



SHAPING GREAT COMMUNITIES

March 29th, 2023

File No. 11114

City of Waterloo
Planning Approvals, 2nd Floor
100 Regina Street South
Waterloo, Ontario
N2J 4A8

Attention: Joel Cotter, MCIP, RPP
Senior Director of IPPW, Director of Planning

Dear Sir:

**Re: Planning Justification Report – Addendum Letter
565 Conestogo Road West, City of Waterloo
65 Northfield Drive Inc.**

On behalf of our client, 65 Northfield Drive Inc. (the “Owner”), and in support of the current Official Plan Amendment (No. 32), Zoning By-law Amendment (No. Z-21-03) and Draft Plan of Subdivision (No. 30T-21401) for 565 Conestogo Road West, please accept the following addendum to be reviewed in addition to the Planning Justification Report dated June 2021.

Further to our discussions with the City of Waterloo that have been on-going since early 2022 to present, the following provides a summary of the revised development proposal as presented to City Staff in January 2023, and additional justification for the proposed Official Plan and Zoning By-law Amendments, and Draft Plan of Subdivision. Those meetings and discussions have resulted in a revised conceptual design centred on a large (>1 hectare) central open space – the “jewel” of this new urban mixed-use high density residential neighbourhood with good connectivity to the broader community.

Revised Development Concept

The proposed Development Concept by Turner Fleischer Architects was submitted in January 2023 in response to the comments from the City received in March and April 2022, and the subsequent bi-weekly meetings between the development and City Teams. The following provides a brief overview and summary of the revised development concept.

The revised Development Concept continues to propose a compact, urban, mixed-use high density residential development on the subject property and includes all lands north of the existing hydro corridor. Specifically, the following table presents the applications that apply to the various parcels:

PLANNING | URBAN DESIGN | LANDSCAPE ARCHITECTURE

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PARCELS	OFFICIAL PLAN AMENDMENT	ZONING BY-LAW AMENDMENT	DRAFT PLAN OF SUBDIVISION
North of Hydro Corridor	✓	✓	✓
Hydro Corridor	X	X	✓
South of Hydro Corridor	X	X	X

The focus of the applications is on the lands north of the hydro corridor for redevelopment. The hydro corridor has been included in the Draft Plan of Subdivision for the sole purpose of being able to tie conditions of draft approval to the proposed Pedestrian Overpass that is being pursued in partnership between the Region of Waterloo, City of Waterloo and Owner.

As indicated previously, the proposed development is not contingent to the construction of the Pedestrian Overpass and remains independent. However, for the purposes of the City imposing a condition that indicates that the Owner will continue to work collaboratively with the Region and City in pursuit of Ministry of Transportation (“MTO”) approvals, the Hydro Corridor has been included as Block 10.

The revised Development Concept includes a total of four (4) new buildings with multiple residential towers that range in height from 14 storeys to 35 storeys.

Referring to Figure 1 below, the revised Development Concept includes the following:

- **Building 1:** Comprised of a 6-storey podium with a 20-storey residential tower (Tower A), along with ground floor non-residential space oriented towards the intersection of Conestogo Road and Northfield Drive. Proposed non-residential space will be focussed on the future “retail square” and open space plaza at the intersection.
- **Building 2:** Comprised of a 6-storey podium connecting two 25-storey residential towers (Tower B and C) along Conestogo Road.
- **Building 3:** Comprised of a 6-storey podium and 18-storey residential tower (Tower D) as well as ground floor non-residential space that may include ,for example, a daycare facility oriented towards a large outdoor landscape amenity space that is intended to provide connectivity between the proposed development and the future open space amenities of the Hydro Corridor.

- **Building 4:** The largest of all four buildings, occupying the majority of the site extends along the frontage of Conestogo Expressway. Building 4 includes a 3-storey structured parking facility along the entire westerly façade of the building. Tower E (25-storeys) and Tower F (35-storeys) are situated at the eastern edge of the building and connected by a 6-storey podium. Tower G (28-storeys), Tower H (31-storeys), Tower I (31-storeys), Tower J (28-storeys) and Tower L (14-storeys) are connected by a one-storey podium and are situated adjacent to the parking structure along Conestogo Expressway. Finally, Towers K (35-storeys) and M (30-storeys) are positioned at the northern portion of the site, along the Northfield Street frontage, and are connected by a 7-storey podium. This podium height is necessary to integrate the existing grade of Northfield Drive approximately 10 metres above the site elevation. Tower M also includes ground floor non-residential uses oriented towards the intersection of Conestogo Road and Northfield Drive, framing the retail square.



Figure 1: Development Concept

The revised Development Concept includes one level of underground parking, with vehicular accesses provided for each tower and/or shared between towers as identified on Figure 1. The underground parking structure is proposed to occupy the entire site, except under the municipal road allowance.

The revised Development Concept includes a large, central park space to the site flanked by on-street parking opportunities within a new proposed 16 metre-wide public road allowance. The central park is intended to be designed and operated as a Privately-Owned Publicly Accessible Space (“POPS”), having an area of 1.03 hectares. In addition, a 14-metre setback from Conestogo Expressway will provide the opportunity for passive open space to be landscaped and developed, possibly as a dog run. The cross-section of the road allowance is a “hybrid” of a City of Waterloo standard design that facilitates all municipal service and utilities, taking advantage of the adjacent open space for the introduction of Multi-Use Trails, for example. A conceptual design illustrating the integration of the built form around the POPS space has been included as Appendix A.

The site statistics associated with the revised Development Concept are as follows:

- A maximum of 3,980 residential dwelling units with a maximum of 5,460 bedrooms (@750 BPH)
- Total of 3,249 residential parking spaces
- Maximum of 4,645 square metres of non-residential ground floor area

The revised Development Concept will result in a total density of 750 bedrooms per hectare, and a total projected population of approximately 977 people and jobs per hectare. This density will assist the City and Region in realizing the mandated Provincial target of a minimum of 200 persons and jobs per hectare in Major Transit Station Areas (“MTSA”). It is noted that the Provincial target is to be achieved across MTSA’s. There are many examples in Waterloo Region of individual developments having projected populations similar or exceeding that proposed on the Site.

3,980 dwellings x 1.77 persons/dwelling	= 7,045 persons
4,645 m ² /80m ²	= <u>58 persons</u>
	7,103 persons
Divide by site area	7.27 hectares
TOTAL PERSONS/JOBS	977 PPH

The revised Development Concept has been attached as Appendix B.

Revised Draft Plan of Subdivision

The revised Draft Plan of Subdivision is based on the revised development concept and identifies how the site will be developed, including the introduction of a municipal road allowance. The revised

Draft Plan of Subdivision also includes the identification of Privately-Owned Publicly Accessible Space (“POPS”) associated with Blocks 5 and 8. This space is proposed to be phased as discussed below.

The revised Draft Plan of Subdivision identifies a Stage A and Stage B to future development. It is proposed that a portion of the existing industrial building be retained during the build-out of Stage A comprising Blocks 1, 2 (with 50% of POPS), 3, 4 and 5. The build-out of seven (7) mixed-use, high density residential towers in Stage A is anticipated to take +/-10 years to construct. Therefore, the retention of a portion of the existing industrial building to be used for warehousing purposes would provide some economic utilization. Included with the submission package is a Noise Assessment of the interim industrial use by RWDI, wherein it is confirmed that there are no impacts on the proposed residential uses. Stage B would follow the demolition of the balance of the industrial building, including the development of the balance of the POPS space.

The Draft Plan of Subdivision has been revised to include the existing hydro corridor, but excludes the existing business employment use south of the hydro corridor. The inclusion of the hydro corridor is for the sole purpose of ensuring that there is due diligence relative to any infrastructure in the form of the pedestrian overpass over Conestogo Expressway and associated open space and community trail improvements to the corridor. The Owner will continue to work in collaboration with the Region and City to realize this important community linkage for improved pedestrian and cyclist connections to the Northfield ION LRT station and other community facilities to the west.

A copy of the revised Draft Plan of Subdivision has been attached as Appendix C.

Proposed Official Plan Amendment

The revised Official Plan Amendment proposes to redesignate the portion of the site north of the Hydro Corridor from Business Employment (Deferral) to Mixed-Use High Density Residential. In addition, the proposed Official Plan Amendment will include the establishment of Special Policy provisions to address density, building height and non-residential use permissions, as follows:

- Maximum density of 3,980 units
- Maximum building height of 35 storeys
- Maximum non-residential uses of 4,645 square metres of gross leasable floor area as specified in the Zoning By-law.

The hydro corridor and area of the site south of the hydro corridor have been removed from the proposed Official Plan Amendment.

A copy of the proposed Official Plan Amendment has been attached as Appendix D.

Proposed Zoning By-law Amendment

The revised Zoning By-law Amendment proposes to rezone the portion of the site north of the Hydro Corridor from Future Determination (FD) to Residential Mixed Use Zone (RMU). The proposed Zoning By-law Amendment also proposes a site-specific exception to address a number of development standards, including building and storey heights, densities, building setbacks, tower separation and dimensions, open space and amenity areas, parking and non-residential permissions.

The proposed development is a new urban neighbourhood within an MTSA. It is not a suburban development and is more akin to a development in the urban growth centre. There are examples internationally in urban settings where tower setbacks from podiums are not imposed. To augment this, the conceptual design includes opportunities for townhouse-style units to be constructed at grade along the Front Building Façade facing the POPS space and/or along Conestogo Road and the hydro corridor.

The RMU zone requires a tower setback above the building podium. It is our opinion that this requirement is arbitrary and not founded in any particular technical requirement to fulfill either architectural aesthetics or pedestrian experience at grade. It is important to achieve architectural variation of the front building façade; for the most part in this development, the buildings facing the central POPS space. Microclimate effects can be achieved through design elements including vertical and horizontal deflective architectural elements, canopies, recesses and projections, building shapes and materiality. Those effects should be assessed at the Master Site Plan process and implemented through detailed Site Plan Control applications for individual blocks.

To achieve façade architectural variation, the proposed Zoning By-law will include the following regulation:

- Minimum TOWER STEPBACK above PODIUM, including balconies shall be 0m for a maximum of 40% with a minimum 1.0m for the remaining percentage (%) of the FRONT BUILDING FAÇADE

The Zoning By-law also proposes a reduced building (above and below) grade setback reduction to Northfield Drive, Conestogo Road, the hydro corridor and new municipal road allowance. This new neighbourhood is an *urban* design, similar to Uptown Waterloo core (i.e. Urban Growth Centre) where 0.0 metre above and below grade building designs have been permitted. The 16-metre wide road allowance cross-section prepared by WalterFedy is a hybrid of the City of Waterloo road allowance standard. It achieves all of the technical infrastructure requirements below grade and surface design requirements including services, utilities, pedestrian circulation and street lighting. The uniqueness of the proposed development allows the POPS space to provide for additional pedestrian enhancements in the urban context. As a result, the Zoning By-law proposes the following standards:

There shall be no FRONT YARD, FLANKAGE YARD, SIDE YARD or REAR YARD setbacks on the Lands with the exception BUILDING LINE setbacks shall apply as follows:

- a. Northfield Drive and Conestogo Road:
 - 3.0m to all above grade BUILDINGS and STRUCTURES
 - 0.0m to all below grade BUILDINGS and STRUCTURES
- b. Hydro Corridor (to the south):
 - 3.0m to all above and 0.0m below grade BUILDINGS and STRUCTURES
- c. Highway No. 85 (Expressway):
 - 14.0m to all above and below grade BUILDINGS and STRUCTURES
- d. New Municipal Road Allowance:
 - 1.0m to all above and 0.0m below grade BUILDINGS and STRUCTURES

In addition, the site specific exception will include the establishment of a Holding Provision related to Record of Site Condition requirements, a Master Site Plan process to guide individual tower design and approvals for construction, verification of servicing and transportation capacity, and detailed noise study.

The hydro corridor and portion of the site south of the hydro corridor have been removed from the proposed Zoning By-law Amendment.

A copy of the proposed Zoning By-law Amendment has been attached as Appendix E.

The above-noted commentary should be read and reviewed in conjunction with the comprehensive Planning Justification Report prepared by GSP Group, dated June 2021, with particular attention to Section 6: Policy Overview and Analysis and Section 7: Scoped Employment Land Conversion Analysis.

As well, the Urban Design Addendum submitted with this planning justification addendum provides justification for many of the site-specific exemptions for this proposed new urban neighbourhood, with built form recommendations to be implemented through a future Master Site Plan process.

Sincerely,
GSP Group Inc.

A handwritten signature in black ink, appearing to read "Chris Pidgeon". The signature is stylized with a large "C" and "P".

Chris Pidgeon, MCIP, RPP
Principal Planner

A handwritten signature in black ink, appearing to read "Kristen Barisdale". The signature is written in a cursive, flowing style.

Kristen Barisdale, MCIP, RPP
VP- Planning

Enclosures

c.c. Richard Boyer – 65 Northfield Drive Inc.
Larry Kotseff – Solowave Investments Ltd.
Hugh Whitcomb - Hilco