neighbourhood (3.4.6(k));

OP, 2024 policies establish that *Medium Rise* land uses, alongside *High Rise* and *Medium-High Rise*, will primarily be located in *Nodes, Corridors,* and *MTSAs,* and the intensification of existing low rise housing into higher density multiple residential buildings is encouraged while the development of new low rise uses will be discouraged (3.5.4.1-4). OP, 2024 guides that Zoning By-laws may identify minimum lot sizes and other performance standards in designated *Nodes, Corridors,* and *MTSAs* to encourage lot consolidation (3.5.4.6).

OP, 2024 greatly expands the guidance and expectations for urban design and ensuring compatibility of intensification within its existing context. This is accomplished through the complete deletion of the urban design section of the current Official Plan and its replacement with new policies discussed in sub-section 3.9 Urban Design.

Urban Design objectives in sub-section 3.9.1 of OP, 2024 address:

- **Design Excellence** - it recognizes that built form design excellence plays an important role in defining the City's quality of life, appeal, and image.

- **Creating a Sense of Place** - site and building design, and the skillful deployment of materials, colour, architectural style, public art, and landscaping, are intended to foster a distinct sense of place.

- **Connectivity** - promoting pedestrian and non-vehicle safety through direct and convenient access to transit and the public realm, with barrier-free access where feasible.

- **Streetscaping and Street Activity** - to improve the pedestrian experience, grade-related building elements located closer to the street should be emphasized over taller building elements, while the overall development should frame the street and focus on interaction between public and private spaces;

- **Enhancing the Pedestrian Experience** - a pedestrian-friendly, human-scaled streetscape is desired and achieved, in part, through street wall height, facade articulation, porosity, and transparency.

Chapter 10 Land Use Policies

OP, 2024 establishes land use designations and associated policies, including those supporting a range of housing with affordable housing being part of the housing continuum (10.1.2). Affordable Housing objectives include the City, in collaboration with the Region, planning to achieve an overall target of a minimum of 30 percent of new ownership and rental housing being affordable to low and moderate income households (10.1.9). The City will regulate the demolition of existing residential rental buildings containing six or more units, where required, through the requirement to provide replacement rental units including the same or higher number of units of comparable bedroom mix and affordability to the units demolished and existing tenants will be compensated (10.1.31).

Sub-section 10.1.4 *Medium Rise Residential* designation provides the objectives and policies for this land use designation. The maximum height of a building within this designation remains 6 storeys, but the former 20-metre height limit was not carried forward (10.1.4.3). The former 450 bedrooms per hectare maximum net residential density limit was also not carried forward, but maximum density may be implemented through an implementing Zoning By-law (10.1.4.4).

Based on a review of the applicable policies related to intensification, *Minor Corridors*, urban design, Affordable Housing, and factors that will be considered when extra height is requested, it is our view that the Proposed Development conforms closely to policies of the City of Waterloo adopted Official Plan Update, 2024. The Proposed Development will directly support meeting the minimum intensification and density targets, provides Affordable Housing and a range of housing types, and demonstrates a high standard of urban design and compatibility with the neighbouring *Low Rise Residential* area. Finally, it appropriately demonstrates the attributes that will be considered when the City evaluates requests for additional building height in the future.

6.9 City of Waterloo Urban Design Guidelines

The City of Waterloo adopted the Urban Design Manual ("UDM") in 2009. The UDM intends to implement the OP policies related to Urban Design, the 2008 Strategic Plan, the Height and Density Policy Study recommendations, and other City strategies and directives, through the development review process and as part of public realm improvement projects. The UDM establishes guidelines which are applicable to specific areas in the city, as well as to specific projects, providing design criteria which ultimately provide more clarity pertaining to design expectations, respond to emerging trends and patterns, promote urban design education, and support more creativity and innovation.

The City is striving to achieve a high standard of urban design on the basis of the following primary design objectives and priorities:

- *Promoting a high standard of urban design;*
- *Respecting Context and promoting a sense of place;*
- *Enhancing connectivity and intersection;*
- *Promoting creativity and innovation; and*
- *Encouraging sustainable design.*

The UDM is arranged into five sections: Part 1 Introduction, Part 2 General City Design Guidelines, Part 3 Supplemental Guidelines, Part 4 Site Plan Review Guidelines, and Part 5 Appendices. Part 2 General City Design Guidelines establishes general design guidelines which are applicable to

a range of development projects located in the public and private realm. Part 3 Supplemental Guidelines establishes guidelines for specific types of developments, functions, and area-specific guidelines.

The Proposed Development has been designed with a strong regard for a high standard of urban design relating to pedestrian-friendly design, human-scale development, compatible development, safety and security, transit-oriented design, building design, amenity areas, and landscape design. As discussed throughout this Report, including Sections 4, 6, and 7, the Proposed Development is well integrated into the surrounding context and is actively supporting the achievement of a sense of place, with particular consideration and respect for the existing features and conditions, views and vistas, neighbourhood character, heritage, and gateways. The Proposed Development is well connected, providing efficient and safe circulation, incorporating universal design and barrier free accessibility, and provides engaging spaces. The Proposed Development is designed in a manner which promotes creativity and innovation, and applies sustainable design practices.

In our view, the Proposed Development introduces an urban mid-rise built form that applies a high standard for urban design with respect to siting, massing, transitions, the pedestrian experience, and the public realm, and responds to applicable urban design directives, policies, principles, meeting the objectives of the Urban Design Manual. Additional urban design analysis is provided in Section 7 of this Report.

6.10 City of Waterloo Urban Design Manual Refresh

The City of Waterloo is currently undertaking the Urban Design Manual Refresh project to update and refine the in-force Urban Design Manual, which was originally adopted in 2009. As multiple city plans, strategies, and standards have been updated and adopted since 2009, a revised Urban Design Manual is needed to incorporate the new urban design practices and establish one main urban design document.

The Urban Design Manual is a vital component in the development application review process, following the initial launch of the project in 2021, Urban Design Manual Refresh is currently moving into Phase 2 of the project, where the City is anticipating consultations with the public, municipal staff, and relevant agencies and stakeholders.

While the Urban Design Manual Refresh project and anticipated new guidelines are still being developed at the time that this Planning and Urban Design Rationale Report is being completed, the latest urban design policies are analyzed in the preceding Section 6.9 of this Report.

6.11 City of Waterloo Zoning By-law 2018-50

The Subject Site is zoned *Residential Mixed-Use – 20 (RMU-20)* under Zoning By-law 2018-050 (Figure 53, on the following page). The *RMU-20 Zone* permits a range of medium and higher density residential typologies as primary uses, such as apartment buildings, as well as supporting complementary and ancillary uses. The Subject Site is also located in Parking Area 'F', (Figure 54, on the following pages).

The zoning matrix provided in Appendix A details the applicable regulations and performance standards that apply to the Subject Site and provides a compliance review for the Proposed Development, identifying where an amendment to the Zoning By-law is required to implement the details of the Proposed Development through site specific provisions. The proposed ZBA does not seek to rezone the Subject Site, but rather to refine certain performance standards to facilitate the Proposed Development as a compact, infill redevelopment project that meets several of the primary COP objectives.

A summary of the proposed amendments is as follows:

RMU-20

LOW RISE RESIDENTIAL LOT LINE setback (minimum): 7.5 metres or half of the height of the BUILDING, whichever is greater, except for TOWNHOUSE

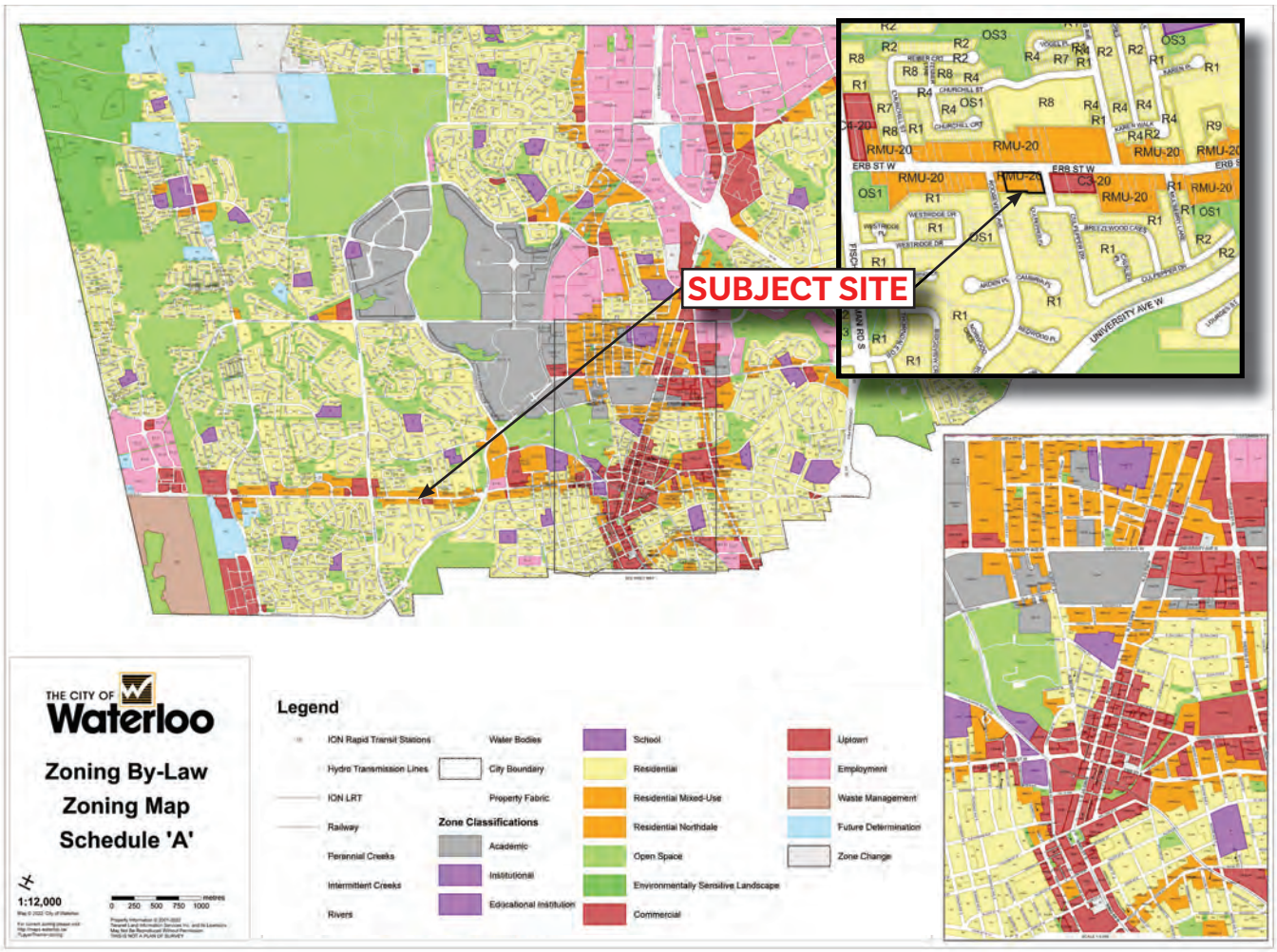


Figure 53. Zoning Map (Zoning By-law 2018-50 Schedule 'A')

BUILDINGS and FREEHOLD TOWNHOUSE BUILDINGS where no LOW RISE RESIDENTIAL LOT LINE setback shall apply.

- Due to the staggered rear property line, a setback of 11.6 metres from building face to the western rear low-rise residential lot line is proposed, whereas the maximum 8-storey, 27-metre building height of would necessitate a 13.5-metre setback. It should be noted that the 6-storey, 20.2-metre building height of the south-facing building elements would only necessitate an 10.1-metre setback. As such, the rear potion of the building actually would comply with this requirement, and thus this represents a technical amendment as the Zoning By-law does not provide for a flexible implementation of this requirement that could account for staggered building massing, as is proposed. It should also be noted that the setback requirement is exceeded for the eastern half of the Site, where a 15.6 metre setback is proposed, relative to the 27 metre building height at the front (13.5 metre setback requirement) and only 20.2 metre height at the rear of the building (10.1 metre setback requirement).

- Overall, the Proposed Development provides for a transition in building height from 8 storeys on the Erb Street frontage down to 6 storeys for the building elements facing the low-rise residential lot lines to the south. This provides for an improved relationship between the Proposed Development and the neighbouring low-rise residences, with a decreased appearance

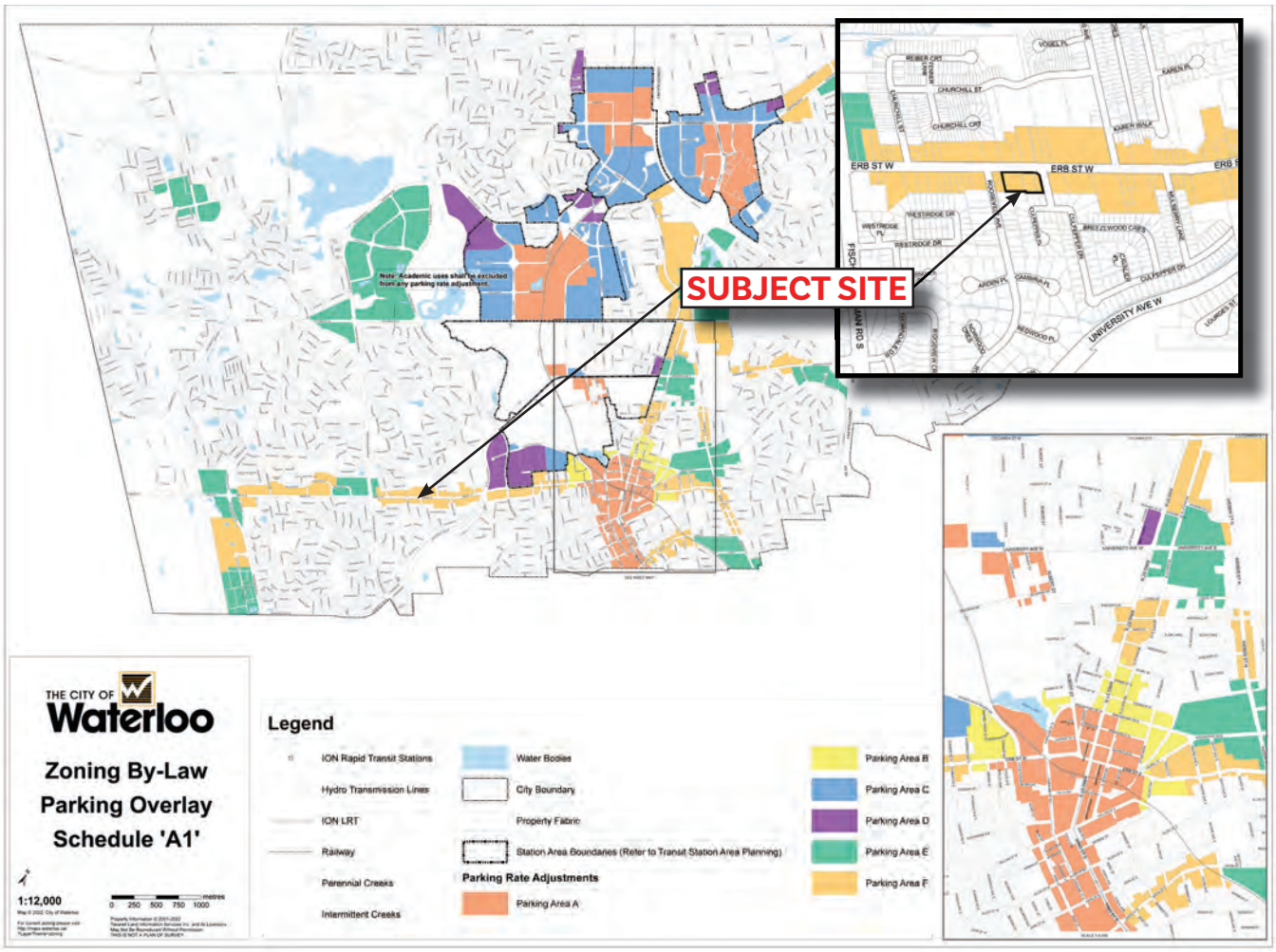


Figure 54. Parking Overlay (Zoning By-law 2018-50 Schedule 'A1')

of scale of the new buildings and increased sky-view and daylight access for the neighbouring residences. To further enhance compatibility and help mitigate privacy and overlook, no balconies are provided on the south façade of the 6-storey elements of the Proposed Development and the rooftop amenity spaces have been set back from the building edge to eliminate sightlines down to adjacent existing neighbouring properties.

- Furthermore, the irregular south property line of the Subject Site permits a 15.6-metre setback from the building face of the eastern 6-storey building element to the rear low-rise residential lot line, where the existing low-density residences on Culpepper Place are located on shallow lots that place the residences closer to the property line. On the western portion of the Subject Site, the adjacent low-rise residential lot line encompasses more than 55 metres of frontage with the side yard of a residential property with an address on Roosevelt Avenue. The orientation of this unusually deep residential lot is perpendicular to the Subject Site and the dwelling is located very close to Roosevelt Avenue. This results in a relationship where the 11.6-metre setback from the 6-storey building element on the western portion of the Subject Site interfaces with an extensive side-yard and does not align with the location of the residence. Therefore, the proposed 1.9 m relaxation in minimum setback from a low-rise residential lot line will not compromise the privacy of the dwelling on the abutting

lot.

- The Proposed Development also proposes a linear Off-Site Landscape Enhancement Area on the adjacent property along the low-rise residential lot line, to be secured through the Site Plan Agreement. This will further enhance the visual separation between the Subject Site and neighbouring low-rise residential properties on the west side of the Site. Extensive on-site landscaping is also proposed for the east side of the Site, as noted above.

BUILDING HEIGHT (maximum): 20 metres and 6 storeys.

- A maximum building height of 27 metres and 8 storeys is proposed. The additional height is required to deliver a critical mass of new housing, and ensure project viability given challenging market conditions. The increased height also supports the provision of 22 Affordable units.

- As discussed above, the massing of the Proposed Development locates the 8-storey building elements along Erb Street West, while the southern portion of the Proposed Development addressing the adjacent low-rise residential lots is stepped down to the 6 storeys permitted as of right under current zoning.

- The proposed 8-storey height on Erb Street West will contribute to the establishment of a more urban streetscape and will frame the public realm in good proportion to the adjacent right-of-way, providing for a mid-rise built form and street wall. Erb Street West is a classified as an Existing Regional Road under the ROP and an Arterial Road under the COP, as well as a Minor Corridor under the COP where medium density, mid-rise development is planned and permitted.

Density (maximum): 450 BEDROOMS per hectare.

- 293 bedrooms are proposed, representing a density of slightly less than 500 bedrooms per hectare on the 0.588 hectare Subject Site. Commensurate with the increased height, the modest increase in density provides for a critical mass of new housing. This helps to ensure project viability, and also enables the Proposed Development to provide a set-aside rate of 10% Affordable Housing units as well as a mix of larger family size units, including two- and three-bedroom units. In fact, if the proposed 2 and 3-bedroom units were instead converted to 1-bedroom units, the density would decrease to 380 bedrooms per hectare, which is less than the current maximum limit. As such, the proposed density increase is directly required in order to provide multi-bedroom units, which disproportionately increase the measured density using the bedrooms per hectare approach.

- The Subject Site is located on an arterial road and *Minor Corridor* with existing transit service. The Proposed Development represents a transit-supportive density that will support transit ridership, and maintains the medium density, mid-rise scale of development that the City has long planned for its Corridors.

LANDSCAPED OPEN SPACE (minimum): 30%

- 27% of the Subject Site is proposed as landscaped open space at-grade. While this represents a very minor reduction compared to the standard zoning requirement, proposed landscaping has been concentrated around the exterior of the Site, to provide enhanced buffering and transition to neighbouring properties to the south and west, as well as an attractive streetscape condition along Erb Street and Culpepper Drive, including patios for the townhouse-style units and terraced landscaping along Erb Street. This approach focuses landscaping to the most important areas on the Site, and allows the reminder of the Site to be optimized for the building layout and parking (most of which is provided in structured parking screened from public view), allowing for an efficient

site layout and development program that can support the proposed 10% Affordable Housing provision.

- In addition, the landscaped open space at-grade is supplemented by an additional 1,927 square metres of common terrace and rooftop outdoor amenity space is provided, as well as 1498 square metres of private terraces and balconies. Conceptual landscape plans for the common outdoor amenity areas have already been developed, demonstrating a robust landscape and amenity plan that also provides for additional privacy for areas facing the low-rise residential area to the south.

7.10.7 Minimum Parking Rate (Area F): 1.10 for residential use + 0.10 for visitor use = 1.20 parking spaces per dwelling unit

- A total of 230 parking spaces are proposed, representing a parking rate of 0.92 spaces per unit for residents, and 0.1 spaces per unit for visitors.

- The slight proposed parking deficiency is supported by the Parking Study prepared by Paradigm Transportation Solutions Ltd. The Proposed Development is along a transit corridor and multi modal system where the use of private automobiles is discouraged in favour of transportation demand management measures such as active modes of transportation and transit for day-to-day travel.

- The ZBA application proposes to maintain the visitor parking requirement (0.1 spaces/unit), and proposed a slightly reduced minimum resident parking requirement of 0.9 spaces/unit. This reduced rate reflects the advantageous characteristics of the Subject Site and supports achievement of numerous City objectives and priorities.

3.L.6.2 The minimum width of the LANDSCAPE BUFFER shall be an average three metres (3m) with no point less than one-point-five metres (1.5m)

- The average width of the rear yard landscape buffer abutting the *Low Rise Residential* lot line is 3.0 metres, with the strip on the west side of the Site measuring about 1.2 metres in minimum depth, and the strip on the east side measuring about 4.8 metres in minimum depth. As such, though the landscape strip exceeds the zoning requirement on the east half, the landscape strip on the west side is deficient, as a result of the staggered condition of the rear lot line.

- Though the landscape strip on the west half is deficient when measured from the property line, this deficiency will be mitigated by the provision of enhanced landscaping off-site, on the adjacent property to the southwest. This enhanced landscaping will be secured through the Site Plan Agreement, and will ensure that a consistent, deep landscape strip is provided along the rear of the Site, that will be partially on- and off-site on the west half of the Site. This landscape strip will be supplemented by the retention of existing boundary trees to the rear, and the provision of covered parking structures, providing a multi-layered buffer strip along the rear property line.

6.6.2 b) Minimum 0.3 Type A Bicycle Parking Spaces per Dwelling Unit & Minimum 0.3 Type B Bicycle Parking Spaces per Dwelling Unit

- Section 6.6 of the Zoning By-law establishes a minimum bicycle parking requirement of 0.6 spaces per unit, but requires an even split between Type A and Type B spaces. Type A spaces are secure, indoor spaces, and Type B spaces are other types of bicycle parking spaces (e.g. outdoor). In our view, it is preferable to provide a larger proportion of Type A spaces, in order to provide more residents with secure, indoor bicycle parking spaces, to encourage the use of cycling for day-to-day activities. As such, the ZBA application proposes to remove the proportional requirement for Type A vs. Type

B spaces, and also proposes to establish a higher overall bicycle parking requirement of 0.65 spaces per unit. This will provide an increased supply in order to better support active transportation as a priority modal option for residents and visitors.

- In order to provide an increased bicycle parking supply, the Proposed Development proposes the use of stacked bicycle parking spaces, to provide for more efficient bicycle parking storage. Provisions associated with the stacked bicycle parking spaces are modeled on requirements from GTA municipalities that have accepted the use of stacked bicycle parking spaces for some time.

3.M.2B Maximum 10% Enclosed Space for a Mezzanine

- The Proposed Development includes mezzanine spaces within the ground floor townhouse-style units. These mezzanine spaces are incorporated to address the sloping grade of the Site, aligning with the elevation of the surface parking level. The ZBA proposes to increase the maximum enclosed space restriction to 50%, to provide for the more efficient use of the taller ground floor and provide additional interior space for the townhouse-style units, improving their utility and livability, especially for families and other larger households. This increased enclosed mezzanine space will be imperceptible from the outside, but will support an improved interior living arrangement as noted.

A detailed analysis of all application zoning provisions is provided in Appendix A.

Overall, the Proposed Development complies with most of the applicable zoning provisions, with the proposed Amendments required in order to reflect unique conditions of the Subject Site and to respond to specific details of the Proposed Development, as reviewed above.



7 Planning and Urban Design Rationale

7.1 Overview

Building on the planning framework analysis undertaken in Section 6, this section provides a supplemental and more detailed planning and urban design analysis of the Proposed Development, focusing on several key factors or elements that, in our view, are of particular relevance to the Proposed Development and are crucial to the thoughtful composition and design of a mid-rise, transit-supportive development site on a Minor Corridor. This supplemental analysis considers additional urban design guidelines provided through the City's Urban Design Manual, and will further consider the potential benefits or impacts that the Proposed Development could have on the surrounding area, and whether it will provide advantageous social, economic, and environmental outcomes to create a complete and vibrant community.

7.2 Context

The Subject Site is located along a designated *Minor Corridor,* which is an identified intensification area within the City's Official Plan. This designation, along with others, are intended to absorb a significant portion of the forecast growth in the City, as previously allocated by the Region through its Regional Official Plan (now considered a Local Official Plan, as discussed in Section 6.6), and also responds to good planning principles and practices focused on achieving efficient land use and resource management to create sustainable and resilient cities. In addition, there is also more recent, focused, and short-term Provincial planning direction to increase the housing supply province-wide by 1.5 million new homes by 2031. In order to support this Province-wide objective, the City has reaffirmed its own short-term housing pledge, to build 16,000 new housing units by 2031.

Though the Subject Site is flanked by properties sharing the same land use designation, the lands to its rear (south) are designated *Low Rise Residential* (illustrated in Figures 55 and 56, on the following page). Though more limited than in designated intensification areas, modest forms of intensification are also planned for *Low Rise Residential* areas, such as those in the immediate vicinity of the Subject Site. The recently adopted update to the City's Official Plan permits 'missing middle' forms of housing, such as stacked townhouses and low-rise apartments up to 4 storeys in *Low Rise Residential* areas, subject to a variety of criteria (e.g. close proximity to a designated Corridor, location of a transition between *Low Rise Residential* and Medium Rise Residential designations).

Understanding this context, the Proposed Development has been designed to balance the objectives for the Erb Street West growth corridor with the sensitive nature of the rear *Low Rise Residential* neighbourhood, though also recognizing that modest forms of intensification may also occur there in the future. This form of balanced, contextual relationship is specifically contemplated by the City's Official Plan and Zoning By-law, which recognize that most new intensification projects along the City's growth corridors will need to address this.

7.3 Proposed Development Summary

The Proposed Development, discussed in detail in Section 4, consists of two connected multiple dwelling apartment buildings containing 224 new residential units. This represents a net increase of 187 units over the 37 units that are currently located on the Subject Site in four aging low-rise residential building. A voluntary provision of 10% of the total units provided as Affordable Housing is also proposed. A mix of different apartment unit types is also proposed.

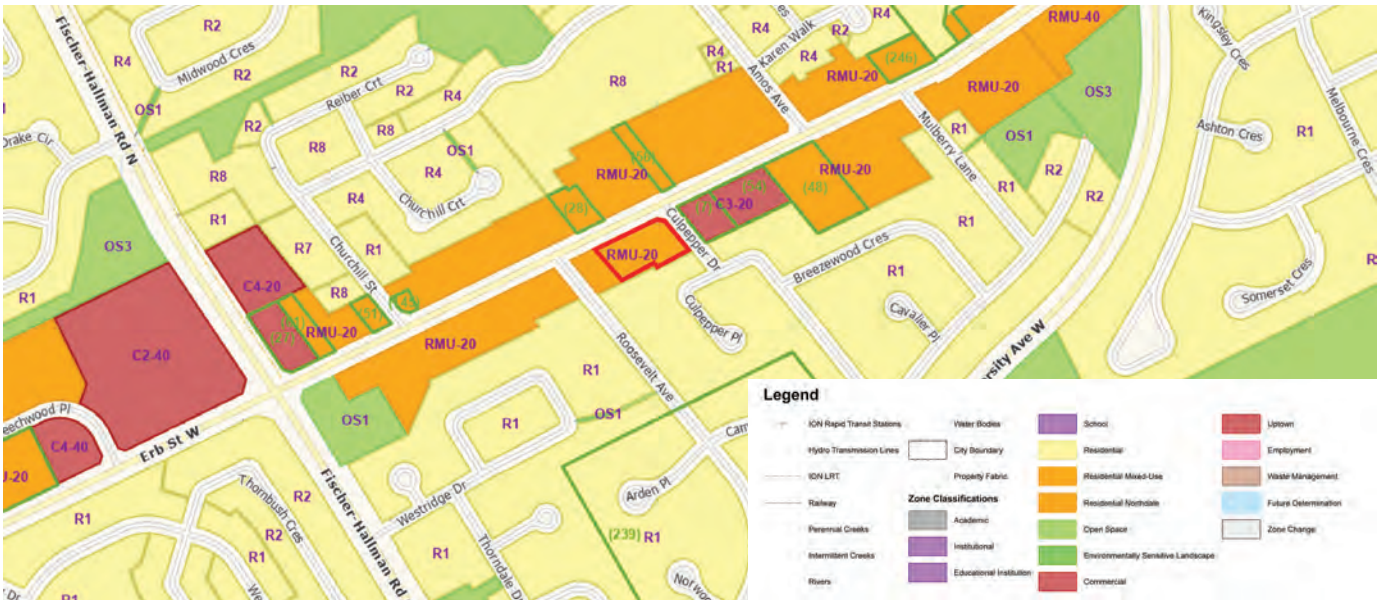


Figure 55. Existing Zoning in the vicinity of the Subject Site



Figure 56. Building height of the existing cluster of multiple-dwelling buildings near the Subject Site

The proposed modest height and density increase is required in order to ensure project viability given challenging market conditions, and to allow for the delivery of the proposed 22 Affordable housing units as well as the mix of different unit types.

The two buildings are generally located on the north portion of the Subject Site with frontage on Erb Street West and Culpepper Drive. The two mirrored 'L-shaped' buildings are 8 storeys in height on the longer portion of the building where they have frontage on Erb Street West and then step down to 6 storeys towards the rear of the Subject Site, to provide for a sympathetic transitional design relationship to the adjacent *Low Rise Residential* area. Large rear yard setbacks are also provided in addition to the preservation of boundary trees along with new landscaping, fencing and covered parking structures to provide a multi-layered screening approach.

Only residential uses are proposed on the site, as permitted by the Official Plan and Zoning By-law, with the base of both buildings lined with integrated townhouse style units to better animate the streetscape with grade related residential units. This design aims to blend the residential typologies of multi-unit buildings and single detached dwellings, reinforcing a residential character and providing an appropriate pedestrian scale at the street.

In this way, the Proposed Development maintains the intent for the intensification corridor and keeps the land use pattern stable, as no new uses are introduced that may otherwise come into conflict with the existing residential context. The introduction of a medium density building form on the Subject Site, which is currently occupied by lower density building forms, has been carefully and deliberately planned to optimize land use and provide a contextually sensitive, compact built form with strong consideration to the pedestrian environment and potential impacts to adjacencies.

7.4 Land Use

As discussed in Sections 6.7, 6.8, and 6.11 of this Report, the City of Waterloo Official Plan, 2012, Official Plan Update 2024, and Zoning By-law 2018-50, respectively, designate the Subject Site *Medium Rise Residential* (previously illustrated in Figure 51) and *Residential Mixed-Use – 20 (RMU-20)* (previously illustrated in Figure 53), which generally implement the intent of the designated *Minor Corridor*. As discussed in Section 6.7, OP, 2012 policy 10.1.4 establishes that the aim of this designation is:

> *"to encourage medium density, mixed-use, primarily residential development within Minor Corridors, recognizing that properties may also function as a transition from low density areas to medium high and high density areas".*

The City of Waterloo Zoning By-law 2018-50 *Residential Mixed-Use (RMU)* zone, which includes the *RMU-20* zoning of the Subject Site, establishes MULTI-UNIT RESIDENTIAL BUILDING (including APARTMENT BUILDING) as a permitted Primary Use.

The Proposed Development contemplates a mid-rise multi-unit residential apartment building with frontage on a *Minor Corridor*-designated segment of Erb Street West that will provide transit-supportive densities on an appropriate site that makes efficient use of existing infrastructure and public services.

The requested change in maximum building height, from 6 Storeys, as established by Official Plan Schedule 'B1', to 8 Storeys to permit an 8-storey mid-rise form of development will permit the Proposed Development to make more efficient use of an appropriate intensification site on a designated *Minor Corridor,* while still providing for a sensitive transition in scale to neighbouring *Low Rise Residential* properties, and enabling the provision of 10% of the units as Affordable Housing. It will also support the Region and City in accommodating their forecast residential growth, as directed by the Province, and increase the supply of Affordable Housing. These new homes will be supported by a robust indoor and outdoor amenity program for residents.

This approach is conducive and supportive of the primary objective of creating a vibrant, compact, transit-oriented community that enhances the current urban structure by appropriately adding density, enhancing the public realm, and providing Affordable Housing to support the short- and long-term needs of the City.

It is our opinion that the Proposed Development applies an appropriate and optimal land use planning strategy for the Subject Site to create a dynamic and complete community where new medium density housing opportunities can be created to support the rapid forecast population growth within the City and Region. The Proposed Development can serve as a model for the introduction of contextually-sensitive transit-supportive intensification along the city's *Minor Corridors* that demonstrates good and compatible urban design, enhances the public realm, and makes an extensive good-faith effort to sensitively interface with and transition to neighbouring *Low Rise Residential* areas.

7.5 Urban Design Principles and Built Form Objectives

Iterative Master Planning represents a useful tool for establishing and refining a comprehensive vision for intensification on a property, group of properties, or larger area, aimed at thoughtfully coordinating and optimizing land use and the use of municipal services, including transit, achieving important planning goals and objectives, and planning for long-term trends and opportunities. Measuring more than half a hectare in area, with over 100 metres of frontage along Erb Street West, the Subject Site represents a relatively large and important development site on a *Minor Corridor* where significant intensification is intended to occur. Furthermore, at a city-wide scale, the Proposed Development will represent one of the first medium density intensification projects to come forward for the Erb Street West *Minor Corridor* under the current planning framework.

These considerations further necessitate a coordinated and comprehensive Master Planning approach for the Subject Site to consider opportunities and approaches to sensitively position and optimize the placement of development density and building height, capitalize on and concurrently support existing infrastructure and public services, including transit, and create truly functional pedestrian and vehicular access and circulation. An over-arching consideration in Master Planning on the Subject Site is how to sensitively interface with surrounding uses, such as low-density residential areas, existing lower mid-rise built form, and emerging taller mid-rise forms of intensification, to plan and design a new development project that will seamlessly fit into the fabric of the neighbourhood and positively contribute to an evolving urban community.

The Official Plan anticipates intensification along the Erb Street West *Minor Corridor* that will be larger in scale and greater in height than what currently exists. As-of-right, the *Medium Rise Residential* designation and *RMU-20* zoning supports a form of intensification that will result in buildings that are taller, wider, and different in character than what is present in adjacent *Low Rise Residential* areas. This is an inherent outcome of intensification along growth corridors, which tend to abut lower density areas. Recognizing this reality, the OP, 2012 and Zoning By-law plan for varying scales of height and density in order to ensure an appropriate transition to adjacent areas, although it must be noted that this is applied on a City-wide basis and does not necessarily take into account the nuances of individual development sites or projects. It is incumbent on the planning for intensification sites to make every reasonable and feasible effort to minimize the impact of this change in character and scale and maximize compatibility, while also recognizing that this change is planned and in fact required in order to achieve the City's important planning and growth objectives.

The Owners of the Subject Site have responded sympathetically and proactively to this context through careful site planning and an iterative approach to concept development. This has included multiple rounds of pre-submission consultation with the Region and City, and public consultation with neighbours. The comments, concerns, and ideas have positively contributed to the creation and refinement of the Proposed Development.

As reviewed in more detail below, the resulting, refined version of the Proposed Development, enabled by the Height/Density Bonusing provisions of the Official Plan, leverages a modest increase in transit-supportive density afforded by an 8-storey form of development on the Erb Street West frontage to permit the creation of additional homes that will positively contribute to the Region and City realizing population growth and intensification targets and enable the feasibility of providing 10% of the units as Affordable Housing. It accomplishes these benefits while deploying a massing and parking strategy that will enable the Proposed Development to achieve an effective transition to the *Low Rise Residential* area and fulfill the intent of Official Plan policies that seek to minimize the impact of intensification on neighbours while maximizing the retention of privacy, sky-view, and daylighting.

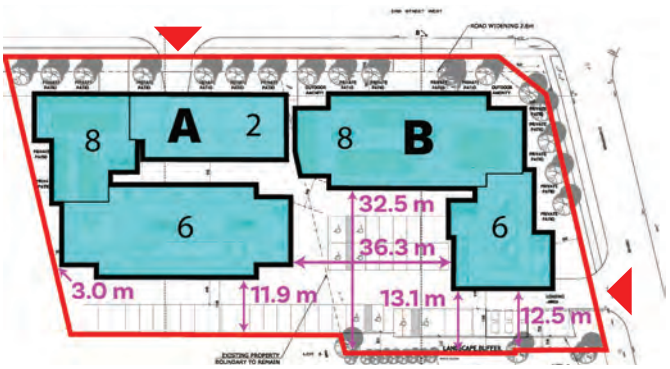


Figure 57. 2024 Pre-consultation "Interim Concept" Roof Plan with building footprints highlighted

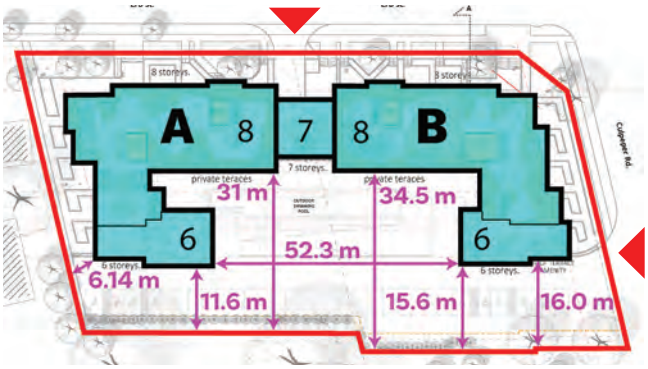


Figure 58. Proposed Development Roof Plan with building footprints highlighted

7.6 Built Form, Massing, and Architectural Design Strategy

The massing strategy that guided the Proposed Development allocates most of the density to the northern portion of the Subject Site, adjacent to Erb Street West. This permits the Proposed Development to pull back from the rear-lot-line to rear-lot-line condition it shares with *Low Rise Residential* dwellings immediately south of the Subject Site.

The proposed parking strategy is integral to the feasibility of the massing strategy. The majority of parking is located underground in a configuration that takes full advantage of the sloping topography to be partially buried below grade, as well as in an above-grade parking structure enclosed within the building footprint to screen it from view from the public realm. This has the result of permitting the massing strategy that creates a 'C-shaped' overall built form with building elements located on the west, north (Erb Street West frontage), and east (Culpepper Drive frontage). This approach permits the centre and southern portions of the Subject Site to remain largely open and significantly reduces the mass and proportion of the proposed building near *Low Rise Residential* lots. This represents an improvement over earlier iterations of the Proposed Development, which initially proposed larger proportions of building massing in proximity to the rear lot line (see Figures 57 and 58, above).

To permit this refined and improved massing and site planning approach, the height of the building elements located on the north part of the Subject Site are proposed to be 8 storeys in height. However, each of the two 'L-shaped' buildings (Buildings A and B) beneficially step down towards the rear of the Subject Site from 8 storeys to the 6 storeys permitted under the Official Plan and Zoning By-law. This approach will result is an 8-storey mid-rise massing on Erb Street West, where the height is most appropriate and will be compatible with the more urban streetscape and streetwall built character that will eventuate over time through intensification, and a transition to the 6-storey mid-rise massing that interfaces with the *Low Rise Residential* areas as intended by the Official Plan. Figure 59, on the following page, illustrates this overall height transition strategy.

In addition, Figure 60, on the following page, illustrates a building cross section of the Proposed Development. As shown, in addition to the stepping down in building massing, the proposed building will also be set at a lower elevation that the neighbouring properties to the south. This will further reduce the perceived massing of the Proposed Development.

Figure 60 also demonstrates that with the staggered massing and large rear setbacks, the Proposed Development would nearly entirely fit under a 45 degree angular plane applied from the rear lot line in the southeast corner of the Site. Though such an angular plane is not a requirement and recent planning best practices increasingly consider such angular planes to be particularly restrictive and potentially inappropriate for mid-rise development,



Figure 59. Illustration of Height Transition Strategy

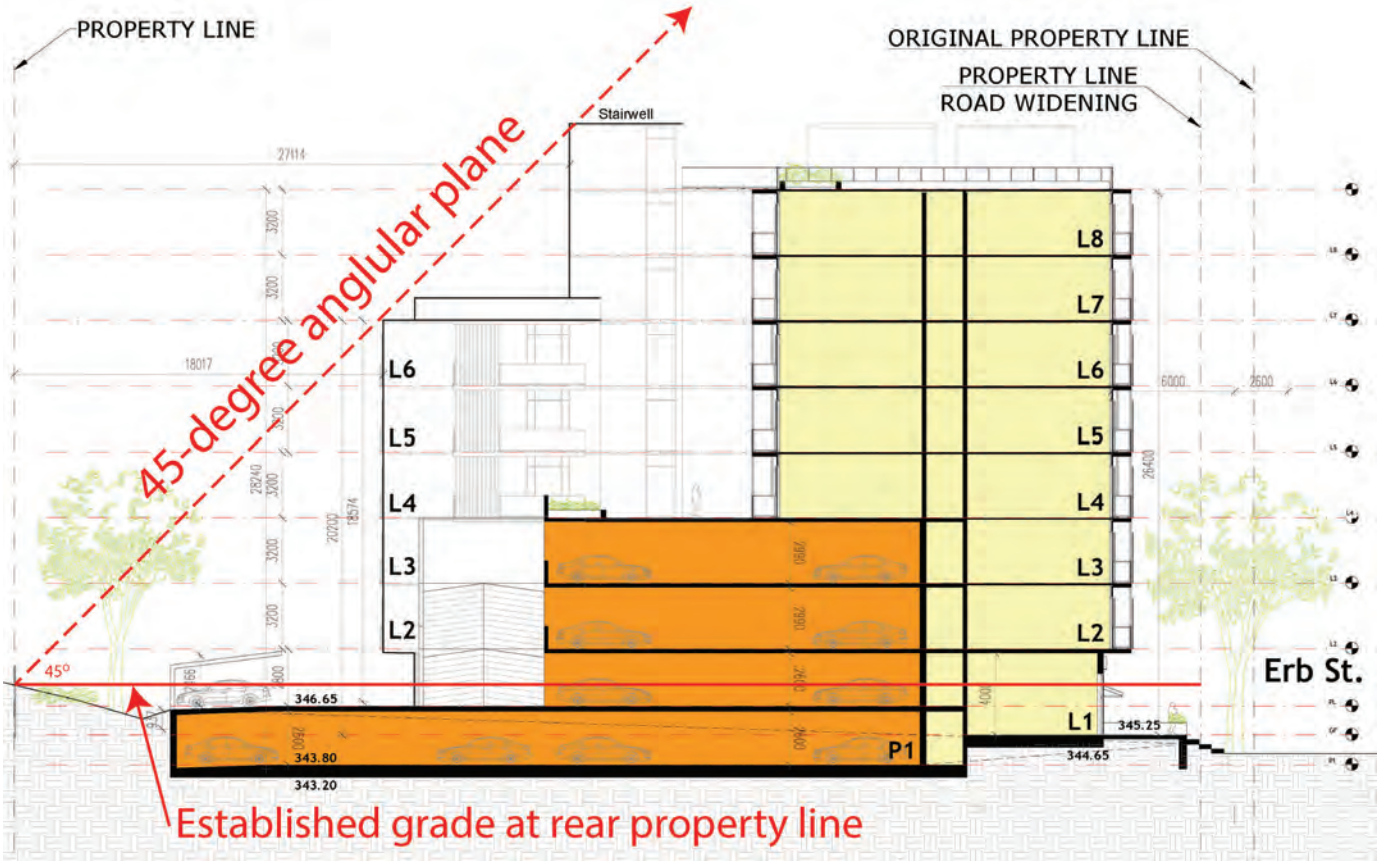


Figure 60. Illustration of Angular Plane from rear lot line

it is a useful visual analysis exercise in this case, as it demonstrates that the increase height of the 8-storey portion of the building at the front of the Site would largely be hidden beneath the 45 degree angular plane and behind shorter portions of the building at the rear of the Site.

Figures 61 and 62, on the following page, illustrate ground-level perspective views of the rear facade of the Proposed Development. Figure 61 illustrates how the large rear yard setback of the eastern portion of the Proposed Development and the stepping down of the massing from 8 storeys to 6 storeys provides for a compatible transition is spatial separation and scale from the *Low Rise Residential* properties to the south. Figure 62 further illustrates how rear yard setbacks, stepping down of massing, and the considerable distance from the rear property line to the 8-storey building element work together to enhance the sense of separation and compatibility of the Proposed Development when viewed from the *Low Rise Residential* area to the south.

The presence of a corner on the Subject Site increases its prominence and necessitates careful consideration for how the building relates to this secondary street frontage on Culpepper Drive. Additionally, cognizant of the visual prominence of the corner lot condition and the requested 8-storey maximum height, and appreciating the Proposed Development's responsibility to demonstrate good urban design and architectural excellence, significant additional care and effort was put into the creation of an attractive and refined architectural expression.

The goal is to create a well designed, efficient, financially feasible, and visually appealing contemporary mid-rise building that will provide new homes on a transit corridor with a range of unit types and the provision of Affordable Housing, all while setting a new standard for the overall level of quality and good-faith effort by the applicant to maximize compatibility with *Low Rise Residential* uses that is to be expected of intensification in the City of Waterloo going forward.

A thoughtful and deliberate built form, massing, and architectural design strategy consistent with these objectives will establish a new multiple-dwelling apartment building that optimally but sensitively deploys height and mass across the Subject Site to create an appropriate urban character on Erb Street West and Culpepper Drive, realize the voluntary provision of Affordable Housing and mix of apartment unit types, and significantly reduce the impact of intensification on the neighbouring *Low Rise Residential* properties, with a more in depth analysis of the potential impacts of this intensification project reviewed in the following sub-sections.

7.7 Transportation

With the Subject Site being located on Erb Street West, a Regional arterial with transit service and dedicated painted bike lanes, the Proposed Development provides a balanced set of mobility options for residents and visitors.

As illustrated in Figure 63, on the following pages, vehicle access to the Proposed Development is provided through two (2) separate driveways: one (1) located on Erb Street North providing access to the P1 parking level; and one (1) located on Culpepper Drive, a local road, providing access to the Mezzanine Level surface parking area and the above-grade structured parking integrated into the building.

As discussed in Section 8 - Supporting Studies, a Traffic and Parking Impact Study ("Traffic Study") was prepared in support of the Proposed Development by Paradigm Transportation Systems. Several different scenarios were modeled for vehicle access to the Subject Site, including entirely from Culpepper Drive. The Traffic Study concluded that the vehicular access strategy in the Proposed Development offers the most preferable outcomes with the least impact on the Erb Street West-Culpepper Drive intersection level of service.

The parking strategy locates the majority of parking below grade and within structured parking contained within the building. This provides residents with convenient access to an appropriate parking supply while minimizing the visibility of parking on the Subject Site, particularly from the



Figure 61. Rear facade of the Proposed Development as viewed from Culpepper Drive



Figure 62. Ground-level perspective of the western portion of the rear facade of the Proposed Development



Figure 63. Proposed Development Transportation Analysis

surrounding public realm.

It is our view that the proposed primary vehicular point of access to the Subject Site on Erb Street West, with a secondary vehicular access point on Culpepper Drive, is appropriate and well-executed. As previously discussed in Section 6.6, City of Waterloo Official Plan, 2012 Chapter 10 Land Use Policies, policy 10.1.1(i) directs that:

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

The one driveway on Erb Street West will consolidate the three existing driveways onto Erb Street West from the Subject Site. It is located more than 50 metres from the corner of Culpepper Drive and nearly 40 metres from the GRT bus stop located on Erb Street West just before the corner of Culpepper Drive.

Excellent sight lines are provided for the driveway to provide clear line of sight to the on-street bike lane. Additionally, no on-street parking is permitted on Erb Street West in front of the Subject Site, so the bike lane is immediately adjacent to the curb.

The Proposed Development is well-served by existing transit and a bus stop for the #5 route is located at the corner of Erb Street West and Culpepper Drive. The Proposed Development provides for direct pedestrian access to the main building entrance from the sidewalk along Erb



Figure 64. Proposed Development Public Realm Analysis

Street, providing convenient access to this existing public transit service.

The Subject Site is also located adjacent to an existing dedicated bicycle lane on Erb Street West. The increased bicycle parking supply proposed will provide ample bicycle storage for residents and visitors, and encourage the use of these existing bicycle lanes and the City's broader cycling network.

The Proposed Development brings forward an attractive, desirable, safe, and convenient multi-modal transportation strategy.

7.8 The Public Realm

The public realm provides an environment for people to access the Proposed Development or experience it as they pass by and it forms part of their experience. The Proposed Development sits on a compact urban site in a fully built-out location in the City. As discussed throughout this Report, the character of the Erb Street West *Minor Corridor* is beginning to evolve through intensification and the incremental transition of built scale from low-rise detached dwellings and lower-scale mid-rise apartment buildings that are generally set back from the street and features surface parking and landscaped private open spaces.

The Proposed Development will positively contribute to an enhanced pedestrian character of Erb Street West by preserving elements of the existing tree canopy and introducing a sidewalk on Culpepper Drive to significantly improve pedestrian safety. As illustrated in Figure 64, above, the Subject Site interfaces with the public realm on two frontages.

It is our view that the Proposed Development

provides suitable transition and buffering elements as well as enhancements to the public realm to positively contribute to the evolving intensification corridor. It fosters attractive and active building frontages for the Subject Site and greater neighbourhood context to create a comfortable pedestrian environment that supports the achievement of complete streets for vibrant communities while delivering on an important housing mandate.

The Proposed Development represents the intended form, function, scale, and type of infill development that is planned, appropriate and desirable within the *Medium Rise Residential* designation and along a *Minor Corridor.*

7.9 Sustainability

In addition to being a medium density, transit-oriented development that encourages active modes of transportation and provides a modestly reduced parking rate, the Proposed Development has been conceived with additional environmental considerations to promote sustainability objectives and climate change resiliency.

While specification of specific systems will occur in a later stage of the planning process, the Proposed Development will incorporate high-performance energy-efficient building systems. The Owner, Savic Homes Ltd., will be the long-term owner and operator of the building, as well as self-performing a significant portion of its construction. Therefore, it is focused on creating an efficient long-life building that is economical to operate and resilient to climate change. The building mechanical systems are planned to utilize a hydronic heating and cooling system coupled with heat exchangers to an efficient rooftop HVAC system and with waste recovery heat. A green roof is incorporated into the design of the extensive outdoor rooftop resident amenity area. Solar exposure will be factored into window-to-wall ratios and the employment of solar shading design features will be evaluated in the detailed design stage.

Site and building design details will be examined further at the appropriate stage to implement green construction techniques, such as sustainable material resourcing, extra high-efficiency glazing, and energy and water management equipment. Additional recommendations from the Energy Strategy will also be considered.

Sustainable development principles are incorporated into the Proposed Development through design and building techniques that mitigate negative environmental impacts, such as stormwater runoff and greenhouse gases, and promote sustainable and energy conservation practices, using green infrastructure where feasible.

7.10 Affordable Housing & Unit Mix

The Proposed Development voluntarily provides 10% of the units for Affordable Housing. This significantly exceeds the City's Inclusionary Zoning policy for MTSAs, which requires an affordable housing set aside only 2% of the units in the City of Waterloo 'Prime Market Area' MTSAs for occupancy in the 2024-2027 timeframe. This increases to 5% for occupancy dates beyond 2031. In the 'Established Market Areas' MTSAs, the rate is 1% for the 2024-27 occupancy timeframe, reaching a minimum 5% beyond the 2031 occupancy timeframe.

Delivery of this proposed rental housing project as a whole is only made feasible with the proposed modest height and density increase, given challenging market conditions. In addition, the height and density increase also allows for this significant Affordable housing contribution, as well as for the mix of 1, 2 and 3 bedroom unit types. In fact, if the proposed 2 and 3-bedroom units were instead converted to 1-bedroom units, the density would decrease to 380 bedrooms per hectare, which is less than the current maximum limit. As such, the proposed density increase is directly required in order to provide multi-bedroom units, which disproportionately increase the measured density using the bedrooms per hectare approach.

Access to Affordable Housing is critically important in creating safe and complete communities for all segments of the population. Housing is essential for health and well-being and ties back to the

City's economic vitality by supporting a social system that incorporates a diverse demographic of residents where all are able to participate fully in the community. The Proposed Development provides a critical community benefit through the voluntary provision of Affordable Housing, which will be a hallmark of the project and hopefully inspire other intensification sites to similarly contribute when they contemplate redevelopment.

7.11 Impact Assessment

It is important to acknowledge that the introduction of taller built forms and medium density development in an historically low to medium density neighbourhood has the potential to result in adverse impacts on surrounding areas, which must be thoroughly investigated and mitigated. The following provides an analysis of the Proposed Development in consideration of these potential impacts.

7.11.1 Transportation, Servicing and Stormwater Management

Though it makes more efficient use of available services, higher density development typically results in increased trip generation and servicing requirements over lower density uses. In addition, it can involve increased levels of impermeable surfaces, potentially increasing stormwater runoff.

The Proposed Development is supported by a number of technical studies, including a Transportation Impact Study and Functional Servicing Report. These studies have determined that existing road and sewer networks have sufficient capacity to accommodate the Proposed Development, and have taken into account current best practices to ensure effective quality and quantity control and includes opportunities for on-site infiltration through the landscaped buffers and green roofs with greater soil volume to retain and productively use rainfall.

7.11.2 Shadowing

Taller buildings, including mid-rise built forms, create longer shadows that have the potential to impact larger areas. The City's Urban Design Manual provides specific criteria in order to evaluate potential shadow impacts. Specifically, development proposals area required to demonstrate:

- *As a principle, at least 50% or more of any property should not be shaded for more than two interval times (a four hour equivalency); or*

- *As a principle, at least 50% of any property should not be in full sun for a least two interval times (a four hour equivalency)*

These guidelines are to be applied with a specific emphasis on residential uses, outdoor amenity spaces and park spaces.

The Proposed Development incorporates a number of site planning and design techniques aimed at minimizing or moderating potential shadow impacts over what would be permitted as-of-right on the Subject Site under current Official Plan policies and Zoning performance standards. The Subject Site is located on the south side of Erb Street West, which results in the majority of shadowing occurring on the public right of way. The provision of two 'L-shaped' buildings with an open area at the centre results is less shadowing on properties to the east and west during certain times of year than if a larger mass building of 6 storeys were built to the minimum rear lot setback limits. Notwithstanding this, a detailed Shadow Study has been prepared for the Proposed Development and included as part of the OPA and ZBA submission package.

The Shadow Study models show both the massing of the Proposed Development and the massing of a building permitted as of right under existing zoning (e.g. maximum height, minimum setbacks, etc.). This permits a comparison of the Proposed Development, inclusive of the requested approvals permitting a maximum building height of 8 storeys, with what is permitted as-of-right by the Official Plan and Zoning. While the additional height, in some instances, very modestly increases shadowing, the massing of the Proposed Development primarily on the north half of the Subject Site also concentrates

the shadowing away from low rise areas.

The Shadow Study demonstrates the following at various times of year:

- **Vernal Equinox (March 21)**
- **Autumnal Equinox (September 21)**

Approximately 3-4 multiple-dwelling residential properties on the north side of Erb Street West are partially shadowed (at any given time) for a maximum of two time intervals, in compliance with City Guidelines. In the morning period, the 8-storey building height creates a marginal incremental shadow impact over what is permitted as of right on the Subject Site. However, in the afternoon, the additional building height is contained within the shadow area permitted as of right if a building were to extend up to the minimum setbacks on the east and south frontage of the Subject Site. Figure 62, on the following page, illustrates this result.

- **Summer Solstice (June 21)**

With the reduced building shadow impacts that are cast in the summer, shadow impacts are even further reduced by the placement of the proposed building elements generally on the northern portion of the Subject Site. The incremental increase in shadowing due to the 8-storey building element is minimal and primarily contained within the Subject Site. Figure 63, on the following page, illustrates this result.

- **Winter Solstice (December 21)**

Shadows in winter are much more pronounced overall given the lower position of the sun against the horizon. Conversely, shadow impacts in the winter are not typically concerning, given the reduced outdoor activity that takes place in winter and reduced concern for impacts on landscaping and private outdoor open spaces. Unsurprisingly, shadow impacts of the Proposed Development are increased in winter, particularly when the sun is low in the sky after sunrise and prior to sunset. A further characteristic of shadows in winter is that they are fast moving and do not dwell as long on a property as during other times of year. Notwithstanding this, multiple-dwelling residential properties to the north may be partially shadowed throughout the day, but none for more than the maximum two time intervals. This continues to comply with the City guidelines. Moreover, most of the shadowing experienced by neighbouring properties would also occur under the as of right zoning. Figure 64, on the previous page, illustrates this result.

Overall, the Proposed Development complies with applicable Shadowing guidelines and has been successfully designed to minimize and adequately limit potential incremental shadow impacts beyond what is permitted as of right.

7.11.3 Overlook

Taller buildings create the potential for an overlook condition, whereby a residential unit, private balcony, or communal residential amenity space, including rooftop terraces, of a taller building can have direct views into the private backyard of a nearby residential dwelling.

The Proposed Development is cognizant of this reality, which would really be encountered through any form of intensification of the Subject Site under its current land use designation and zoning, and numerous steps have been taken to minimize or eliminate opportunities for overlook onto adjacent *Low Rise Residential* dwellings. The Proposed Development employs several effective responses to mitigate overlook, including:

- No private balconies are located on the south facades of the 6-storey building elements that are located closest to the existing *Low Rise Residential* lots.

- Resident outdoor amenity areas on the building rooftops incorporate a circumferential landscaped buffer. This has the effect of limiting the downward angle of view for users of the outdoor amenity area and precludes the ability to look down into the private backyards of the adjacent *Low Rise Residential* lots.

- The Proposed Development has been

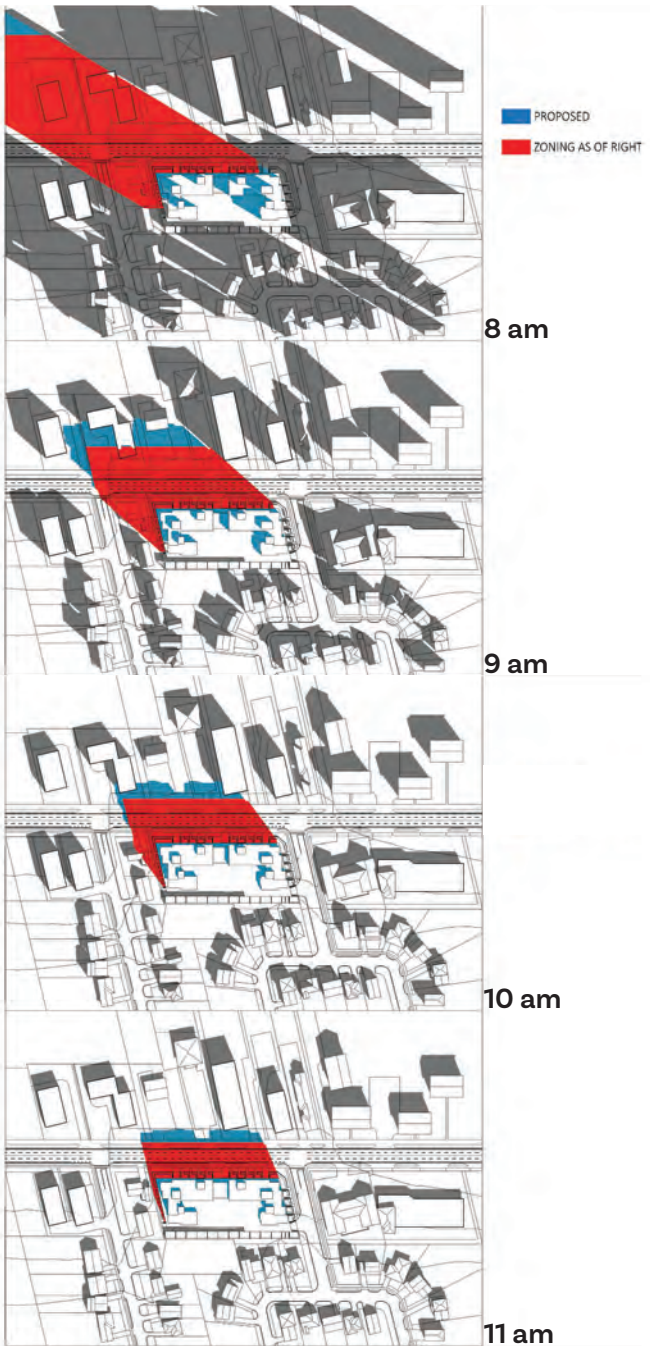


Figure 62. Spring/Fall equinox shadow study excerpt (Drawings no. 20 and 21)

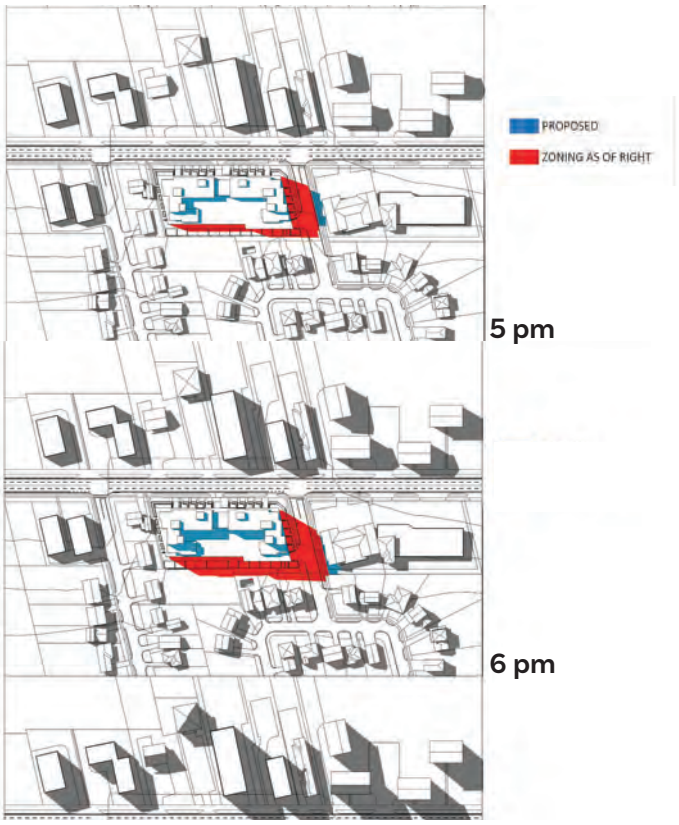


Figure 63. Summer solstice shadow study excerpt (Drawings no. 17 and 18)

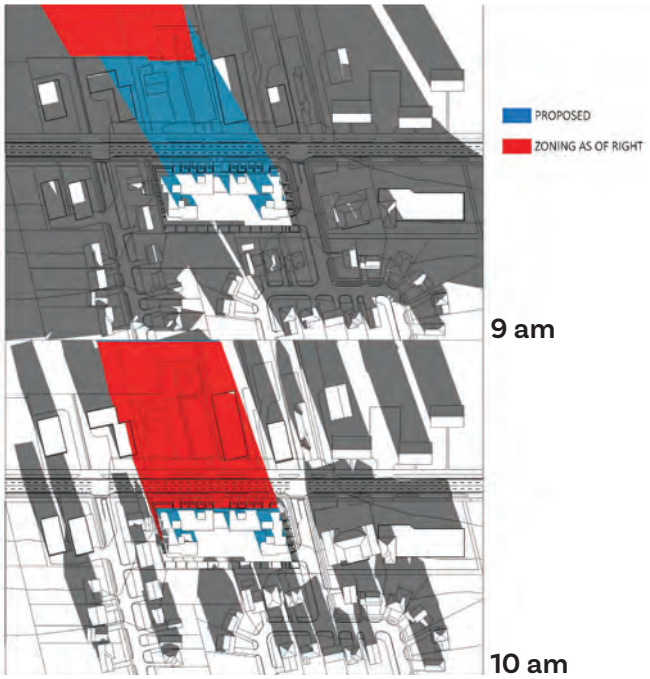


Figure 64. Winter solstice shadow study excerpt (Drawings no. 26)

intentional in the location of the southern boundary of underground parking and above-grade construction along the southern properly line to provide for a landscaped buffer in which as many existing trees as possible will be retained and new trees will be planted. This will help limit overlook from within the south-facing residential units in the Proposed Development and, in turn, reduce the visibility of the Proposed Development from the neighbouring *Low Rise Residential* properties.

- A privacy fence will be built and maintained along the southern property line, along with a covered parking structure, which will provide additional layers of visual screening.

- As previously illustrated in Figure 60, the proposed ground floor elevation, as well as the elevation of the rear surface parking area, are below the existing rear yard areas of the single detached dwellings to the south. This further reduces the perceived massing of the Proposed Development and overlook concerns, and likewise ensures any impacts from activity in the parking area are also further reduced.

- As previously illustrated in Figures 61 and 62, the provided rear yard setbacks, stepped massing, and significant distance (minimum 31 metres) from the rear property line to the rear facade of the 8-storey building element, provide for an appropriate transition in scale and character between the Proposed Development and the *Low Rise Residential* properties to the south.

- An agreement in principle has been reached with the owner of the adjacent property 14 Roosevelt Avenue, with whom the Proposed Development shares a rear-lot-line to side-lot-line condition, to provide for an off-site landscaped area and tree planting on the 14 Roosevelt Avenue property along the shared property line. This will enable the Proposed Development to provide an additional increased level of landscaping and privacy for neighbouring *Low Rise Residential* properties. The off-site landscaped buffer will be secured through Site Plan Agreement.

7.11.4 Wind Letter of Opinion (RWDI)

Consistent with the checklist requirements for a complete OPA-ZBA submission provided by the City of Waterloo, the professional wind consultancy RWDI was engaged to prepare the attached Letter of Opinion for the Proposed Development. As discussed in Section 8.7 of this Report, the wind impacts of the Proposed Development are not predicted to be significant due to the project's moderate height, and wind conditions in the extended surrounding areas are not expected to be affected substantially by the construction of a new building. Wind speeds are expected to meet the pedestrian wind safety criterion at all areas around the Subject Site. The predicted wind speeds would be suitable for the intended use of sidewalks and the surface parking lot during both the summer and winter months.

The Letter notes that the rooftop amenity areas would be exposed to prevailing winds owing to the elevation of these areas above ground. While conditions in the summer may be appropriate for general use by residents, consideration should be given to adding localized wind protection in the form of taller vertical screens and/or planters installed to the west and northwest of passive use areas. This will be explored in detail through the Site Plan process.

7.11.5 Noise

Compatibility is a broader consideration that includes potential impacts such as noise and air emissions. New development can potentially have compatibility impacts on nearby residential areas, and can impact the potential functionality of nearby employment areas, that often create their own compatibility concerns. Similarly, the presence of significant transportation facilities, such as the Regional Arterial-designated Erb Street West, adjacent to residential dwellings has the potential to affect indoor noise levels and resident quality of life.

An Environmental and Stationary Noise Study ("Noise Study") was prepared by RWDI for the Proposed Development and is included in the OPA/ZBA submission. The Proposed Development provides for residential uses only and will not incorporate any employment uses that could potentially create negative noise externalities for adjacent *Low Rise Residential* properties.

As summarized in Section 8, the Noise Study determined that the Proposed Development is compatible with surrounding residential uses, with the recommendations for certain noise control measures to be incorporated into detailed design of the building, in order to provide comfortable living conditions for residents living in the new building. These include:

1. Installation of central air-conditioning, so that all suites' windows can remain closed if necessary.

2. The inclusion of noise warning clauses related to:
    a. Transportation Sound Levels at the building facade.
    b. Proximity to commercial/industrial land use.

3. Minimum sound isolation performance:
    a. Suite window glazing with sound isolation up to STC-26.

Based on a detailed assessment of potential adverse impacts, it is concluded that the Proposed Development has been thoughtfully designed to prevent and/or mitigate potential adverse impacts on surrounding properties and areas.

8 Technical Studies

8.1 Overview

The Proposed Development has been informed and supported by a series of technical studies that have been included within the comprehensive application package for the Proposed OPA and ZBA applications, and are summarized below for reference.

8.2 Energy Study

EQ Building Performance prepared an Energy Study Report ("ESR") to assess the anticipated energy efficiency performance of the Proposed Development. Preliminary review of the Proposed Development and anticipated building mechanical systems and approaches yields an estimated 4% energy efficiency improvement above the Ontario Building Code Supplementary Standards SB-10 ("OBC SB-10(2017)"). Potential approaches to increase anticipated building performance are reviewed and high-yield areas for consideration in the detailed stage of development are discussed.

8.3 Transportation Impact Study, Parking Study and Access and Circulation Review

A Transportation Impact Study, Parking Study and TDM Plan, and Access and Circulation Review ("TIS") was prepared by Paradigm Transportation Solutions Limited, to provide a review of existing and future traffic conditions near the Subject Site, assess the impacts to the existing road network by the new trips generated by the Proposed Development, determine any improvements that may be necessitated, and analyze the adequacy of the proposed vehicular parking supply.

Under existing conditions, the area road network operates at acceptable levels of service and within capacity, with no critical movements. Under future background traffic conditions, which assumes background traffic growth but does not account for the Proposed Development, the road network continues to operate similar to existing conditions, with no critical movements forecast.

The Proposed Development is estimated to generate 87 peak weekday hour vehicular trips. Adding this forecast trip generation to examine future total traffic conditions, the area road network is expected to continue to operate at acceptable levels of service and within capacity. The TIS notes the southbound approach at Erb Street West and Culpepper Drive is deemed "critical" and is forecast to operate at LOS F, with a delay greater than 55 seconds. Additionally, the TIS notes that in both peak hours, the westbound left turn at Erb Street and Culpepper Drive warrant left-turn lanes with 15 metres of storage.

In review of the proposed parking supply, though it is less than would otherwise be required by the City's Zoning Bylaw, the Region's Parking Management Worksheet supports a parking reduction of 8% to 11%. The proposed 230 parking spaces presents a maximum reduction of 14.8% from the Zoning Bylaw standard. Although the proposed parking supply is technically non-compliant with the in-force zoning by-law (2018-050), it generally conforms with auto-ownership characteristics near the site, and observed parking demands at similar apartment buildings in Waterloo. The reduced parking supply also aligns with City policies promoting the use of non-auto travel modes and the implementation of Transportation Demand Management ("TDM") measures in new development.

The Proposed Development has implemented a number of TDM measures, including active building frontage along Erb Street West, a large bicycle parking supply, and a reduced vehicular parking

supply. In addition, the Proposed Development could also include other TDM measures including; Providing subsidized transit passes for residents, providing transit and active transportation information packages to new residents and delegating or hiring a TDM coordinator.

The Access and Circulation Review concluded that the provision of only one driveway connection onto Culpepper Drive, as opposed to one driveway connection onto Culpepper Drive and another connection onto Erb Street West, is forecast to degrade traffic operations at Erb Street West and Culpepper Drive. Provision of two driveway connections maintains non-critical traffic operations at Erb Street West and Culpepper Drive. Furthermore, while westbound left-turn lanes are warranted on Erb Street West at both the site driveway and Culpepper Drive based on forecast traffic volumes, forecast traffic operations do not indicate an operational need for exclusive left-turn lanes.

Overall, the Proposed Development is forecast to have a negligible impact on traffic operations in the area road network.

8.4 Functional Servicing Report

A Functional Servicing Report ("FSR") was prepared by C.F Crozier and Associates Inc. to provide preliminary details on functional servicing and stormwater management design for the Proposed Development. Existing municipal services in proximity to the Subject Site include a 300mm diameter water main along Erb Street West, a 200mm diameter water main located along Culpepper Drive and a fire hydrant located across from the proposed development on Erb Street West and adjacent to the site along Culpepper.

The FSR has assessed the downstream sanitary sewer capacity and determined that there is sufficient sanitary sewer capacity to accommodate the sanitary drainage from the Proposed Development, through the existing sewer along Erb Street West. A 200mm PVC sanitary sewer will connect to the existing sanitary sewer on Erb Street West. The existing municipal water distribution network is also expected to have sufficient capacity to service the proposed development with a new 150mm PVC watermain connecting to the existing 200mm main along Culpepper Drive.

Stormwater quantity controls are required to provide on-site storage and conveyance for all rainfall events up to and including the 5-year storm event. An underground storage tank has been sized to provide post- to pre-development quantity control for the 5-year storm event. Storm events larger than the 5-year event will flow uncontrolled towards the Erb Street West right-of-way per City requirements. Stormwater quality controls for the site will be provided by an in-line-oil-grit separator (Stormceptor EF4 or approved equivalent) unit installed downstream of the underground stormwater storage tank.

The report concludes that approval of the OPA and ZBA applications is recommended from the perspective of servicing and stormwater management.

8.5 Environmental and Stationary Noise Study

RWDI prepared a detailed noise and vibration impact assessment for the Proposed Development based on theoretical noise calculation methods conforming to the Ministry of the Environment, Conservation and Parks (MECP) guidelines. This assessment assessed the potential noise impacts from existing uses in proximity to the Site, considered noise impacts that could be caused by the Proposed Development itself, and recommended mitigation measures if necessary.

The report notes that, at this early design stage, a detailed quantitative assessment of potential noise impacts caused by the Proposed Development could not be completed, however the Study expects that it will be feasible to achieve applicable criteria. In addition, the Study recommends that additional evaluation be undertaken prior to building permit issuance to confirm that acoustical design is adequately implemented

Based on its assessment of stationary and transportation noise sources, the Noise Study recommends that the following noise control measures by implemented within the Proposed Development:

- Installation of central air conditioning, or similar mechanical system in residential units to allow occupants to keep windows closed and maintain a comfortable living/working environment.

- A Type D Warning Clause will also be required on all Lease, Purchase and Sale Agreements related transportation sound levels at the building facade and proximity to commercial and industrial lands.

- Installation of Suite Window glazing with a minimum sound isolation performance of STC-26 is recommended.

The Study concludes that "based on the results of this analysis including implementation of the recommendations included within this assessment, the proposed development is feasible to meet the applicable sound and vibration criteria".

8.6 Vegetation Management Plan

The Planning Partnership prepared a Vegetation Management Plan, as well as the Ground Floor and Roof Landscape Plan.

The plan identifies 48 private trees within the site boundaries and 34 Public/Private trees within the specified 6m offset perimeter around the Subject Site. A total of 29 private trees and 3 public ROW tree are proposed to be removed.

Crucially, many of the large existing coniferous trees along the Erb Street frontage are proposed to be maintained, by maintaining the existing grading of the Site. In addition, many of the large existing trees along and near the rear property line are also proposed to be maintained, to enhance the landscape screening and buffering with the low-rise residential area to the south.

8.7 Wind Letter of Opinion

Consistent with the checklist requirements for a complete OPA-ZBA submission provided by the City of Waterloo, the professional wind consultancy RWDI was engaged to prepare the attached Letter of Opinion for the Proposed Development.

The wind impacts of the Proposed Development are not predicted to be significant due to the project's moderate height, and wind conditions in the extended surrounding areas are not expected to be affected substantially by the construction of a new building. Wind speeds are expected to meet the pedestrian wind safety criterion at all areas around the Subject Site. The predicted wind speeds would be suitable for the intended use of sidewalks and the surface parking lot during both the summer and winter months.

The Letter notes that the rooftop amenity areas would be exposed to prevailing winds owing to the elevation of these areas above ground. While conditions in the summer may be appropriate for general use by residents, consideration should be given to adding localized wind protection in the form of taller vertical screens and/or planters installed to the west and northwest of passive use areas.

9 Public Consultation Strategy

9.1 Overview

Effective public consultation is a cornerstone of transparency, accountability, and community engagement within the planning process. The Applicant proposes to undertake a comprehensive, multi-step public consultation strategy that extends beyond statutory requirements, comprised of actions taken to date and those that will follow submission of the OPA and ZBA applications.

This Public Consultation Strategy was prepared in light of Section 8 of Ontario Regulation 179/16, which came into effect on July 1, 2016, and Bill 109, More Homes for Everyone Act, 2022 ("Bill 109"), which received Royal Assent on April 14, 2022. Overall, the Planning Act seeks to ensure a fair, open and accessible planning process by encouraging participation by all segments of the population, promoting awareness of planning issues and decisions and providing adequate and various opportunities to those affected by planning decisions.

9.2 Official Plan

Chapter 12.4 of the City's Official Plan outlines policies regarding public involvement in the planning process, including broad objectives for public engagement. Policy 12.4.1(2) establishes:

> *"The City will develop and update, as appropriate, Public Involvement Guidelines that will provide a framework, and in general a more consistent city-wide approach, for how the City will involve the public, while recognizing that the City has legal obligations to process specific applications within prescribed timelines and methods that are set out in legislation."*

Policy 12.4.1(3) establishes:

> *"It is recognized that decisions of Council with respect to the adoption of Official Plans or amendments thereto or Zoning By-Laws or amendments thereto, are subject to the provisions of the Planning Act as outlined below under "Public Meetings and Notification" and more specifically, Sections 12.4.2 through 12.4.4 of this Plan."*

The September 22, 2021-dated City of Waterloo - Streamlined Planning Process Review for Public & Stakeholder Engagement Final Report ("Engagement Final Report") addressed the changing nature of community involvement in planning that was precipitated by the COVID-19 pandemic. The Engagement Final Report established five guiding principles for public engagement:

- **Transparent** - There is clarity and transparency around the planning process.
- **Accessible** - Engagement will use multiple channels for outreach (digital and traditional), allowing for broader and deeper engagement.
- **Inclusive** - Engagement will be structured to learn from diverse perspectives so that the views of the community are represented.
- **Informed** - Communications will use simplified, easier to understand, and less technical language so that participants are aware and informed.
- **Dialogue** - Engagement will include methods that encourage two-way communication, allowing for in-depth discussion.

The Public Involvement Guidelines are still under development at this time, however the Official Plan outlines three levels of the public involvement continuum of (Inform, Consult, and Engage) (COP Policy 12.4.1(5)). Policy 12.4.1(6) guides for an expansion of the public involvement continuum to encompass additional levels of public engagement:

(a) Inform and Educate;
(b) Gather Information;
(c) Discuss;
(d) Engage; and,
(e) Partner

In addition to Policy 12.4.1(3), Policy 12.4.2(1) speaks to the City of Waterloo's intention to utilize provisions of the Planning Act alternative notice provisions. Specifically, Policy 12.4.2(2) establishes:

> "*The City of Waterloo will use the provision for an alternative method as outlined in policy 12.4.2(5) below for consultation and not rely solely on the notice of public meeting as outlined in the Planning Act. This will foster communication and education of issues to people and groups early in the decision-making process.*"

Policy 12.4.2(3) establishes public signage notification requirements for proposed Official Plan Amendments, Zoning By-law Amendments, Plans of Subdivision, and applications to the Committee of Adjustment:

> "*Such signage shall be posted on the subject site by the applicant, at their expense, indicating the basic details of the application. The wording, design and placement of the sign is to be approved by the City of Waterloo.*"

Policy 12.4.2(4) establishes:

> "*Details of proposed Official Plan Amendments, Zoning By-Law Amendments, Plans of Subdivision and Plans of Condominium shall be circulated for comment to all agencies and boards that are considered to have an interest in the matter within 14 days of receiving any application that is deemed a complete application. The commenting period for agencies and boards may be specified by the City, in compliance with applicable legislation, so that applications can be processed within the timelines prescribed in the Planning Act.*"

The aforementioned Policy 12.4.2(5) establishes the requirements for public meetings for proposed Amendments to the Official Plan or Zoning By-law:

(a) One public meeting shall be held to inform and secure the views of the public with respect to the approval of an Amendment to the Official Plan or Zoning By-Law, except as specified in policy 12.2.17(7).

(b) The City, at its sole discretion, may hold two public meetings. The first meeting shall be known as the ***Informal Public Meeting*** *and the second shall be known as the* ***Formal Public Meeting.*** *City staff may waive the Informal Public Meeting where there is a desire to expedite the approval process or where the holding of such meeting would serve limited purpose. The Formal Public Meeting may be waived as set out in policy 12.2.17(7).*

(c) The purpose of the Informal Public Meeting is to introduce the proposed Amendment to Council and the public, and to obtain the preliminary comments of those affected by the proposed Amendment. The Informal Public Meeting shall be open to the public and any person who attends the meeting shall be afforded an opportunity to make representations regarding the proposed Amendment. After the meeting, the application will be referred to municipal staff for a report. The municipal staff report shall be considered at the Formal Public Meeting. This meeting shall be open to the public and any person who attends the meeting shall be afforded an opportunity to make representations in respect of the proposed Amendment.

(d) Depending on the nature and scope of the application, there may be benefit to holding City- or applicant-led neighbourhood open house(s) in addition to the Formal and Informal Public Meetings, in order to provide the community additional information regarding technical studies and the scale and scope of the proposal. These open house sessions would be information sharing and informal in nature as contemplated in policy 12.4.5, and may be required as part of a complete development application.

9.3 Consultation To Date

The Proposed Development has had two rounds of pre-submission consultation with City and Region staff in 2022 and 2024, as described in Section 1 of this Report. These productive engagements with City and Regional Staff encompassed two distinct iterations of the Proposed Development, including an earlier version in 2022 for a smaller assembly of properties that comprised the Subject Site.

Following these meetings, a Public Open House meeting was held on March 26, 2024 to introduce the Interim Concept and solicit initial feedback from neighbourhood residents, in advance of formal planning application submission. Based on feedback received at the Public Open House, a follow-up meeting with Councilor Marylou Roe and City of Waterloo Planner Aminu Bello was held on July 30 to informally share two revised concepts for the Subject Site and gain valuable pre-submission input. A subsequent follow-up meeting was also held on February 6, 2025.

9.4 Post-Submission

Once the submission of the proposed OPA and ZBA applications has received Notice of Complete Application from the City, an information sign will be posted in compliance with Policy 12.4.2(3).

The Proposed Development will be introduced in the Informal Public Meeting in compliance with Policy 12.4.2(5) and Policy 12.4.3, which establishes its specific requirements of this Public Involvement opportunity. This community meeting will be held during a regular meeting of Council, where both City Staff and the Applicant will present the Proposed Development, and members of the public and City Council are able to ask questions and provide comments to City staff and the Applicant.

Following the Informal Public Meeting, the Proposed Development will be reviewed through a Formal Public Meeting consistent with Policy 12.4.4. This Statutory Public Meeting held during a regular meeting of Council will make a decision on the initial OPA and ZBA applications. This will provide a subsequent opportunity for comments and questions from members of the public and Council, with formal notice being issued by the City.

In addition to these steps, we understand that the City will post information about the Proposed Development on its EngageWaterloo website, including technical studies submitted as part of the OPA and ZBA applications. This will also provide contact information for the City Planner overseeing the applications, should members of the public wish to submit formal comments to the City. The Applicant will also consider additional opportunities for public consultation if determined to be beneficial during the application process.


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10 Summary and conclusions

This Report concludes that the Proposed Development is a thoughtfully conceived and well-designed mid-rise built form that strongly reflects and implements the applicable Provincial, Regional, and municipal planning and urban design framework.

In our opinion, the Proposed Development is consistent with the policy directions of the Provincial Planning Statement, 2024 and strongly supports its vision and objectives for land optimization and not simply incremental intensification.

The Proposed Development provides for a robust site-specific design that increases the supply and mix of housing options on lands adjacent to existing transit corridors to optimally realize the full potential of the Subject Site and achieve key planning objectives relating to transit-oriented sustainable community development, increased housing supply, and appropriate built-form. Furthermore, the voluntary provision of 10% of units as Affordable Housing will significantly contribute to increasing the local supply of affordable housing.

Overall, the Proposed Development and accompanying applications are appropriate, and represent good planning and good, thoughtful urban design.

11 Appendix A

11.1 Zoning Review Matrix

359, 363, 367 & 369 ERB STREET WEST I Plans dated January, 2025			
Zone Provision	**Zoning Requirement - RMU-20 Zone**	**Preliminary Development Proposal**	**Zoning Compliance**
Permitted Uses	Multi-Unit Residential Building (including Apartment Building)	Multi-Unit Residential Building (Apartment Building)	Yes
Minimum Lot Frontage	20m	102.6m	Yes
Minimum Street Line Setback	5m	6.4m from road widening property line	Yes
Maximum Street Line Setback	75% of Street Line Building Façade within 7.5m of Street Line	>75% of Street Line Building Façade within 6.4m of Street Line	Yes
Minimum Side Yard Setback	3m	• 6.1m from west interior property line • 6.4 m from east exterior property line	Yes
Minimum Rear Yard Setback	N/A – See *Low Rise Residential* Lot Line Setback Below	N/A	N/A
Minimum Low Rise Residential Lot Line Setback	7.5m or half height of the building Building (27m) / 2 = 13.5 m	• 11.6m from Bldg A to P-line • 15.62 from Bldg B to P-line	No - Building A Yes - Building B
Minimum Building Height	7.5m	20.2m	Yes
Maximum Building Height	20m & 6 storeys	27m and 8 storeys	No
Maximum Density	450 bedrooms per hectare	500 bedrooms per hectare	No
Minimum Landscaped Open Space	30%	26%	No
Minimum Height of First Storey	4m	5.84m	Yes
Minimum Amenity Area	3m2 for the first bedroom and 2m2 for each additional Bedroom = 850m2	3,837m^2 (Inclusive of indoor and outdoor amenity areas and private balconies and patios)	Yes
Minimum Common Amenity Area	30% of 809m2 = 243m2	700m^2 (Indoor amenity area)	Yes
Front Entrance	Every Building shall have a front entrance at Grade on the Front and/ or Flankage Building Facade	Primary building entrances on Front Building Façade / unit entrances on Flankage Building Façade	Yes
Minimum Parking Rate (Area F)	• Residential: 1.1/unit • Visitor: 0.1/unit 224 units * 1.1 = 246 Resident spaces 224 units *0.1 = 22 Visitor spaces	• Residential: 0.9/unit • Visitor: 0.1/unit 224 units * 0.9 = 207 Resident spaces 224 units * 0.1 = 23	No - Resident Parking Rate Yes - Visitor Parking Rate

359, 363, 367 & 369 ERB STREET WEST I Plans dated January, 2025			
Zone Provision	**Zoning Requirement - RMU-20 Zone**	**Preliminary Development Proposal**	**Zoning Compliance**
Minimum Accessible Parking	• Type A: 4 • Type B: 4	• Type A: 4 • Type B: 4	Yes
Minimum Bicycle Parking Rate	• Type A: 0.3/unit = 71 spaces • Type B: 0.3/unit = 71 spaces	152 spaces total (mix of Type A and Type B)	Yes - Total No - Type Mix
Minimum Bicycle Parking Space Dimensions	• Horizontal Bicycle Parking Space: 0.6m x 2.0m • Vertical Mounted Bicycle Parking Space: 0.6m x 1.25m	Stacked Bicycle Parking Space: 0.6m x 1.8m	No – Stacked Bicycle Parking Spaces are not specifically recognized
Structured Parking – Ground Floor	Minimum 25% of First Storey Comprised of Specific Uses	25.5%	Yes
Structured Parking – Location	Shall be located entirely behind Building Floor Area for Specific Uses	Structured Parking located behind specified uses	Yes
Structured Parking – Screening	Structured Parking abutting Flankage Building Façade shall be screened from view	Structured Parking located behind specified uses	Yes
Structured Parking – Building Entrance	Building Entrance shall be located on the Street Line Building Façade	Building Entrance on Street Line Building Façade	Yes
Structured (Underground) Parking Setbacks	Conforms with Flankage Yard Building Line setbacks (5m)	No setback from Flankage Yard Building Setback	No
Minimum Loading Space Requirement	1 Type A Loading Space	1 Type A Loading Spaces	Yes
Low Rise Residential Area – Landscape Buffer	Landscape Buffer shall abut a Low Rise Residential Lot Line	Landscape buffer abuts all Low Rise Residential Lot Line	Yes
Minimum Landscape Buffer Width	• Minimum: 1.5m • Average: 3m	• West: 1.2m • Average: 3 m	No - Min. 1.0 m Yes - Avg. 3m
Minimum Landscape Buffer Height	1.5m with plant material	Landscape Plan to comply with Zoning Requirement	Yes
Mezzanine Maximum Enclosed Spaces Floor Area	10% of floor area of the room in which the mezzanine is located	50% of floor area of the room in which the mezzanine is located (townhouse units)	No

The Planning Partnership