MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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PLANNING JUSTIFICATION **REPORT**

OFFICIAL PLAN and
ZONING BYLAW AMENDMENT

170-200 Northfield Drive
570-630 Weber Street North
City of Waterloo

Date:
April 2024

Prepared for:
Forgestone Capital Management Ltd.

Prepared by:
MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)
540 Bingemans Centre Drive, Suite 200
Kitchener, Ontario
T: 519.576.3650
F: 519.576.0121

Our File 20397B

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC Planning) has been retained by Forgestone Capital Management Ltd. to assist with planning applications for their properties located at 170-200 Northfield Drive and 570-630 Weber Street North (the subject site), which are located at the intersection of Northfield Drive and Parkside Drive. The westerly portion of the lands are developed with a commercial plaza, comprised of multiple buildings, including restaurants, a full service drug store and a full size food store. In addition, two single storey office buildings are located in the middle portion of the site, west of the Parkside Drive extension.

The Region completed a municipal comprehensive review and adopted an Amendment to the Regional Official Plan (ROPA 6) that provides policy direction regarding future growth and the determination of Regionally significant employment areas. ROPA 6 was subsequently approved by the Province in April 2023. A portion of the subject lands, generally along Northfield Drive West from the easterly limit of the site to the intersection with Weber Street North to a depth of 150 metres was considered in that context, and the Region determined, in accordance with the Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan), that the lands were not required for employment uses and would not be included within the Regional Employment Area. As that portion of the lands is not considered a Regional Employment Area, their future development for non-employment uses is not considered to be a 'conversion' in the context of the PPS and Growth Plan, and subject to the related provincial and municipal policies. In recognition of ROPA 6, the Owner and project team have considered the development plans for the lands. As such, the purpose of this Planning Justification Report is to provide a planning summary and analysis of the relevant policy framework, planning considerations and technical studies involved to permit the redevelopment of the lands for a mixed-use multi-building, development with commercial, employment, park space and residential uses.

Specifically, the proposal is to intensify the subject lands by constructing a multi-building development, with a mix of residential, commercial, and employment uses. The proposed development will include structured parking, indoor and outdoor amenity areas and an overall site design intended to foster pedestrian and cyclist movement between the development and the Northfield ION station south of the lands.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

2.1 Site Description

The subject site encompasses a large parcel of land, generally on the northeast corner of Weber Street North and Northfield Drive West within the Northfield Major Transit Station Area. A significant portion of the lands – generally the westerly portion – are developed with a mix of commercial and office uses. The new development planned for the site is on the easterly half of the lands, generally on either side of the Parkside Drive extension, which is for the most part, vacant. The existing commercial uses, except for the two single storey office buildings, are planned to remain and will be integrated into the overall site design. The two single storey office buildings are planned to remain for the medium term, but over the long term, their redevelopment as envisioned in this application, is proposed.

Northfield Drive is a Regional road that provides east-west access through the majority of the City of Waterloo, and beyond the City into Woolwich Township. Parkside Drive, south of Northfield Drive is a municipal road. North of Northfield Drive, Parkside Drive is a private road that functions as an extension of the municipal road. It provides access to the remainder of the lands, including the office buildings and the various commercial uses. The Northfield Station ION LRT platform is located south of the subject site just east of the intersection of Parkside Drive and Northfield Drive. The location of the subject site is illustrated on **Figure 1.**

The entire site is comprised of approximately 16.2 hectares with significant frontage along both Northfield Drive and Weber Street North. The lands planned for development (herein referred to as the subject lands) encompass 11.2 hectares and generally include the subject site except for that portion currently occupied by the commercial buildings and related parking. **Figure 2** illustrates the subject lands, being the extent of the site planned for development and re-development.

The subject site currently contains a large commercial development, with multiple buildings and a wide range of commercial uses including a large format drug store and a full size food store, as well as two single storey office buildings. The balance of the site is vacant, though some portions of the site contain surface parking lots that are no longer used to support the existing uses on the site. Topography generally slopes upward from Northfield Drive with higher elevations located at the north end of the site, particularly the northeast.



Figure 1
Location Map - Subject Site

LEGEND

Subject Site

Date:	March 2024
Scale:	1:5,000
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Drawn:	PL

north

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170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

Source: Region of Waterloo 2022 Satellite Imagery

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Figure 2
Location Map - Subject Lands

LEGEND

Subject Lands

Date:	January 2024
Scale:	1:5,000
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Drawn:	PL

north

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170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

Source: Region of Waterloo 2022 Satellite Imagery

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Easements currently exist along the southeastern limit of the subject site, extending from the eastern property boundary to Parkside Drive and adjacent to City of Waterloo Fire Station No. 3. These easements are currently registered in the favour of the Region of Waterloo and City of Waterloo for infrastructure purposes. An easement for hydro purposes also currently applies. The Region has initiated the process to expropriate the majority of the lands subject to existing easements to provide for the future construction of an extension of the Market Trail to Parkside Drive. The portion of the site subject to this process has been excluded from the proposed limit of development.

In addition to the Northfield ION Station south of the subject site, the lands are proximate to public transit services on Northfield Drive and Weber Street, including transit stops along the Parkside Drive extension within the subject site, as well as along Northfield Drive and Weber Street adjacent to the lands. The transportation network is shown on **Figure 3**.

2.2 Surrounding Land Uses and Site Context

The surrounding land uses include the following, as illustrated on **Figure 3**:

North: To the north of the subject lands are industrial/office/employment uses, generally oriented towards Randall Drive. These lands are planned for employment uses in the long term. Further to the north is the municipal boundary and the 'Stockyards' area of St. Jacobs.

West: To the west of the lands (on the opposite side of Weber Street) is another commercial plaza that includes multiple uses, including a larger commercial recreation use and restaurants. A new mid-rise apartment building is also located west of the subject lands.

South: Immediately to the south is City of Waterloo Fire Station No. 3, located on an irregular shaped lot. Further to the south on the opposite side of Northfield Drive are additional employment uses and commercial recreation uses, including a private racket/fitness club and two automotive dealerships. The Northfield ION Station platform is also located to the south of the subject site, accessed via a signalized crossing of Northfield Drive. The Laurel Trail is located south of the subject lands – the trail provides access to other areas of Waterloo eventually through Waterloo Park and into Uptown Waterloo.

East: To the east is a former CN spur now owned by the Region of Waterloo, which runs in a north-south direction. The Waterloo Central Railway operates a passenger service from Northfield Drive to Elmira during daytime hours at certain times of the year. Goderich-Exeter Railway operates freight service in the evening hours. The Laurel Trail extends along the west side of the rail corridor (referred to as the 'Market Trail' in this location) which provides access to the St. Jacobs Market to the north. Beyond the railway are additional industrial/employment uses and Kumpf Drive.

Figure 3
Transportation Network and Context Plan

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- Walking Distances (400m & 800m)
- Parks
- Major Transit Station Areas
- Cycling Route
- Multi-use Trail
- Recreational Trail
- Walkway

GRT Routes

- ION Route
- GRT Transit Route
- GRT Stops
- ION Stops

Note:
- Site Plan from Orchard Design Studio INC., April 28 2023

Date:	January 2024
Scale:	1:7,500
File:	20397B
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north

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The photos on the following pages indicate the existing site characteristics. The subject lands are located in an area with a wide range of commercial uses, as well as one of the larger employment areas within the City. The lands are well served by both rapid transit and existing bus routes, including a route that traverses through the subject lands. Commercial uses that meet the day-to-day needs of residents are located on the subject lands.



View of Parkside Drive looking north from Northfield Drive. Parkside Drive is a currently a private road built to municipal standards, complete with sidewalks and cycling lanes.



Vacant portion of lands as seen from Northfield Drive.



Frontage of subject lands along Northfield Drive.

2.3 **Pre-Consultation**

A pre-application consultation meeting was held on September 14, 2023, to discuss the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision. A list of the technical requirements for the submission of complete application was provided by the Region of Waterloo and the City of Waterloo to support the application.

The technical requirements to support the application are listed below as identified at pre-consultation:

- Cover letter;
- Completed Application Forms;
- Permission to Enter Form;
- Owner Authorization Form;
- Application fees for City and Region;
- Notice of Source Protection Plan Compliance;
- Property Survey or Existing Conditions Plan;
- Draft Plan of Subdivision;
- Master Plan and Conceptual Site Plan;
- Parks Concept Plan;
- Floor Plans;
- Building Elevation Drawings and Renderings;
- Preliminary Grading Plans;
- Planning Justification Report;
- Shadow Study;
- Wind Study;
- Environmental and Stationary Noise and Vibration Study;
- Energy Strategy;
- Functional Servicing and Stormwater Management Report;
- Transportation Impact Study;
- Retail Analysis;
- Land Use Compatibility Study; and
- Digital copy of all Reports and Supporting Information.

The required reports/studies listed above have been completed and are included as part of this submission. A brief summary of the technical reports is included in **Section 5.0** of this Report.

3.0 DESCRIPTION OF PROPOSAL

The following is a review of the proposed development for the subject lands.

3.1 Proposed Development

The owner proposes to redevelop portions of the subject lands that are outside of the Regional Employment Area for a mix of residential and commercial uses, and also to develop the vacant portions of the lands that are within the Business Employment designation (the north portion of the site). The intent is to maintain active transportation connections within the site out to Northfield Drive and to the Market Trail. Parks, in the form of Privately-Owned Public Spaces (POPS), are proposed on either side of Parkside Drive, and in conjunction with proposed new internal private driveways, will serve as the basis for the siting of new residential and commercial/employment buildings.

The proposed site plan, enclosed herein as **Figure 4**, provides conceptual details regarding the planned development, which is discussed in general terms below. More specifically, the development encompasses 11.2 hectares of the subject site and includes:

- Twelve (12) buildings, labelled A through L
- Over 22,000 m^2 of planned employment and commercial uses
- 4,267 residential units in a mix of one, two and three-bedroom units
- 5,139 parking spaces contained within below and above grade structured parking and in small surface parking areas on the north part of the site
- Two planned POPS, on either side of Parkside Drive
- Pedestrian and cycling connections to the balance of the commercial uses to the west, to allow for easy movement to day-to-day and weekly shopping needs that already exist on the lands.

Residential Mixed Use Component

The residential mixed-use component of the development along Northfield Drive involves multiple towers ranging in height from 25 storeys to 40 storeys situated atop a 6-storey podium (the tower heights include the height of the podium). Parkside Drive and the two proposed POPS serve as the organizing element for this component of the development. While the podium height is proposed to remain consistent throughout this portion of the development, tower heights vary across the site.

Greatest tower heights (36 storeys [Building C2] and 40 storeys [Buildings B1 and B2]) are located along the east side of the site adjacent to the rail corridor, separated from same by a 15 metre-wide linear landscaped

Figure 4
Overall Site Plan

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo



DATE	March 2024
SCALE	NTS
DRN	PL
FILE	20348I

north

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open space. Building heights are reduced along the Northfield Drive frontage, and generally range between 25 and 28 storeys (Buildings G1, G2 and H1). A point tower, 35 metres in height (Building D1) is proposed atop the podium at the northeast corner of Northfield Drive West and Parkside Drive, to emphasize the entrance to the site as well as provide a focal point when travelling west along Northfield over the Conestoga Expressway. Lower tower heights of 25, 27 and 29 storeys (Buildings C1, E and A) are proposed internal to the site, with taller towers 30 and 35 storeys in height (Buildings F1 and F2) proposed adjacent to the existing commercial plaza on the westerly portion of the site. Generally, building heights are lower along existing and proposed public roads and proposed park spaces, with greater building heights shifted to the edges and to emphasize entry into the development.

Proposed POPS central to the development are bordered by both proposed buildings, Parkside Drive and new internal driveways. The orientation of the proposed parks and roadways provide for generous separation between the towers and podiums internal to the development and fronting on these areas. Rooftop terraces are planned on top of each podium, contributing to the outdoor amenity areas for new residents within the development. The linear open space area adjacent to the rail corridor provides an opportunity to create additional outdoor amenity space at grade for new residents.

Pedestrian connections to the existing commercial area to the west are provided through a private driveway/pedestrian pathway connection adjacent to Building F2, as well as the existing private road, being the east-west leg of Parkside Drive, located further to the north. Parkside Drive further facilitates pedestrian connections to Northfield Drive, where existing pedestrian and cyclist facilities already exist.

Parking is accommodated entirely within structured parking, both within the podium and underground, to encourage pedestrian/cyclist movement throughout the development. Layby spaces are provided along the new private driveways in select locations in front of buildings to accommodate pick-ups, drop-offs, and deliveries.

Overall, the residential mixed-use component of the development accommodates a mixture of studio, one, two, and three-bedroom units to provide housing for a broad demographic – including families – with a total of 4,267 units (6,619 bedrooms), as well as 361 m^2 of non-residential floor space, which will complement the extensive commercial uses already located on the lands. Two POPS, totalling 3,220 m^2 are also included, as well as a landscaped open space area along the perimeter of the site, focused on the east side and along the Northfield interface.

The conceptual site plan for the residential mixed-use component is enclosed as **Figure 5**.

Employment Component

The employment component of the development is envisioned to accommodate a range of employment and ancillary commercial uses within four large low-rise buildings (Buildings I to K), situated to the east and west of Parkside Drive in the northern portion of the site within the Regional Employment Area. New buildings will be accessed from Parkside Drive, with surface parking areas provided to accommodate future uses. The linear open space adjacent to the rail corridor is extended into this portion of the development to provide potential at-grade outdoor amenity space for future employees. The employees will also have access to the planned POPS, which are located within walking distance of all four planned buildings.

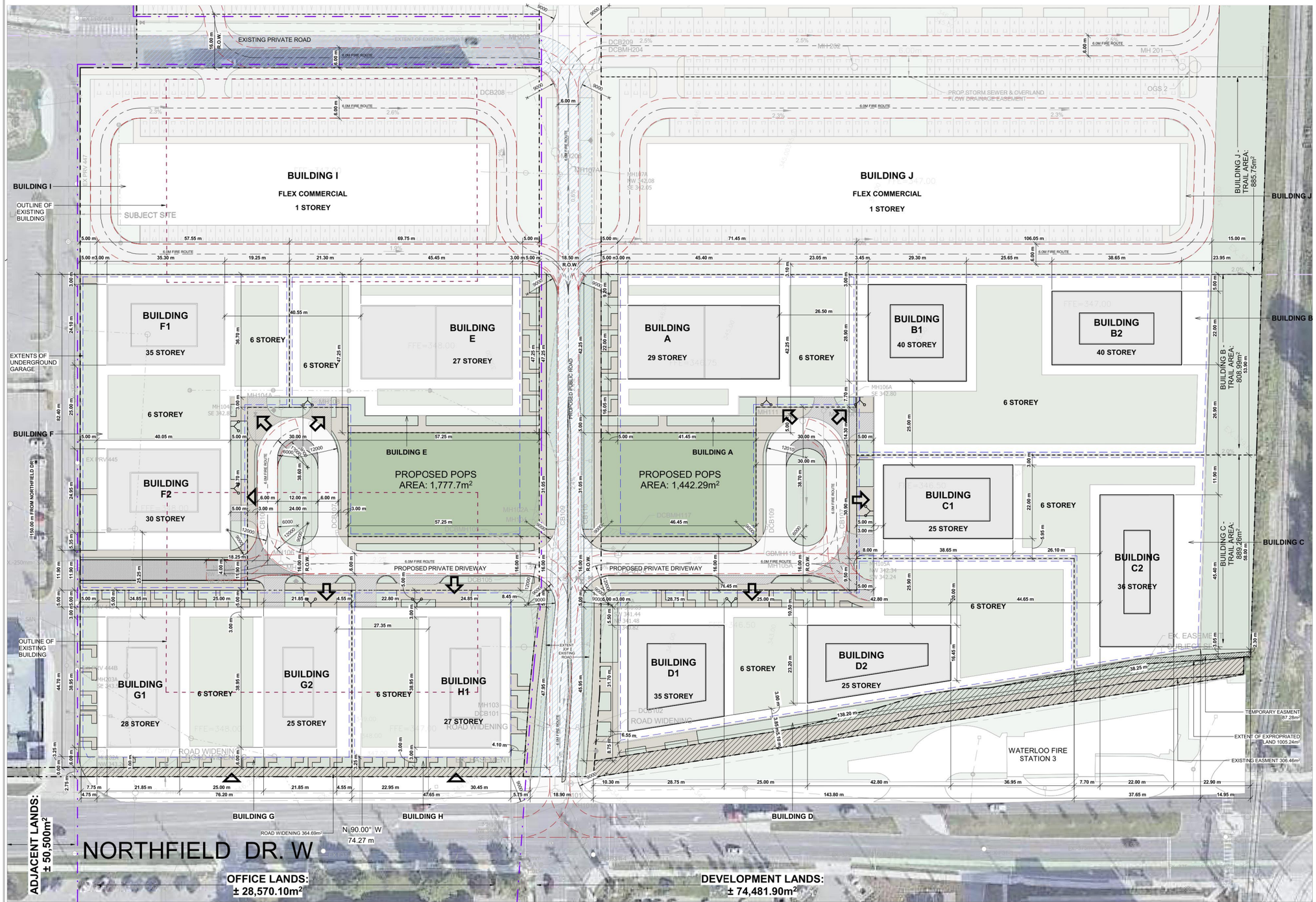


Figure 5
Site Plan - Residential Mixed Use Component

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

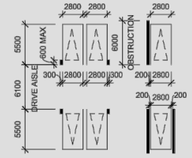
Legend

- PRIMARY RESIDENTIAL ENTRANCE
- SECONDARY RESIDENTIAL ENTRANCE
- RETAIL ENTRANCE
- EXIT
- FIRE HYDRANT
- SIAMESE CONNECTION
- PROPERTY BOUNDARY
- BUILDING DELINEATION

TYPICAL PARKING DIMENSIONS:

AISLE WIDTH: MIN 6.1m

TYPICAL PARKING SPACE:
MIN 2.8 x 5.5 x 2.0m HIGH



TYPICAL BARRIER FREE SPACE:

MIN 3.7 x 5.5 x 2.1m HIGH



Note:
- Site Plan from Turner Fleischer Architects Inc., February 28 2024

DATE	March 2024
SCALE	NTS
DRN	PL
FILE	20348I

north

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Buildings I and J are intended to function as 'flexible industrial-commercial' buildings to facilitate a transition in use from proposed residential uses in the southern portion of the subject lands to future industrial employment uses in the north end of the site. A mix of employment and commercial uses, provided for by the existing land use policy framework that applies to the subject lands, are envisioned to be accommodated in Buildings I and J.

Buildings K and L are proposed to accommodate a broader range of employment uses, including warehousing and distribution, given their proximity to the larger employment area and separation from proposed residential uses. A conceptual total of approximately 21,921 m^2 (235,955 ft^2) of gross floor area is proposed for this component of the development. The conceptual site plan specific to the employment component is enclosed as **Figure 6**.

Summary

Considering the above, the proposed development is estimated to accommodate 7,169 persons and 603 jobs for an overall density of 694 persons and jobs per hectare as per the following calculations:

Density Calculation – People and Jobs per Hectare[1]			
People	**People Per Unit-PPU[2]**	**Number of Units**	**Number of People**
Studio (Apartment)	1.25	307	384
One-Bedroom (Apartment)	1.25	2,068	2,585
Two-Bedroom (Apartment)	2.22	1,432	3,179
Three Bedroom	2.22	460	1,021
		Total	**7,169**
Jobs	**GFA per Employee[3]**	**Total GFA**	**Number of Jobs**
Commercial Employment	450 sq.ft	37,684 sq.ft	83
Traditional Employment	1,000 sq.ft	117,080 sq.ft	520
		Total	**603**
		Total People and Jobs	7,772
		Land Area	11.2 ha
		People and Jobs per Hectare	**694**

1. PPU and GFA per Employee values taken from the City of Waterloo Development Charges Background Study, 2020 prepared by Hemson

2. Average occupancy of apartments PPU, used by Hemson for forecasting purposes (See Section 8.1 of Background Study document)

3. Non-Residential rates as per Section 8.2 of Background Study document

Figure 6
Site Plan - Employment Component

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

TOTAL SUBJECT SITE AREA:
± 161,866.05m²

ADJACENT LANDS:
± 50,500m²

DEVELOPMENT LANDS:
± 74,481.90m²

OFFICE LANDS:
± 28,570.10m²

BUILDING K
INDUSTRIAL
1 STOREY
106.20 m

BUILDING L
INDUSTRIAL
1 STOREY
171.60 m

BUILDING I
FLEX COMMERCIAL
1 STOREY
111.25 m

BUILDING J
FLEX COMMERCIAL
1 STOREY
161.55 m

BUILDING J - TRAIL AREA: 1,850.5m²

BUILDING J - TRAIL AREA: 885.75m²

69 PARKING SPACES
REQUIRED (1.5/100 SQ M) 73

157 PARKING SPACES
REQUIRED (1.5/100 SQ M) 157

112 PARKING SPACES
REQUIRED (1.5/100 SQ M) 41

103 PARKING SPACES
REQUIRED (1.5/100 SQ M) 59

PROPOSED PUBLIC ROAD

EXISTING PRIVATE ROAD

6.0M FIRE ROUTE

BUILDING F1
35 STOREY

6 STOREY

BUILDING E
27 STOREY

BUILDING A
29 STOREY

BUILDING B1
40 STOREY

BUILDING B2
40 STOREY

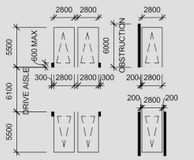
Legend

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north

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Perspective looking southwest from across adjacent rail corridor, showing both proposed residential mixed-use and employment components of the development.



Street-level perspective looking northeast from Northfield Drive and Weber Street.



Street-level perspective looking northwest from Northfield Drive.

3.2 **Development Phasing**

The development is proposed to be constructed in three phases, over many years, as illustrated in **Figure 7**. The Phasing Plan is conceptual and is intended to illustrate the planned progression of development on the lands and to establish new residential uses and buildings in a balanced manner in an effort to support the use of rapid transit within the Station Area. The first phase involves the residential component of the development east of Parkside Drive, which includes primarily residential uses with a small retail component on lands that are currently vacant. The second phase involves the majority of the employment buildings proposed for the site, as well as the northern extension of Parkside Drive. The third phase involves establishing the balance of the proposed residential mixed-use component and employment component west and south of Parkside Drive through the redevelopment of the existing office buildings, as well as an additional POPS. The Ground Floor Plan for the proposed development is enclosed as **Figures 8 and 9**, for the residential mixed-use and employment components respectively, and should be referenced in conjunction with the description of each phase of development provided below to understand the overall context.

PHASE 1

Phase 1 of the development includes the southeast corner of the site and the following elements:

- Establishment of a new POPS;
- Four residential buildings - one with an at-grade retail component – oriented to either Parkside Drive or the new internal private driveway;
- A linear open space adjacent to the rail line; and
- Underground and structured parking.

It should be noted that the building floor plans and site plan are conceptual at this time – as the development involves a multi-year build out, it is anticipated that the plans, including the floor plans, will be refined as each Block proceeds to development, within the permissions established in the Official Plan and Zoning By-law and subject to future site plan approval applications.

Building A includes a 29-storey tower atop a podium (6 storeys), oriented to Parkside Drive, with access from the new proposed private driveway. A mix of two and three-bedroom units characterize the ground floor of the podium fronting Parkside Drive, with a ground floor indoor amenity area facing the proposed park. A mix of one, two and three-bedroom units characterize the remaining western and southern facades of the podium fronting Parkside Drive and the POPS. Parking is located underground and within the podium.

Building B, located in the northeastern corner of the first phase, includes two towers – each 40 storeys in height (including the shared 6-storey podium). Parking is located underground and within the podium, with access provided from the new public road.

Building C includes two towers, 25 and 36 storeys in height (situated on a shared 6-storey podium), oriented to either the linear park or POPS. Indoor amenity space at grade is oriented to the front of the building facing the new private driveway. Parking is located underground and within the podium.

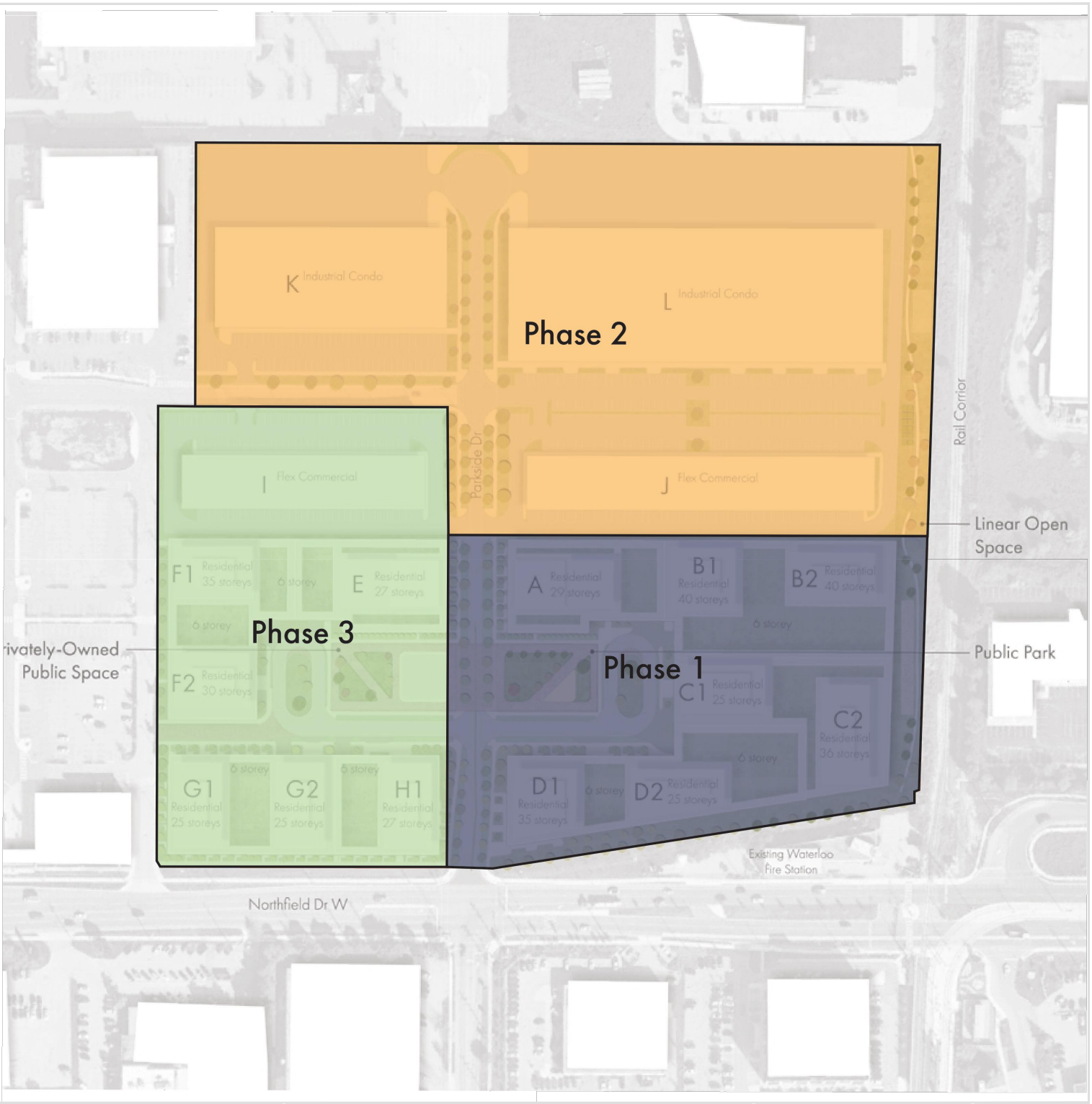


Figure 7
Development Phasing Plan

LEGEND

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north

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Figure 8
Ground Floor Plan - Residential Mixed Use Component

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

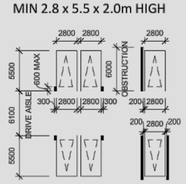
Legend

- PRIMARY RESIDENTIAL ENTRANCE
- SECONDARY RESIDENTIAL ENTRANCE
- RETAIL ENTRANCE
- EXIT
- FIRE HYDRANT
- SIAMESE CONNECTION
- PROPERTY BOUNDARY
- BUILDING DELINEATION

TYPICAL PARKING DIMENSIONS:

AISLE WIDTH: MIN 6.1m

TYPICAL PARKING SPACE:
MIN 2.8 x 5.5 x 2.0m HIGH



TYPICAL BARRIER FREE SPACE:

MIN 3.7 x 5.5 x 2.1m HIGH



Note:
- Floor Plan from Turner Fleischer Architects Inc., February 28 2024

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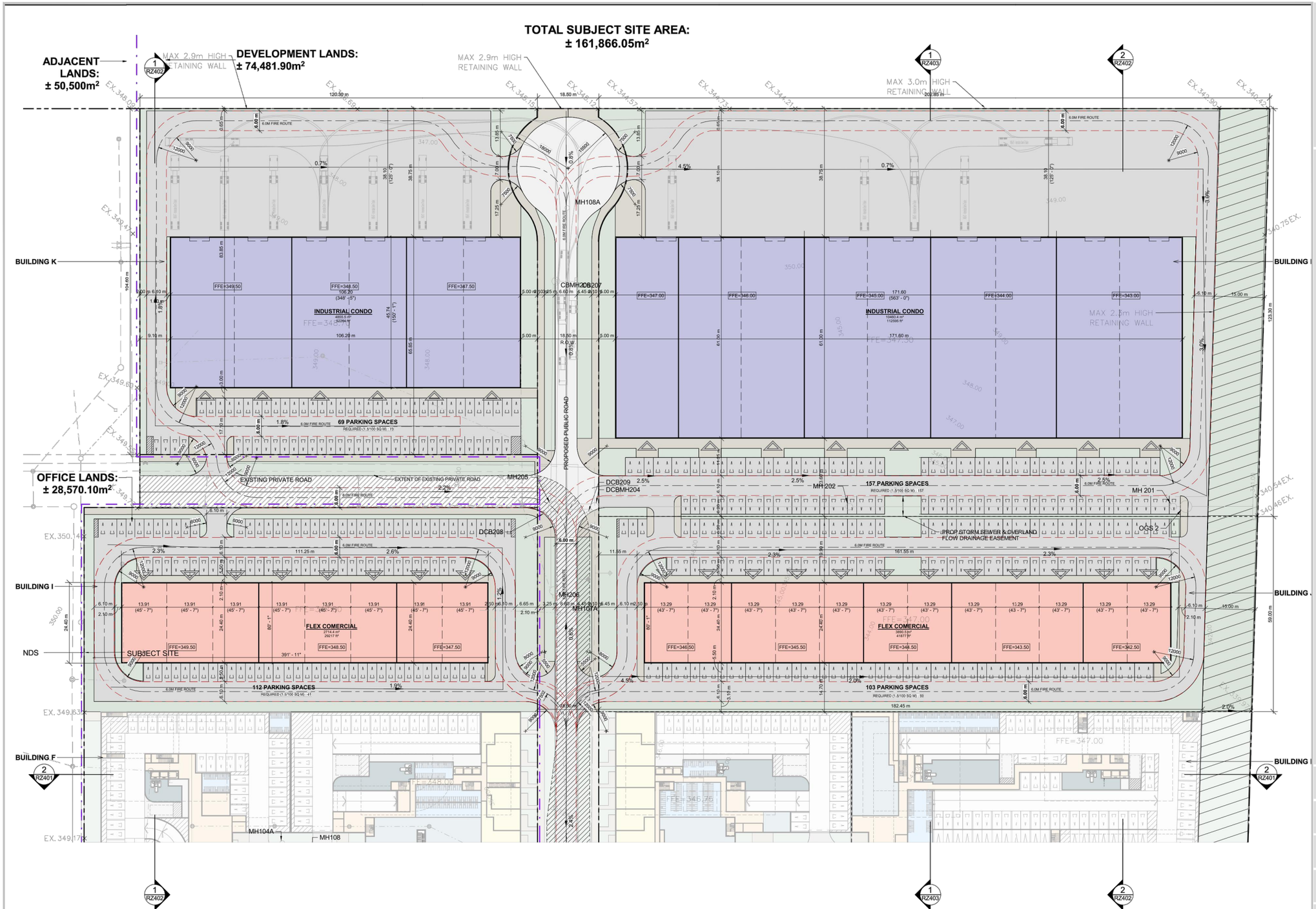


Figure 9
Ground Floor Plan - Employment Component

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

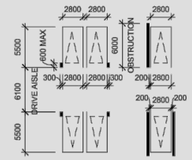
Legend

- PRIMARY RESIDENTIAL ENTRANCE
- SECONDARY RESIDENTIAL ENTRANCE
- RETAIL ENTRANCE
- EXIT
- FIRE HYDRANT
- SIAMESE CONNECTION
- PROPERTY BOUNDARY
- BUILDING DELINEATION

TYPICAL PARKING DIMENSIONS:

AISLE WIDTH: MIN 6.1m

TYPICAL PARKING SPACE:
MIN 2.8 x 5.5 x 2.0m HIGH



TYPICAL BARRIER FREE SPACE:

MIN 3.7 x 5.5 x 2.1m HIGH



Note:
- Floor Plan from Turner Fleischer Architects Inc., February 28 2024

DATE	March 2024
SCALE	NTS
DRN	PL
FILE	20348I

north

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Building D, located closest to Northfield Drive, is oriented to Parkside Drive. The building is characterized by two towers, being 25 and 35 storeys in height, sitting atop a six-storey podium. Ground floor retail floor space within the podium is oriented to the corner of Northfield and Parkside, with a ground floor indoor amenity space oriented to the intersection of Parkside and the new private driveway. Residential units oriented to the proposed POPS and private driveway wrap the north façade of Building D on the ground floor. A mix of one-, two- and three-bedroom units characterize the remaining floors of the podium at the western end of the building, fronting Northfield Drive, Parkside Drive and the new private driveway and POPS. Similar to the other buildings in this phase, parking is proposed underground and within the podium.

For each building in Phase 1, both indoor and outdoor amenity areas are located on the seventh floor – the first level interior to individual towers accommodates large indoor amenity space that provides access to the rooftop terrace atop each podium, which is shared among the residents of individual buildings.

PHASE 1 SUMMARY	**Provided**	**Total**
Retail Uses (Building D)	360 m^2	360 m^2
Residential Units – Studio	44 (Building A) 66 (Building B) 18 (Building D)	358 units / 612 beds (Building A) 924 units / 1,287 beds (Building B) 622 units / 991 beds (Building C) 599 units / 1,071 beds (Building D) **2,503 units / 3,961 beds**
1 Bedroom Units	119 (Building A) 627 (Building B) 340 (Building C) 225 (Building D)	
2 Bedroom Units	136 (Building A) 99 (Building B) 195 (Building C) 240 (Building D)	
3 Bedroom Units	59 (Building A) 132 (Building B) 87 (Building C) 116 (Building D)	
Parking Spaces	369 spaces(Building A) 1,117 spaces (Building B) 697 spaces(Building C) 675 spaces (Building D)	**2,858 spaces**
Common Amenity Area – Indoor	1,161 m^2 (Building A) 1,874 m^2 (Building B) 903 m^2 (Building C) 1,739 m^2 (Building D)	**5,677 m^2 Indoor Amenity** **10,716 m^2 Outdoor Amenity** **Total: 16,393 m^2**
Common Amenity Area - Outdoor	1,759 m^2 (Building A) 3,530 m^2 (Building B) 973 m^2 (Building C) 3,160 m^2 (Building D)	
POPS Area	1,442.29 m^2	**1,442.29 m^2**

PHASE 2

Phase 2 of the proposed development involves the majority of the employment component, including the following:

- Extension of Parkside Drive to the north end of the property and temporary cul-de-sac;
- One industrial/commercial building, two industrial employment buildings and associated surface parking areas; and
- The remaining linear landscaped open space area adjacent to the rail corridor.

Building J is conceptually planned with 3,890 m^2 of floor area. Access is to be provided from Parkside Drive as well as through a connection to the surface parking area for the proposed industrial building to the north.

Building K is intended to provide for industrial employment uses with 4,855 m^2 of floor area supported by surface parking and a large loading/docking area in the rear. The proposed building will front the east-west leg of Parkside Drive, with driveway access provided from same. Driveway access from the proposed cul-de-sac provides access for transport trucks loading at the rear of the building.

Building L is conceptually planned to accommodate 10,460 m^2 of floor space for industrial employment uses. The east-west leg of Parkside Drive is to be extended in the form of a driveway access to a surface parking area. Similar to Building K, this Building is supported by surface parking at the front and a large loading/docking area in the rear. Driveways within surface parking areas along the perimeter are proposed to provide connectivity and access between Buildings J and L.

PHASE 2 SUMMARY	Provided	Total
Flex Industrial/Commercial	3,890 m^2 (Building J)	**3,890 m^2**
Industrial Employment	4,855 m^2 (Building K) 10,460 m^2 (Building L)	4,855 m^2 (Building K) 10,460 m^2 (Building L) **15,315 m^2**
Parking Spaces	103 spaces(Building J) 69 spaces(Building K) 157 spaces (Building L)	**329 spaces**

PHASE 3

Phase 3 is located west and south of Parkside Drive, outside of the limit of the Draft Plan of Subdivision, and includes the following elements:

- Establishment of a new private driveway and connection to the adjacent commercial plaza;
- Establishment of a second outdoor park space, intended to function as a POPS;
- Four residential buildings organized around the new private driveway and POPS;
- One industrial/commercial building, fronting the existing east-west leg of Parkside Drive; and
- Underground, structured and surface parking.

Building E includes a tower atop a six-storey podium (27 storeys total), oriented to both Parkside Drive and the proposed POPS. A mix of two and three-bedroom units are proposed on all floors of the podium fronting Parkside Drive, whereas the southern façade of the podium is wrapped in ground floor amenity space and units above fronting the POPS. Vehicular access to the building is provided from the new private driveway, with parking accommodated within the podium and underground.

Building F is comprised of two towers – 30 and 35 storeys in height (including the shared six-storey podium). The ground floor of the podium along the eastern façade is characterized by indoor amenity and lobby spaces to serve new residents and provide active uses along the internal private driveway. A private driveway along the south side of the building is proposed to provide a connection with the adjacent commercial development, providing a pedestrian, cyclist and vehicular connection to the adjacent commercial plaza. Indoor amenity space is proposed at grade within the podium along the south façade to further activate this connection. Vehicular access to the building is provided from the new private driveway, with parking accommodated within the podium and underground.

Building G abuts Northfield Drive adjacent to the existing commercial plaza and contains two towers, 28 and 25 storeys in height, including a shared six storey podium. A range of one, two and three bedroom units are proposed on the ground floor of the podium on the north, south and western facades to activate pedestrian connections and street frontages. Similar to all buildings within this phase, vehicular access is provided from the new private driveway and parking is provided within the podium and underground.

Building H is oriented to the Parkside Drive and Northfield Drive frontages and accommodates a mix of one, two and three bedroom units at grade along with amenity and lobby spaces to activate street frontages. This building includes a 27 storey building, including the six storey podium, oriented to the intersection. Residential units at grade are planned to contain individual accesses from Northfield Drive or Parkside Drive, to assist in activating the public realm. While parking is provided in underground and structured parking, vehicular access is provided from the new private road.

Similar to Phase 1, all residential buildings in Phase 3 include indoor and outdoor amenity areas on the seventh floor – the first level interior to individual towers accommodates large indoor amenity space that provides access to the rooftop terrace atop each podium, which is shared among the residents of individual buildings.

Building I, fronting the existing east-west leg of Parkside Drive, is proposed as a 'flex industrial/commercial' building that serves as a transition between proposed residential uses and employment-focused uses further to the north similar to Building J in Phase 2. Supported by a surface parking area accessed from two points along Parkside Drive, this building is intended to accommodate ancillary commercial and compatible employment uses to complement the existing commercial uses to the west.

PHASE 3 SUMMARY	Provided	Total
Flex Industrial/Commercial	2,714 m^2 (Building I)	**2,714 m^2**
Residential Units – Studio	40 (Building E) 79 (Building F) 40 (Building G) 20 (Building H)	341 units / 623 beds (Building E) 612 units / 900 beds

PHASE 3 SUMMARY	Provided	Total
1 Bedroom Units	82 (Building E) 245 (Building F) 283 (Building G) 146 (Building H)	(Building F) 533 units / 743 beds (Building G) 278 units / 392 beds (Building H) **1,764 units / 2,658 beds**
2 Bedroom Units	156 (Building E) 288 (Building F) 208 (Building G) 110 (Building H)	
3 Bedroom Units	63 (Building E) 1 (Building G) 1 (Building H)	
Parking Spaces	351 spaces(Building E) 644 spaces(Building F) 545 spaces (Building G) 300 spaces(Building H) 112 spaces (Building I)	**1,952 spaces**
Common Amenity Area – Indoor	1,216 m^2 (Building E) 2,153 m^2 (Building F) 1,633 m^2 (Building G) 886 m^2 (Building H)	**5,888 m^2 Indoor Amenity** **6,861 m^2 Outdoor Amenity** **Total: 12,749 m^2**
Common Amenity Area - Outdoor	1,777 m^2 (Building E) 2,163 m^2 (Building F) 1,669 m^2 (Building G) 1,251 m^2 (Building H)	
POPS Area	1,777.72 m^2	**1,777.72 m^2**

In consideration of the above, the proposed Phasing Plan can be generally summarized as follows:

	Phase 1	Phase 2	Phase 3	Total
Retail	360 m^2	-	-	360 m^2
Flex Industrial/ Commercial	-	3,890.5 m^2	2,714.4 m^2	6,604.9 m^2
Industrial Employment	-	15,315 m^2	-	15,315 m^2
Studio Units	128 units	-	179 units	307 units
1- Brdm Units	1,311 units	-	757 units	2,068 units
2- Brdm Units	660 units	-	762 units	1,432 units
3- Brdm Units	394 units	-	66 units	460 units
Total Units	2,503 units	-	1,764 units	4,267 units
Total Bedrooms	3,961 bdrms	-	2,658 bdrms	6,619 bdrms
Structured Parking	2,858 sp	-	1,841 sp	4,698 sp
Surface Parking	-	329 sp	112 sp	441 sp
Total Parking	2,858 sp	329 sp	1,952 sp	5,139 sp

3.3 Proposed Amendments

The policy and regulatory framework that guided the initial development of the subject lands was established between 2012 and 2014. The subject lands are currently designated and zoned for Business Employment uses and are located in a Major Transit Station Area and Major Node. High density development is already permitted on the lands. Since the Official Plan was approved in 2012, a number of policy changes have been adopted/approved at all levels of government that support the consideration of a broader mix of uses on the subject lands. With respect to the subject lands, these policy changes have evolved as follows:

- **Specific Provision Area 42 (2012)** established a unique set of policies to direct the development of the subject lands as a 'high-quality', transit-oriented office-based employment centre with a secondary retail, service and hotel component. SPA 42 allows for the establishment of a range of retail and service commercial uses within the Business Employment designation, subject to phasing considerations and floor area caps, among other matters.
- The **Northfield Station Area Plan (2017)** recommended the introduction of residential uses into the Northfield Station Area within 250 metres of the station platform. The addition of residential uses was suggested to support activity through both the day and night within a Station Area otherwise dominated by employment uses and to optimize the use of the ION by establishing the Station as both a destination and origin for future trips. A residential population was also considered to increase the market for existing commercial uses in the Waterloo Corporate Campus, providing additional people living within walking distance to retail and commercial services. The Station Area Plan was partially implemented through Amendments to both the Official Plan and Zoning By-law, identifying the southern portion of the lands as within a 'Potential Transition Area', which allows the consideration of additional non-employment uses on this portion of the subject lands, subject to consideration through a Municipal Comprehensive Review.
- Building on the policy direction established through the Station Area planning process, the southern portion of the subject lands – measured as 150 metres in depth from Northfield Drive – were removed from the Regional Employment Area as a result of the Municipal Comprehensive Review process, which culminated in the approval of **Regional Official Plan Amendment (ROPA) 6.** Removal of a portion of the subject lands from the Regional Employment Area provides the opportunity to consider other non-employment uses on this portion of the site.

The proposed development builds on the existing layout of the site, incorporating the existing Parkside Drive extension and improving general active transportation connectivity to the station platform to the south. The majority of the lands planned for development are vacant and underutilized – the proposed redevelopment intensifies the underutilized lands, while broadening the employment, commercial and residential uses in the Station Area.

3.3.1 Proposed Official Plan Amendment

To implement the planned development, amendments to both the City of Waterloo Official Plan and Zoning By-law are required. The proposed Official Plan Amendment includes a change in land use and modifications to SPA 42 with an adapted policy framework that recognizes the existing development that has already occurred on the westerly portion of the lands, while providing direction for a mix of uses on the

balance of the lands, including employment, commercial and residential. Specifically the proposed amendment, as illustrated in **Figure 10**, seeks to:

- Amend Schedule 'A' *Land Use* to re-designate the portion of the lands outside of the Regional Employment Area from 'Employment' to 'Mixed-Use High Density Residential'; and
- Amend Schedule 'A2' *Employment Areas* to remove the portion of the lands outside of the Regional Employment Area from the 'Business Employment' designation.

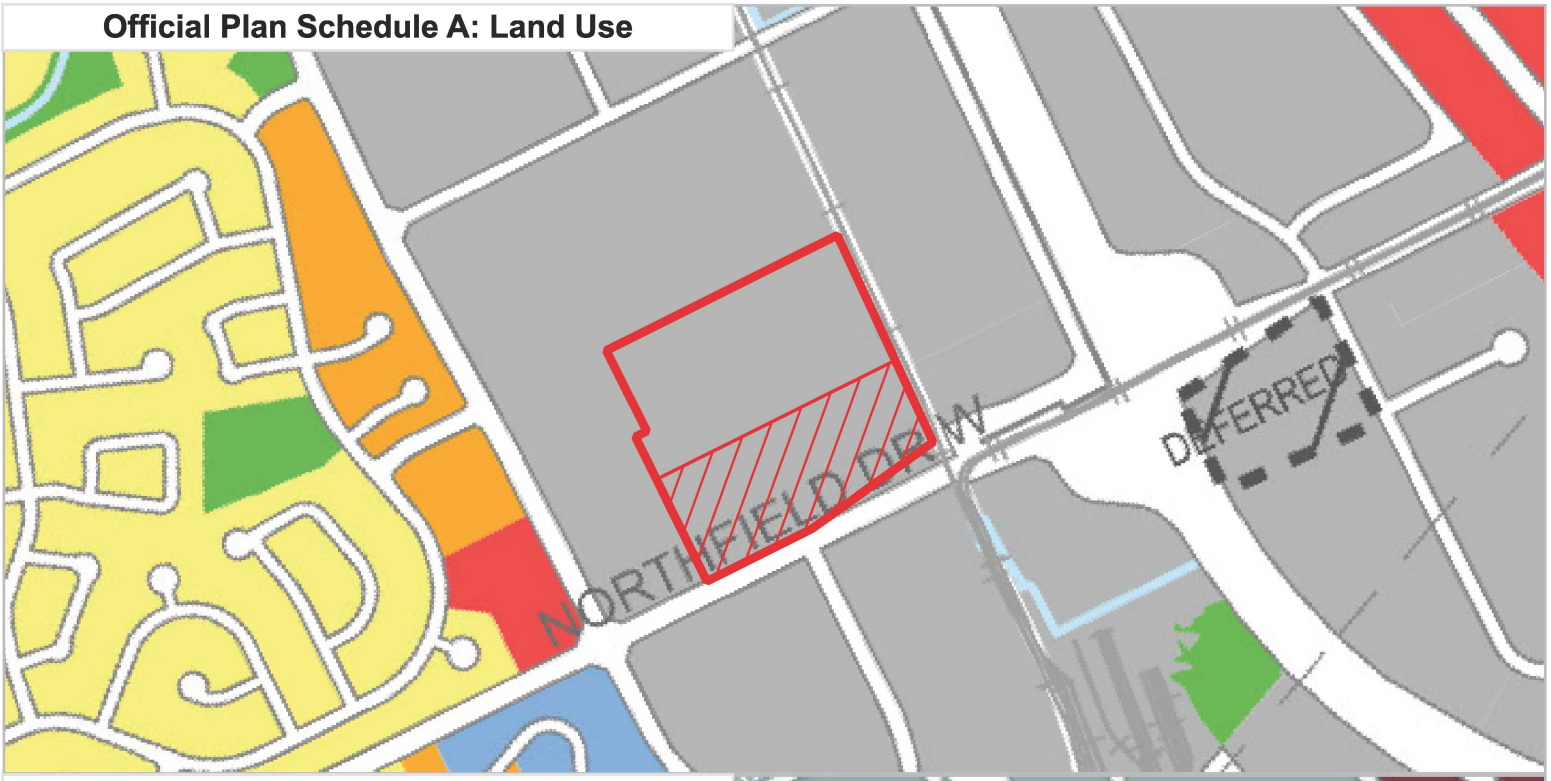
The amendment also seeks to modify the policy framework of SPA 42 as proposed in **Appendix A**.

3.3.2 Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment implements the proposed Official Plan Amendment and establishes a new zone for the lands outside of the Regional Employment Area, as well as a number of site-specific provisions to permit the development as proposed. Similar to the revision of SPA 42, the proposed Zoning By-law Amendment seeks to modify Exception C117 as it applies to the western portion of the subject site and delete C117 as it applies to the northern and southern portions of the subject lands. The southern portion of the subject lands are to be rezoned to the Residential Mixed Use (RMU-81) zone category with site specific exceptions, with the northern portion to retain the existing Station Area Business Employment Two B Zone (E2B-81) and new site-specific exceptions added to guide future development. A detailed analysis of the proposed development with respect to the regulations of the RMU-81 and E2B-81 zone categories is contained in Section 4.5 to this Report and discussed in detail therein. Specifically, the proposed amendment, as illustrated in **Figure 11**, seeks to:

- Rezone the portion of the lands outside of the Regional Employment Area (excluding lands already developed along Northfield Drive, closer to Weber Street) to the Residential Mixed-Use (RMU-81) Zone;
- Delete C117 from the portion of the lands outside of the Regional Employment Area to be zoned RMU-81 and establish new site-specific provisions, as follows:
    - Maximum density of 1,600 bedrooms per hectare, to be applied to the entirety of the lands zoned RMU-81;
    - Maximum building height of 40 storeys (127 metres);
    - Minimum 3 metre street line setback;
    - Minimum lot line setback of 3 metres from interior lot line abutting the Market Trail extension shall apply, and may be encroached upon to accommodate a standard building façade along the Market Trail Extension;
    - Minimum 15 metre setback from a railway right-of-way for above and below-grade structures and removal of the Holding provision as it relates to the adjacency of the railway;
    - Minimum tower separation of 11 metres from the interior lot line abutting the Market Trail extension shall not apply;
    - Minimum tower separation of 8 metres from an interior lot line abutting the existing commercial plaza;

Official Plan Schedule A: Land Use



Official Plan Schedule B1: Height and Density



Figure 10
Proposed Official Plan Amendment - Land Use and Density

LEGEND

- Subject Lands
- Redesignation to Mixed-Use High Density Residential Designation
- Redesignation to High Density , 81 metres

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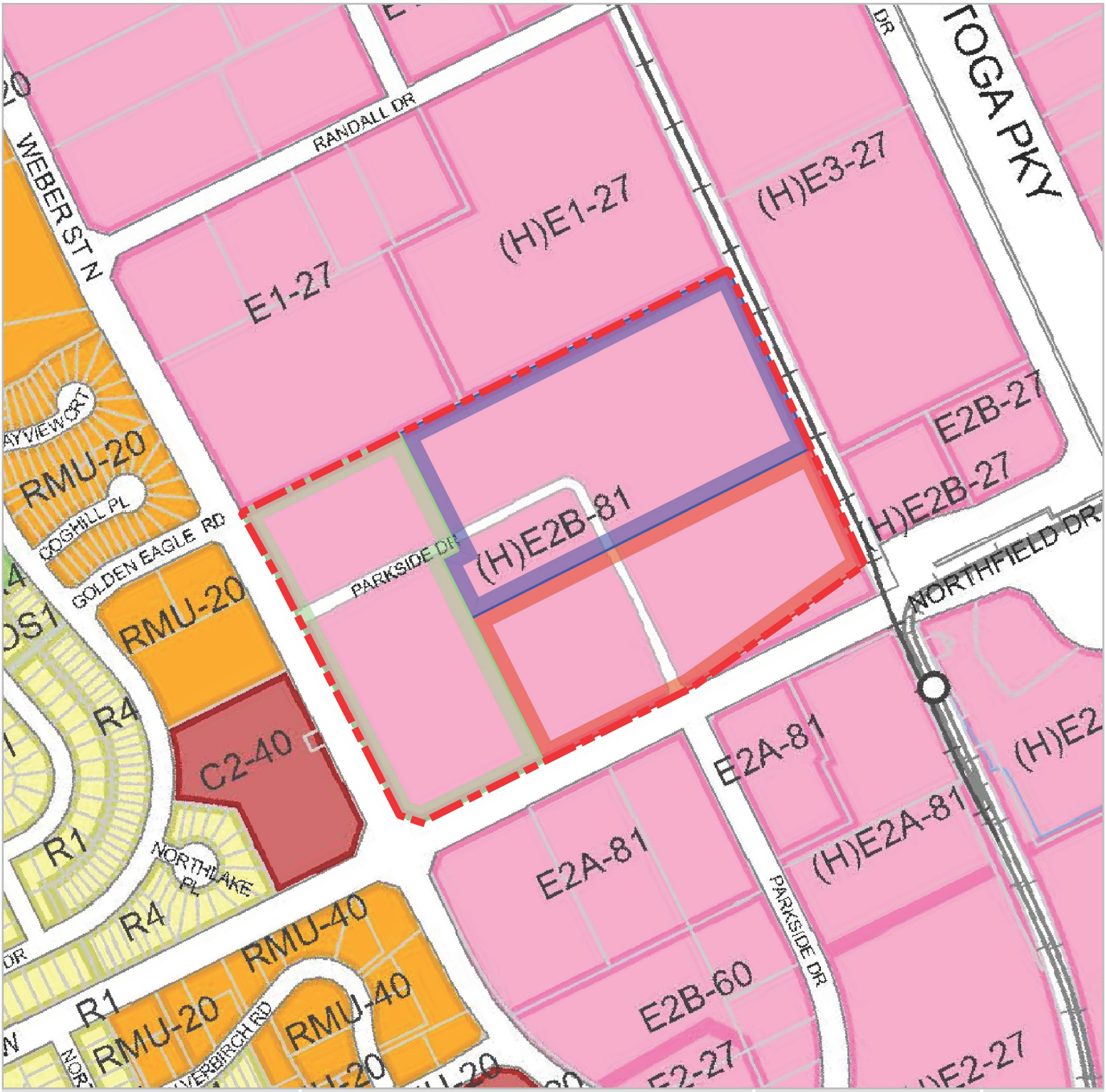


Figure 11
Proposed Zoning Bylaw Amendment

170-190 Northfield Dr. W
City of Waterloo
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LEGEND

- Subject Site
- Amend Exception C117 to provide for the final build-out of the existing commercial plaza
- Delete Exception C117 and establish new Exception (C11x) to permit additional primary and ancillary uses and establish site-specific provisions
- Delete Exception C117 and Rezone to Mixed Use Residential (RMU-81) zone category and establish new Exception (C11y) to establish site-specific provisions

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- Maximum 46 metre horizontal tower dimension for Building A, Building C2 and for Building E;
- Maximum 43 metre horizontal tower dimension for Building D2;
- Minimum landscaped open space of 15%, to be measured over the entirety of the lands zoned RMU-81;
- Minimum lot frontage of 18 metres;
- Restrict land uses within the delineated proposed POPS (provided the POPS count towards the required parkland dedication) to:
    - Community Garden
    - Landscaped Open Space
    - Open Space (which may include Privately Owned Publicly Accessible Space)
    - Public Art
    - Public Market
    - Underground Structured Parking; and
- Exempt the proposed development from the regulations of Section 3.S.5 of the Zoning By-law (Split Zoning).

- Delete C117 from the northern portion of the subject lands and establish a new site-specific provision that permits the following:
    - Warehouse; wholesale; laboratory; and logistics distribution centre as additional primary uses in the E2B zone, with "logistics distribution centre" being defined as *an industrial facility used for, but not limited to, assembly, storing, sorting, processing, packaging and distribution of goods, the management of inventory and the temporary on-site storage of commercial motor vehicles or trailers for freight handling*;
    - Beer, liquor & wine store; retail store (including hardware store, but excluding department stores and automotive supply stores); and veterinary clinic as additional ancillary uses in the E2B zone (existing permissions established through C117);
    - A combined maximum of 3,716 square meters of building floor area for all ancillary uses between Buildings I, J, K, and L;
    - Ancillary uses to not exceed 40% of the building floor area of the building, excluding structured parking, for Building I and J; and
    - Exempt the proposed development from the regulations of Section 3.S.5 of the Zoning By-law (Split Zoning).

- Amend C117 as it applies to the remainder of the subject site to recognize the final build-out of the existing commercial plaza. The proposed modifications to C117 regulations are enclosed as **Appendix B**.

4.0 PLANNING ANALYSIS

This section of the report reviews the applicable land use policy framework as it applies to the subject lands and how the proposal is consistent with, or conforms to, this framework, as applicable.

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) was issued by the Province of Ontario in 2020 under Section 3 of the Planning Act. The PPS provides a vision and the policy framework for matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land in Ontario.

The majority of the lands planned for development are vacant, though they have access to the Parkside Drive extension. Redevelopment of the subject lands will therefore make more efficient use of land and services within the Urban Area, and in particular, within a Major Transit Station Area. The lands are also well served by the Provincial, Regional and City transportation networks, including two Regional roads and the Conestoga Expressway. The proposed development will make optimal use of the site and provide for a mix of housing in a Major Node and Major Transit Station Area, as well as commercial and employment uses that will further broaden the non-residential uses in the area.

The following is a summary of applicable policy in the PPS:

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

The PPS promotes healthy living and safe communities which are sustained by promoting efficient development and land use patterns and accommodating an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs. The subject lands are within a Major Node and Major Transit Station Area, which are planned for intensification and a mix of land uses. The development will introduce residential uses into the Node, which currently contains predominantly retail, industrial/commercial and service commercial uses.

The proposed development will utilize existing services and infrastructure, which is consistent with the PPS objective for efficient development patterns that optimize the use of land, resources and public investment in infrastructure. The PPS also encourages the integration of land use planning, transit-supportive development and infrastructure planning with the goal of achieving cost-effect development patterns that optimize transit investments and minimize land consumption and servicing costs. The proposed development is consistent with these objectives – there are multiple transit stops within the site, as well as adjacent to the site on Northfield Drive and Weber Street and the Northfield ION Station is located directly south of the subject lands.

Section 1.1.3 Settlement Areas

PPS policy 1.1.3.1 states that "Settlement Areas" shall be the focus of growth and development, and their vitality and regeneration shall be promoted. The subject lands are located within the City's Urban Area, which is considered a 'Settlement Area'.

Policy 1.1.3.2 states that land use patterns within Settlement Areas shall be based on densities and a mix of land uses which:

a) Efficiently use land and resources;
b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
d) Prepare for the impact of a changing climate;
e) Support active transportation;
f) Are transit-supportive, where transit is planned, exists or may be developed; and
g) Are freight-supportive.

The subject lands are further identified as within the Delineated Built-Up Area of the Urban Area. The development will intensify an existing site (that is largely vacant), with existing roads, services and access to transit, which makes more efficient use of land and services. The proposed development will provide for indoor and outdoor bicycle parking, as well as active transportation connections both through the site and with opportunity to connect to lands to the north and south. The development also includes planned park spaces (POPS), that will assist in providing outdoor amenity space for the future residents and employees, as well as the surrounding community.

Section 1.3.2 Employment Areas

The lands remain designated for employment uses in the Waterloo Official Plan. While employment areas are to be protected and preserved for current and future uses, Policy 1.3.2.2 directs that through official plan reviews and updates, planning authorities are to assess employment areas to ensure the designation is appropriate for the planned function of the employment area. Based on their assessments and through a comprehensive review, planning authorities may permit the conversion of employment areas to non-employment uses where it has been demonstrated that the land is not required for employment purposes over the long term and there is a need for the conversion as per Policy 1.3.2.4.

The Region of Waterloo has completed a comprehensive review and determined that the portion of the lands generally within 150 metres of Northfield Drive are no longer required for employment uses and removed them from the employment area through the adoption (and subsequent approval) of Regional Official Plan Amendment 6. As a result, uses other than employment may be contemplated for this portion of the site.

Employment areas planned for industrial or manufacturing uses are to include an appropriate transition to adjacent non-employment areas as per Policy 1.3.2.3. The proposed development provides for a flexible

industrial-commercial area intended generally to accommodate a limited range of commercial uses in conjunction with office, medical clinic and similar uses to function as a transition between proposed residential and industrial employment uses. The proposed Zoning By-law Amendment has been structured so as to facilitate this transition within the development as proposed.

Section 1.4.3 Housing

The PPS states that an appropriate range and mix of housing types and densities shall be provided to meet projected requirements of current and future residents of the regional market area. This should be achieved by permitting and facilitating all forms of housing and all forms of residential intensification including second units and redevelopment. New housing development should also be directed to where there is appropriate levels of infrastructure and public service facilities available. Densities that promote efficient use of land, resources, infrastructure and public services should be promoted.

The proposed redevelopment supports residential intensification. The redevelopment of the lands, which are largely vacant with a multi-building, mixed-use development represents a more efficient use of land, resources and infrastructure. The proposed development plans for a mix of studio, one-, two- and three-bedroom units in a compact housing form. The residential units will be desirable to a variety of future residents given the location of the subject lands in close proximity to a wide range of commercial uses (including within the subject site), employment opportunities, schools, parks (including two POPS planned for the subject lands), trails and transit, in addition to the mix of uses on the site and the significant on-site outdoor spaces.

Section 1.6.7 Transportation

The PPS promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation. The proximity of the subject lands to transit services, including GRT bus stops within the development and along both adjacent streets, and the Northfield ION Station immediately to the south, provide access throughout Waterloo and into Kitchener. The future residents and employees will have many nearby amenities and commercial services that can be accessed without use of a vehicle, including a large drug store and food store existing within the site, further reducing impacts on the surrounding road network.

Based on the above, in our opinion the proposed Official Plan Amendment and Zoning Bylaw Amendment are consistent with the Provincial Policy Statement (2020).

4.2 Growth Plan for the Greater Golden Horseshoe, 2020

The Growth Plan establishes a vision for the Greater Golden Horseshoe based on the principles of: building compact, vibrant and complete communities; economic competitiveness; protecting natural heritage resources and employment areas; wise use of land and resources; optimizing infrastructure and transit and

directing growth to and intensifying existing Built-up Areas. The *Planning Act* requires that decisions respecting planning matters conform to the Growth Plan.

The Growth Plan identifies a planned structure for the area known as the Greater Golden Horseshoe. The Plan directs growth to Settlement Areas, with a specific focus on Strategic Growth Areas. The subject lands are located within the Delineated Built-Up Area of the larger Urban Area, and therefore part of the Settlement Area, and are also located within a designated Major Transit Station Area (a Strategic Growth Area) on a priority transit corridor, being the ION Light Rail Transit Route.

Section 2.2.1 Managing Growth

The Growth Plan states that forecasted growth will be allocated based on the following:

a) The vast majority of growth will be directed to settlement areas that:

   i) have a delineated built boundary,

   ii) have existing or planned municipal and wastewater systems; and

   iii) can support the achievement of complete communities.

c) Within settlement areas, growth will be focused in:

   i) delineated built-up areas;

   ii) strategic growth areas;

   iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and

   iv) areas with existing or planned public service facilities.

The subject lands are located within the Delineated Built-Up Area and within a Major Transit Station Area. Major Transit Station Areas are one of the main areas planned to accommodate growth as a Strategic Growth Area. The redevelopment of the subject lands will result in the efficient use of the lands, replacing, over time, two single storey buildings and vacant lands, with a multi-building, high-rise mixed-use development immediately north of an existing LRT station platform.

Section 2.2.1.4 states that applying the policies of the Growth Plan will support the achievement of complete communities. Complete communities feature a diverse mix of uses, including residential and employment, and convenient access to local stores, services and public service facilities. The proposed development will assist in contributing towards a complete community, by providing a mix of residential units within an area that contains predominantly industrial and commercial uses. The proposed development complements these existing uses by including both commercial and industrial uses, but broadens the elements within the subject site to also include residential uses, park spaces, and active transportation.

Section 2.2.2 (Delineated Built-up Areas) states that, by the time the next municipal comprehensive review is approved and in effect, the Region of Waterloo will be subject to a minimum intensification target of 50%

- meaning the development of lands within the Delineated Built-Up Area. The subject lands are located within the Delineated Built-Up Area and will assist the City and Region in achieving the Growth Plan targets.

Section 2.2.4 Transit Corridors and Station Areas

The Growth Plan prioritizes intensification within Major Transit Station Areas (MTSAs), and includes minimum density targets – in this case, 160 persons and jobs per hectare. Subsection 2.2.4.8 states that all major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators. In this case, the development is designed to support transit, with pedestrian and cycling connections from the development through to Northfield Drive and the Northfield ION Station and by broadening the mix of uses within the Station Area, such that there is a mix of origin and destination based trips. Overall, the development achieves an estimated density of more than 690 persons and jobs per hectare.

Furthermore, Policy 2.2.4.9 states in part that within all major transit station areas, development will be supported, where appropriate, by planning for a diverse mix of uses to support existing and planned transit service levels and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. The proposed development introduces residential uses to a major transit station area characterized primarily by employment and commercial uses, contributing to future LRT ridership while also introducing additional population in proximity to existing and future jobs. The proposed development includes a mix of new high-rise buildings and a proposed layout that provides for a transition from proposed residential uses to new and existing employment uses, consistent with this policy.

Section 2.2.5 Employment

The recent Municipal Comprehensive Review (MCR) undertaken by the Region of Waterloo was conducted in accordance with the Growth Plan and resulted in the removal of the southerly portion of the lands from the Regional Employment Area. As a result of the MCR exercise, the southerly portion of the lands are no longer deemed as required for employment uses and a wider range of uses may now be contemplated. The consideration of other uses is not be considered an 'employment conversion' under either the PPS or Growth Plan.

The remainder of the subject lands are located in the Regional Employment Area. The Regional Employment Area that includes the northern portion of the subject lands is also identified as a Provincially Significant Employment Zone for the purposes of long-term planning for job creation and economic development. The proposed development provides for employment uses given the location of the northern portion of the lands within the Regional Employment Area.

The proposed Official Plan Amendment seeks to permit warehousing, wholesaling and logistics distribution as primary uses in the Business Employment designation in recognition of the location of the subject lands in close proximity to the Northfield Drive interchange of Highway 85 (Conestoga Expressway). The designation of lands within settlement areas near major highway interchanges for such uses is consistent with Policy 2.2.5.5.

Similar to the PPS, Policy 2.2.5.8 directs that the development of sensitive land uses, such as residential, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are vulnerable to encroachment. As per the Land Use Compatibility Analysis, prepared by SLR and submitted concurrently with this Report, the introduction of residential uses on the southern portion of the subject lands is not anticipated to negatively impact adjacent and existing employment and industrial uses to the north, south and east.

Section 2.2.6 Housing

Policy 2.2.6.3 directs municipalities to consider the use of available tools to require the incorporation of a mix of unit sizes to accommodate a diverse range of household sizes and incomes and achieve complete communities. The proposed development provides for studio, one, two and three-bedroom units in order to achieve an adequate mix and range of units across the site.

In general, the subject lands are well positioned for intensification – they are located in a Major Node and Major Transit Station Area, have excellent access to the ION LRT, Provincial and Regional transportation and transit networks, as well as the evolving active transportation network.

In summary, in our opinion, the proposed Official Plan and Zoning By-law Amendments conform to the Growth Plan for the Greater Golden Horseshoe.

4.3 Regional Official Plan

The Region of Waterloo's Official Plan (ROP) was approved by the Ministry of Municipal Affairs and Housing, with modifications, on December 22, 2010 and approved by Oral Decision of the Ontario Municipal Board on June 18, 2015. Regional Official Plan Amendment 6 (ROPA 6), which establishes the planning framework for accommodating forecasted population and employment growth within the Region to 2051, was approved by the Minister of Municipal Affairs and Housing with Modifications on April 11, 2023. ROPA 6 established a new policy framework for Chapter 2 – Where and How to Grow of the ROP as well as new housing policies in Section 3.A, among other policy matters. The following is a review of the proposed development with respect to the relevant policies of the Regional Official Plan.

The subject lands are designated as follows in the Regional Official Plan:

- Map 2 Urban System: Urban Area and Major Transit Station Area – Please see **Figure 12**
- Map 3 Employment Area: Employment Area and Provincially Significant Employment Zone (northern portion); outside of Employment Area and Provincially Significant Employment Zone (southern portion) – Please see **Figure 13**
- Figure 4b Northfield Station: within Northfield Major Transit Station Area – Please see **Figure 14**

The subject lands are located within the Urban Area, which is intended to accommodate the majority of the Region's forecasted growth to 2051 as per Policy 2.C.2.1. The majority of growth within the Urban Area is to be directed to strategic growth areas such as Urban Growth Centres, Major Transit Station Areas, Regional Intensification Corridors, Local Centres and Intensification Corridors, as well as other lands within the

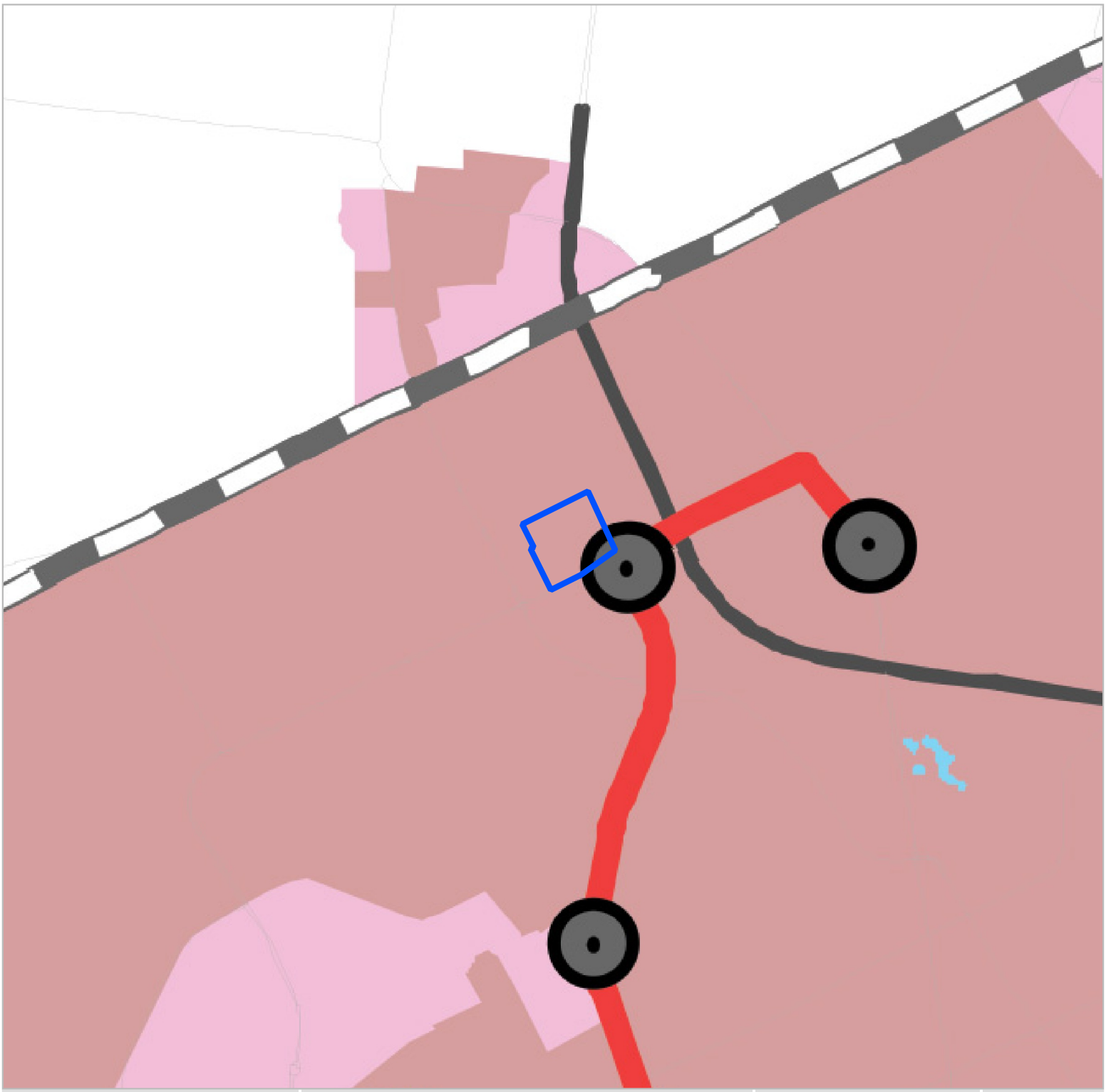


Figure 12
Regional Official Plan
Map 2: Urban System

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Strategic Growth Areas
- Regional Intensification Corridors
- Major Transit Station Area*

Urban Area / Township Urban Area
- Delineated Built-Up Area
- Designated Greenfield Area

Municipal Boundaries
- Area Municipal Boundary

Transportation
- Region of Waterloo International Airport
- Provincial Highways
- Areas that remain subject to the ROPA 2 appeal.

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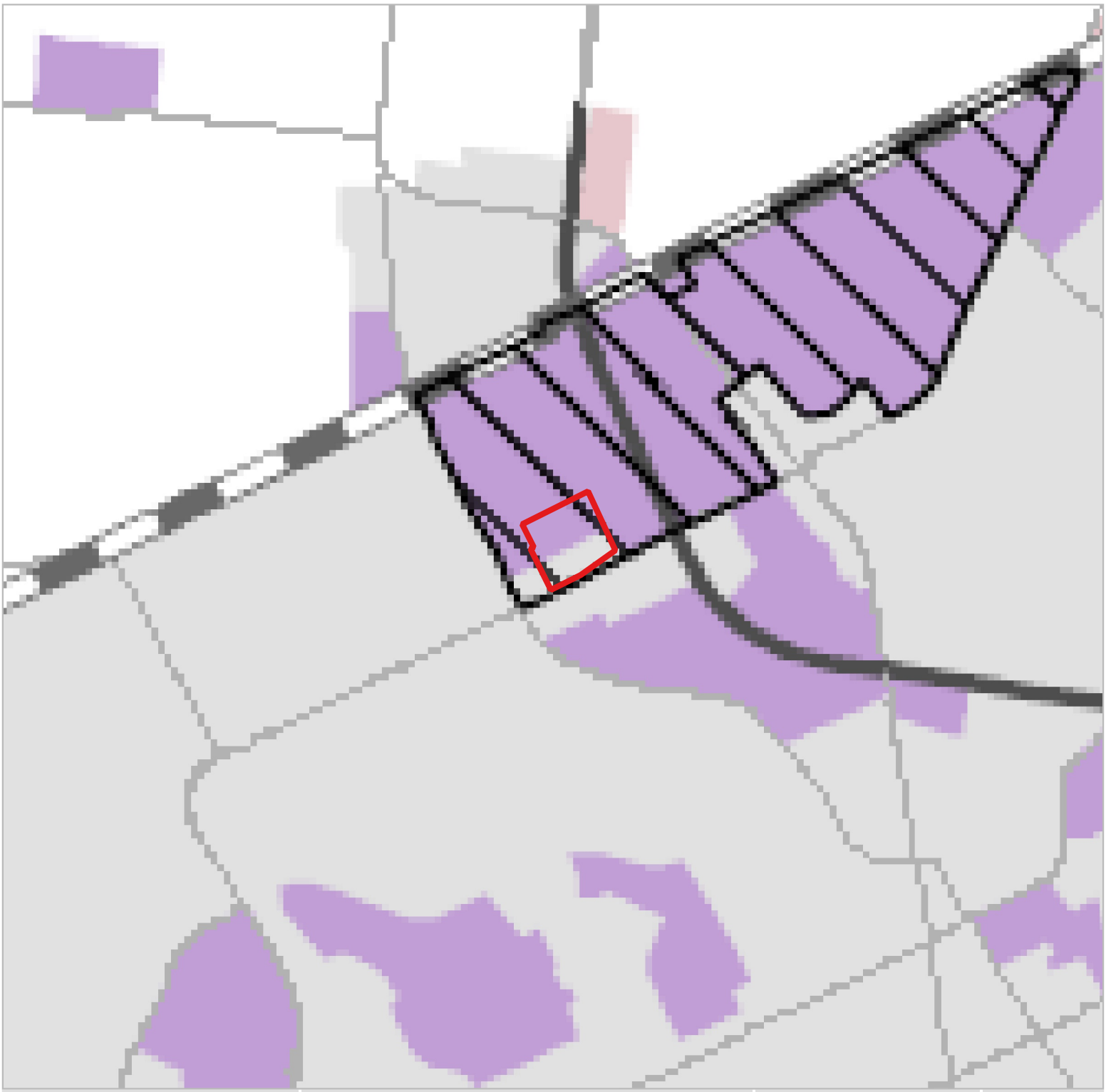


Figure 13
Regional Official Plan Map 3: Employment Area

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- Employment Area
- Provincially Significant Employment Zone
- Urban Area / Township Urban Area
- Rural Settlement Area

Municipal Boundaries

- Regional Municipal Boundary
- Area Municipal Boundary

Transportation

- Region of Waterloo International Airport
- Provincial Highways
- Regional Roads

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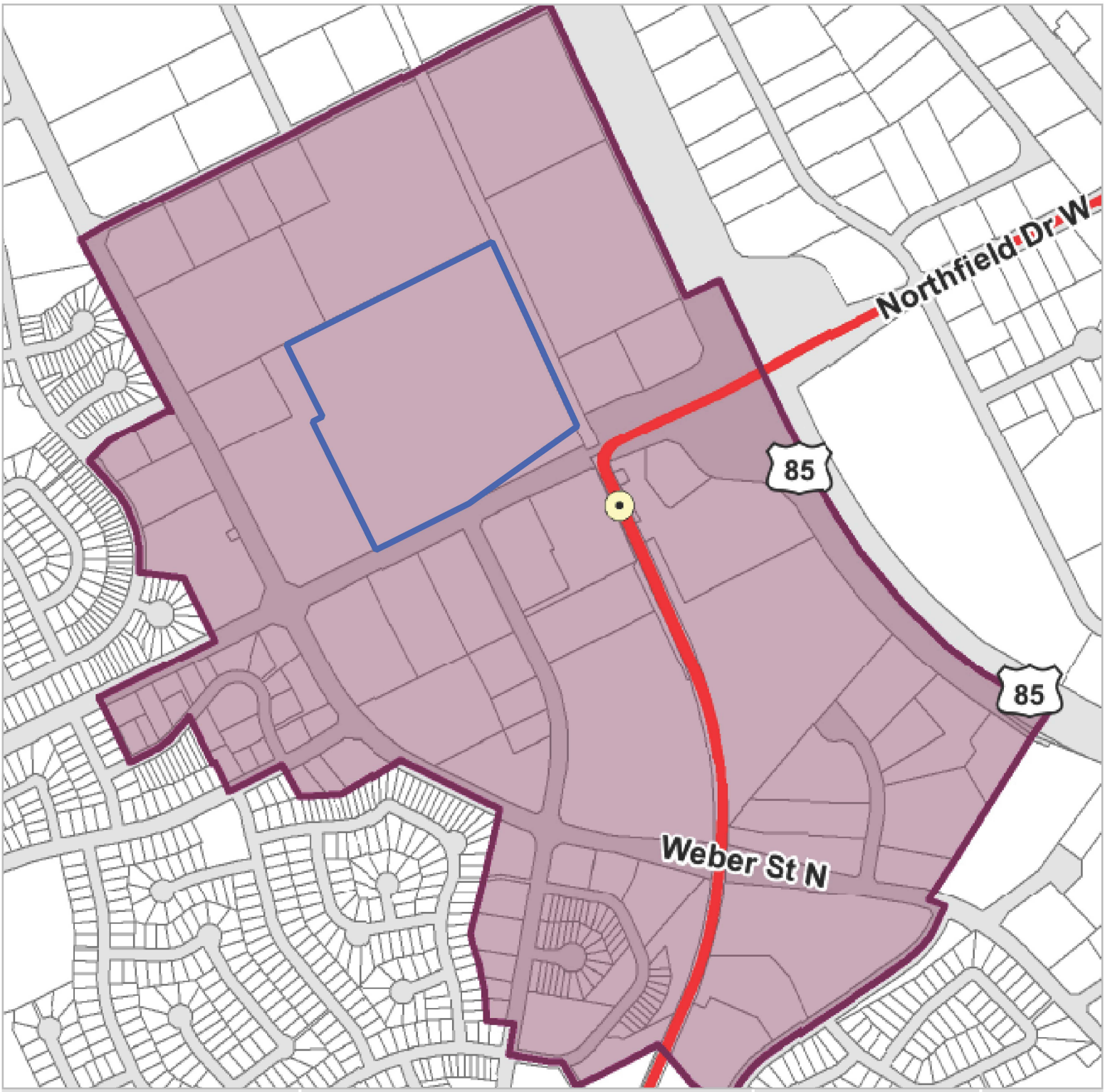


Figure 14
Regional Official Plan Figure 4b: Northfield Station

LEGEND

- Subject Lands
- Stage 1 ION LRT Route
- Planned Stage 2 ION LRT Route
- Major Transit Station Area

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Delineated Built-Up Area. Strategic growth areas are to accommodate the highest levels of growth and development, with Major Transit Station Areas being intended to accommodate the second-highest level of growth, as per the hierarchy established in Policy 2.B.1.1 b).

4.3.1 Urban Areas

Policy 2.C.2.2 sets out general policies to guide development within the Urban Area. Generally, development within the Urban Area is to be planned and developed in a manner that:

- implements the Regional Urban System;
- advances the community's transition into an energy-efficient, resilient, low-carbon community;
- is municipally serviced; protects the natural environment;
- provides a diverse range and mix of housing options;
- conserves cultural heritage resources;
- avoids development and land use patterns that may pose a risk to public health, safety and the environment;
- improves accessibility for persons of all ages and abilities;
- ensures the development of high-quality urban form;
- considers the wellbeing and belonging of all children and youth; and
- expands residents' access to a range of transportation options, public service facilities, urban greenlands and open spaces, and affordable food options in neighbourhoods.

The proposed development satisfies the Urban Area development policies for the following reasons:

- The proposed development will result in the re-development and intensification of underutilized and vacant lands located within a Major Node and Major Transit Station Area;
- The proposed development will provide for a compact form that includes high density residential uses and contributes to a pedestrian friendly environment by locating buildings close to existing streets and internal private roads and establishing pedestrian and cyclist connections to the Northfield Station platform, existing GRT Bus Routes, and existing trails in proximity to the site;
- The proposed development provides for a range of dwelling unit sizes and types, providing housing options for residents of varying life stages and income levels;
- The proposed development is located in an area well served with a broad range of commercial uses (including a food store and drug store), active transportation, and employment opportunities; the introduction of a residential population will assist in the establishment of a 15-minute neighbourhood in the vicinity of Northfield and Weber;
- The proposed development is adequately set back from the adjacent rail line and has been designed to facilitate a transition in uses, from proposed residential uses in the south to existing and planned employment uses to the north;
- The site design, which includes a point tower at the entrance to the development at Parkside and Northfield Drives and ground floor residential units, new park spaces, and adjacent employment uses, provides for a wide range of experiences, activities, and employment opportunities, as well as

the opportunity to establish an entry point to the Northfield MTSA from the Highway 85 interchange with Northfield Drive West; and

- The proposed development introduces new park spaces to the neighbourhood, and is also located in close proximity to existing multi-use trails.

4.3.2 Major Transit Station Areas

As per Policy 2.D.2.2, Major Transit Station Areas are to be planned and designed in a manner that:

- Achieves the minimum density targets set out in Table 2 of the ROP;
- Is transit-supportive, supports planned transit service levels, and prioritizes access to the station area and connections to any nearby major trip generators by providing connections to regional and provincial transit services and mobility networks for walking, cycling, and rolling;
- Provides for a diverse mix of uses, including additional residential uses and affordable housing, where residential uses are permitted to support transit service levels;
- Fosters collaboration between public and private sectors, such as joint development projects;
- Provides alternative development standards to maximize intensification opportunities and minimum surface parking areas;
- Prohibits land uses and built form that would adversely affect the achievement of minimum density targets;
- Protects existing significant employment uses by ensure land use compatibility with adjacent new development;
- Supports the implementation of inclusionary zoning; and
- Is consistent with the relevant transit-supportive development policies of Section 2.D.6.

With an estimated density of 694 persons and jobs per hectare, the proposed development assists in the achievement of the gross minimum density of 160 persons and jobs per hectare established for the Northfield Major Transit Station Area while also optimizing existing intensification opportunities afforded by the subject lands. The exclusion of the southern portion of the site from the Regional Employment Area affords the opportunity to establish a residential population in a station area otherwise characterized by commercial and employment uses, to further support the use of rapid transit, diversify the range and mix of uses within the Station Area, and allow more people to walk to their places of employment and meet their daily shopping needs. The addition of a residential population will also assist in increasing the number of trips originating from Northfield Station to other destinations within Waterloo and Kitchener. Proposed residential uses are located within a five-minute walking distance to the station platform, facilitated by existing pedestrian routes (sidewalks) along Parkside Drive and Northfield Drive and the signalized crossing of Northfield Drive leading to the station platform. New internal driveways connected to Parkside Drive further improve pedestrian connections to the station from within the residential/mixed-use component of the proposed development. Direct pedestrian connections to the station from proposed employment uses in the north end of the site are facilitated by the northern extension of Parkside Drive, which will include the extension of sidewalks and cycling lanes that currently exist along this private roadway.

While surface parking is proposed to support future commercial and employment uses, structured parking is proposed for the residential component of the development in an effort to efficiently use the lands while providing an appropriate supply of parking suitable for the location and availability of higher order transit. Locating all parking within structures in the residential mixed-use component of the development also further enhances the pedestrian experience by providing greater separation between vehicles and people. Coupled with connections to the existing multi-use trail network and bicycle parking located throughout the site, the proposed development contributes to walking, cycling and rolling within the Major Transit Station Area and to adjacent neighbourhoods.

4.3.3 Transit-Oriented Development

Section 2.D.6 of the ROP sets out specific Transit Oriented Development ("TOD") criteria to be considered in the review of development applications in strategic growth areas, which include the following:

- Creates an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed-use development;
- Supports a more compact urban form that locates the majority of transit supportive uses within a comfortable walking distance of the transit stop;
- Provides an appropriate mix of land uses that allows people to walk or take transit to work and provides for a variety of services and amenities;
- Promotes medium and higher density development as close as possible to the transit stop;
- Supports a high quality public realm to enhance the identity of the area and create gathering points; and provides access from various transportation modes to the transit facility; and
- Provides access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking and where applicable, passenger transfer and commuter pick-up/drop off areas.

GRT Route 19 currently runs along Parkside Drive north of Northfield Drive and therefore through the subject site. The proposed internal street pattern further connects pedestrians, cyclists and traffic to Parkside Drive throughout the proposed development while also serving as the framework to organize new buildings and parks. Improved connections to the existing multi-use trail network are also facilitated by Parkside Drive. The proposed development introduces over 4,000 new residential units within a five-minute walking distance of the Northfield Station platform via Parkside Drive and Northfield Drive.

Over 230,000 square feet of gross floor area devoted to commercial and employment uses are located within a five to 10 minute walk of the platform. The introduction of residential uses on the subject lands also establishes a new residential population within the Major Transit Station Area, not only locating a greater number of new residents in close proximity to an ION station, but also within a comfortable walking distance to a range of commercial uses and employment opportunities. Proposed park spaces introduce a new destination within the Station Area, providing outdoor amenity options for both residents and employees and provide a focal point for the residential mixed-use component of the development. Ultimately, the

proposed development contributes additional employment gross floor area to the community while also diversifying the mix of uses within an area otherwise dominated by employment and commercial uses, contributing to the establishment of a 15-minute neighbourhood within the Northfield Major Transit Station Area. Accordingly, in our opinion, the proposal is consistent with the TOD objectives.

4.3.4 Intensification Targets in Delineated Built-Up Areas

Section 2.F establishes the policy framework to achieve the objectives of meeting or exceeding minimum intensification targets to make better use of land and infrastructure and support the gradual transition of existing neighbourhoods into 15-minute neighbourhoods. Table 3 of the ROP establishes a minimum intensification target of 83% for the City of Waterloo, with a minimum of 19,740 additional units to be accommodated within the Delineated Built-Up Area between 2022-2051. Policy 2.I.5.1 states that the minimum intensification and density targets are minimum standards and area municipalities are encouraged to go beyond these minimum targets, where appropriate. The proposed development is planned for more than 4,000 dwelling units upon full build-out on lands that are well supported by transit, an evolving active transportation network, commercial uses, and existing and future employment opportunities in the interest of achieving the Region and City's intensification target.

4.3.5 Employment Areas

Section 2.H of the ROP provides the policy direction for employment areas. Policy 2.H.1.12 speaks to the re-designation of lands within employment areas to non-employment uses through a municipal comprehensive review where it has been demonstrated that:

a) there is a need for the re-designation;

b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;

c) the affected area municipality will maintain sufficient employment lands to accommodate the forecasted employment growth allocated to it in the Regional Official Plan;

d) the proposed uses will not adversely affect the overall viability of the employment area, or the achievement of the minimum intensification and density targets and other policies in this Plan; and

e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.

The southern portion of the subject lands, proposed for residential uses, are currently designated for Business Employment purposes in the City of Waterloo Official Plan. Through the Region's Municipal Comprehensive Review, which culminated in the Regional Adoption and subsequent Ministerial approval of Regional Official Plan Amendment No. 6, this portion of the subject lands were removed from the Regional Employment Area. The Municipal Comprehensive review process met the criteria of the Growth Plan and as such non-employment uses may be considered for the portion of the lands outside of the Regional Employment Area.

No changes to the portion of the lands within the Regional Employment Area are proposed – in this regard, an employment conversion is not proposed.

Through their exclusion from the Regional Employment Area, the determination has been made that the southern portion of the subject lands are not required for employment purposes and in turn the City of Waterloo will maintain sufficient employment lands to accommodate long-term employment growth as per 2.H.1.12 b) and c) of the Regional Official Plan. It is noted that the lands will continue to include employment and commercial uses within the overall development, ensuring the lands continue to include land uses that provide jobs.

With respect to surrounding uses, the Land Use Compatibility Study prepared by SLR demonstrates that the subject lands are adequately separated from existing industrial uses as per the *D-6-Guideline: Compatibility between Industrial Facilities*. In this regard, the introduction of residential uses will not adversely affect the overall viability of the employment area, or the achievement of the minimum intensification and density targets as per Policy 2.H.1.12 d).

Further to Policy 2.H.1.12 e), sufficient infrastructure exists in the immediate area to accommodate the proposes residential uses as demonstrated in the Functional Servicing Report, and the proposed park spaces and linear open space area along the eastern edge of the development provides outdoor areas to be used by residents and employees within the development.

The proposed Official Plan and Zoning By-law Amendments seek to establish warehouse, wholesale, and logistics distribution uses as additional primary permitted uses in the Business Employment designation in consideration of the subject lands' proximity to the Northfield interchange of Highway 85. While the Business Employment designation currently permits warehouse uses as a complementary use, they are subject to floor area limitations in the implementing Zoning By-law. Including warehouse, wholesale and logistics distribution uses as primary permitted uses on the northern portion of the subject lands implements Policy 2.H.1.7 of the Regional Official Plan, which directs municipalities to designate (and preserve) lands within employment areas located near highway interchanges, as areas for manufacturing, warehousing, and logistics.

Policy 2.H.1.8 provides the guidance for planning for employment areas, including, but not limited to, the following:

- prohibiting major retail uses;
- providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility; and
- within Major Transition Station Areas, ensuring employment areas are planned to accommodate the minimum density targets for the Station Area while maintaining the long-term viability of any surrounding employment uses within the employment area.

The proposed amendments will expand the range of permitted employment uses on the northern portion of the subject lands in accordance with Provincial and Regional policy, and includes a policy framework to facilitate a land use transition from proposed residential uses to future employment uses south to north. The proposed development provides sufficient employment land area to assist in achieving the minimum

density targets of the station area, while also introducing residential uses as envisioned in the Station Area Plan to exceed the density target and support the use of rapid transit.

Policy 2.H.1.9 permits the establishment of service commercial and ancillary retail uses in an employment area subject to a list of provisions. The inclusion of service commercial and retail uses on the subject lands was already established through the policies of Specific Provision Area 42.

4.3.6 Regional Official Plan Summary

In light of these considerations, **it is our opinion that the Official Plan and Zoning By-law Amendments conform to the Regional Official Plan.**

4.4 **City of Waterloo Official Plan**

The City of Waterloo Official Plan represents the City's vision for growth and change within the community. The Official Plan sets out principles, objectives and policies designed to direct the form, extent, nature and rate of growth and change within the City to 2031. The following outlines the applicable Schedules as contained in the Official Plan:

Schedule A – Land Use Plan	**Employment** – Please see **Figure 15**
Schedule A2 – Employment Areas	**Business Employment** – Please see **Figure 16**
Schedule A6 – Specific Provision Areas	**Specific Provision Area (SPA) 42** - Please see **Figure 17**
Schedule B – City Structure	**Major Node** – Please see **Figure 18**
Schedule B1 – Height and Density	**High Density Employment, 81 metres** – Please see **Figure 19**
Schedule E – Road Classification System	Northfield Drive – Regional Arterial – Please see **Figure 20**
Schedule F – Active Transportation Network	Potential Pedestrian Corridor - Conceptual Northfield Drive West and Market Trail– City-Wide Cycling and Multi-Use Routes – Please see **Figure 21**
Schedule J – Station Areas	Active Transportation Connection Potential Priority Public Space Potential Priority Connection Potential Transition Area Please see **Figure 22**
Schedule J2: Northfield Station Areas	Active Transportation Connection (Parkside Drive) Area A (Northfield Drive frontage) Area B Potential Priority Public Space Potential Priority Connection (Parkside Drive) Please see **Figure 23**

The land use policy contemplating the use and development of the subject lands has evolved over time with the development of the ION transit system and Northfield Station, the preparation of the Northfield Station Area Plan, incorporation of Major Transit Station Area policies in the Growth Plan, and the Municipal Comprehensive Review Process associated with Regional Official Plan Amendment No. 6. Furthermore, the City's height and density policy framework has largely been in place since 2003 (OP) with only minor changes to modify the measurement of density from units per hectare to bedrooms per hectare and the individual boundaries of Nodes and Corridors. The framework has not been updated to permit greater height and density within key strategic growth areas, such as Major Transit Station Areas, though Council has approved individual development applications that exceed height or density, or both.

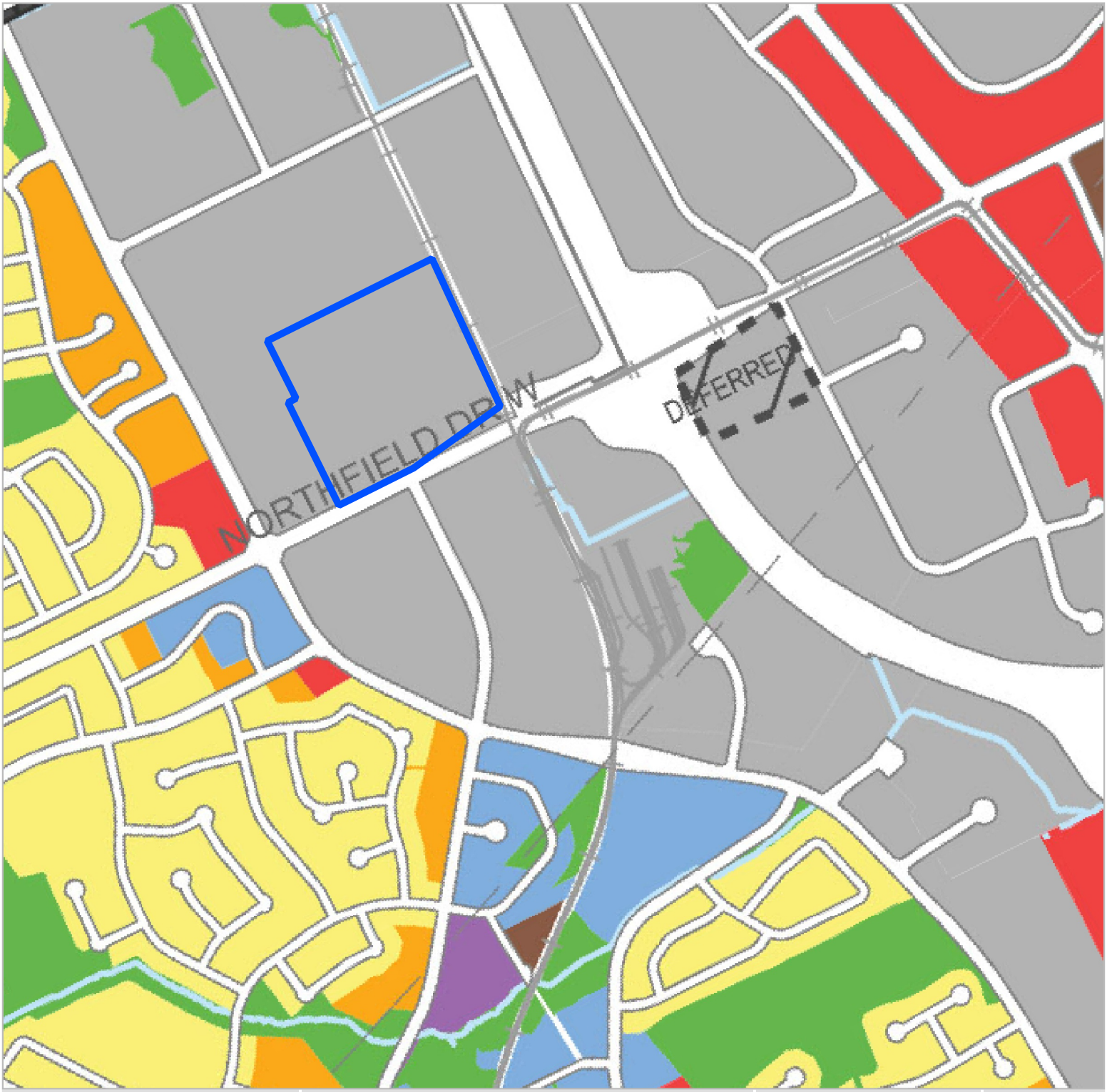


Figure 15
City of Waterloo Official Plan Schedule A: Land Use Plan

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Land Use Designations

- Low Density Residential
- Mixed-Use Medium Density Residential
- Mixed-Use Medium High Density Residential
- Mixed-Use High Density Residential
- Commercial
- Employment
- Major Institutional
- Open Space
- Rural
- Urban Area Boundary
- Uptown Waterloo Urban Growth Centre

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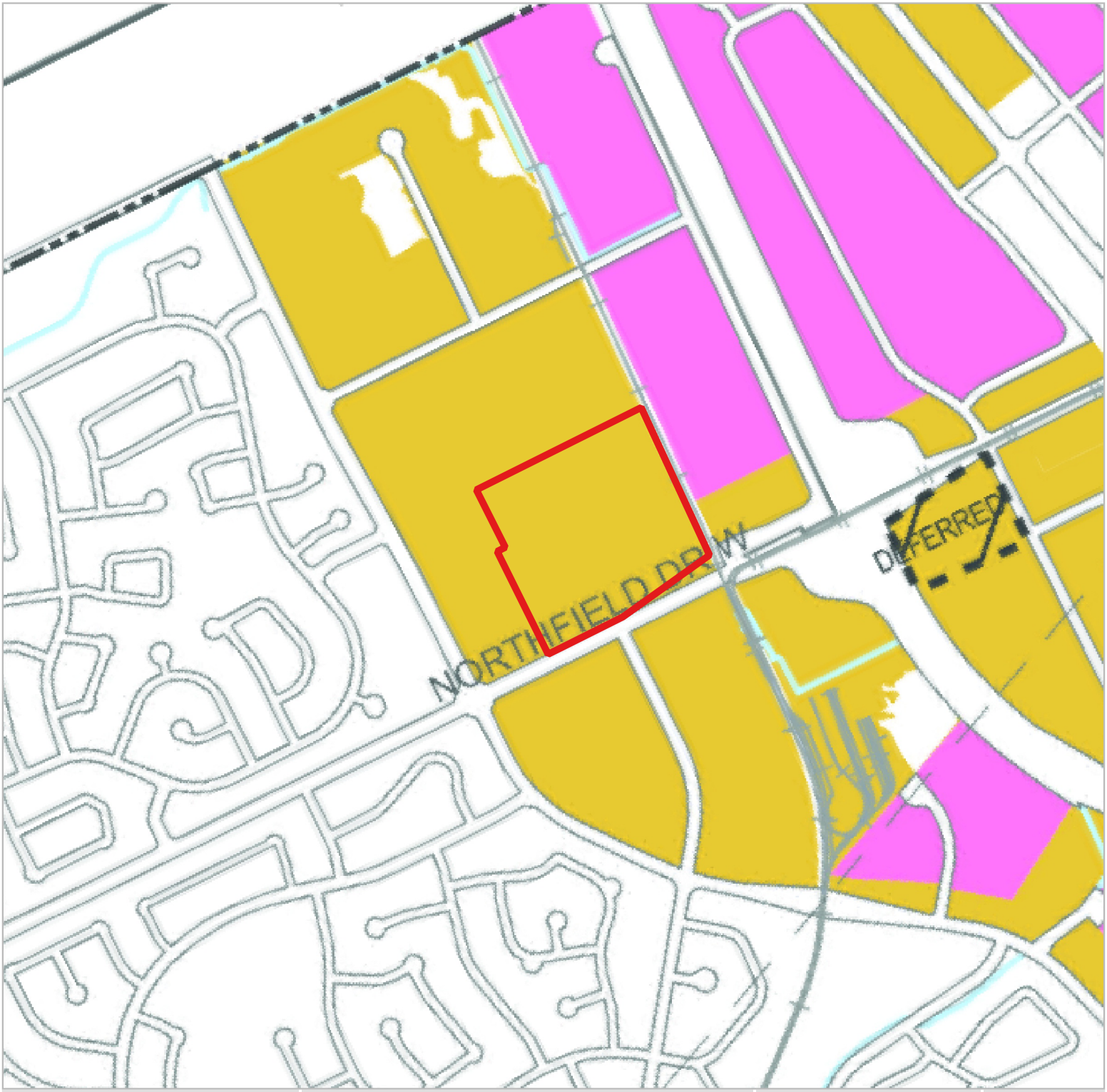


Figure 16
City of Waterloo Official Plan Schedule A2: Employment Areas

LEGEND

- Subject Lands
- Uptown Waterloo Urban Growth Centre

Employment Areas

- Academic
- Business Employment
- Flexible Industrial

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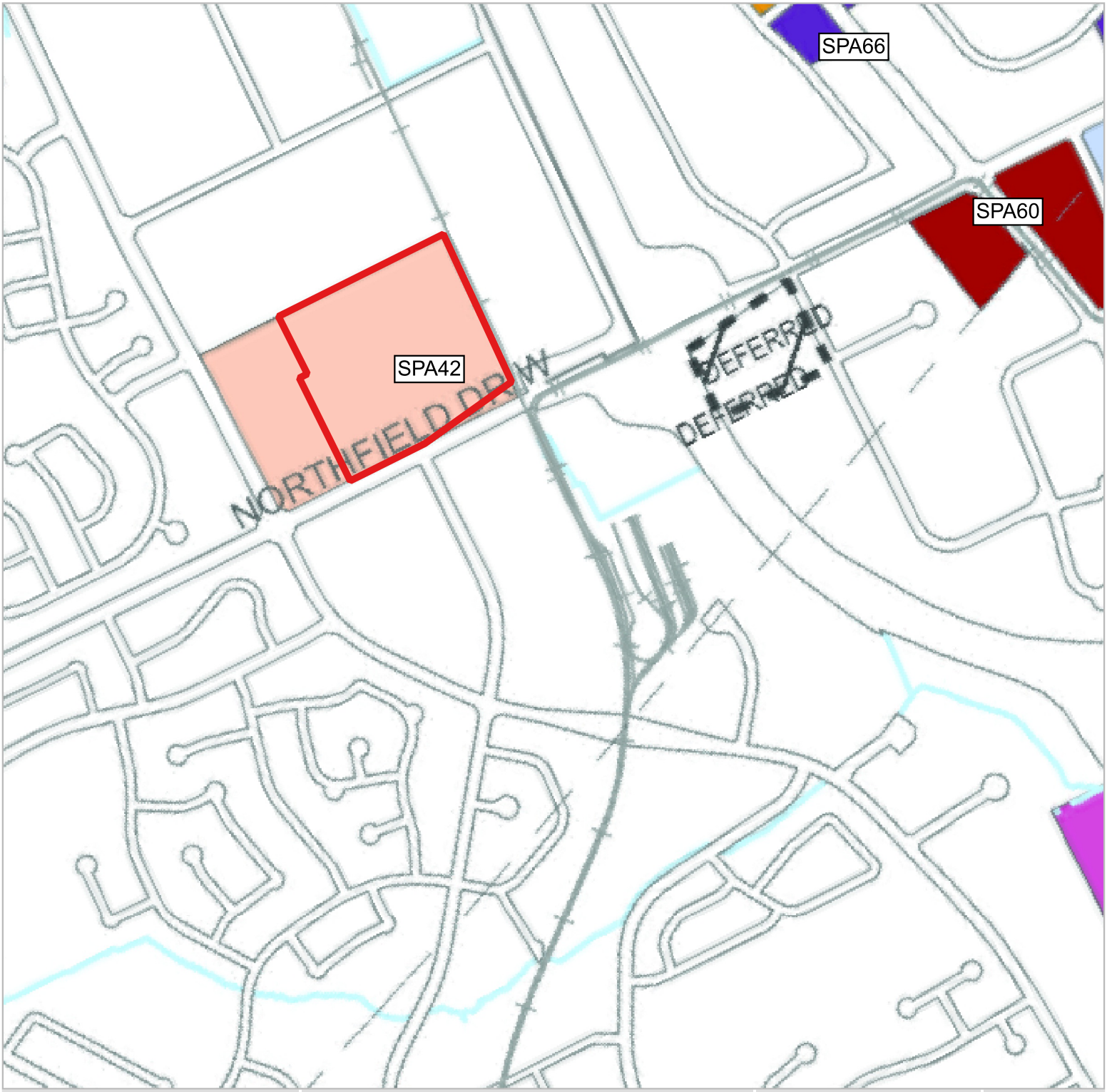


Figure 17
City of Waterloo Official Plan Schedule A6: Specific Provision Areas

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- SPA — Specific Provision Area
- SPA — Expired Specific Provision Area

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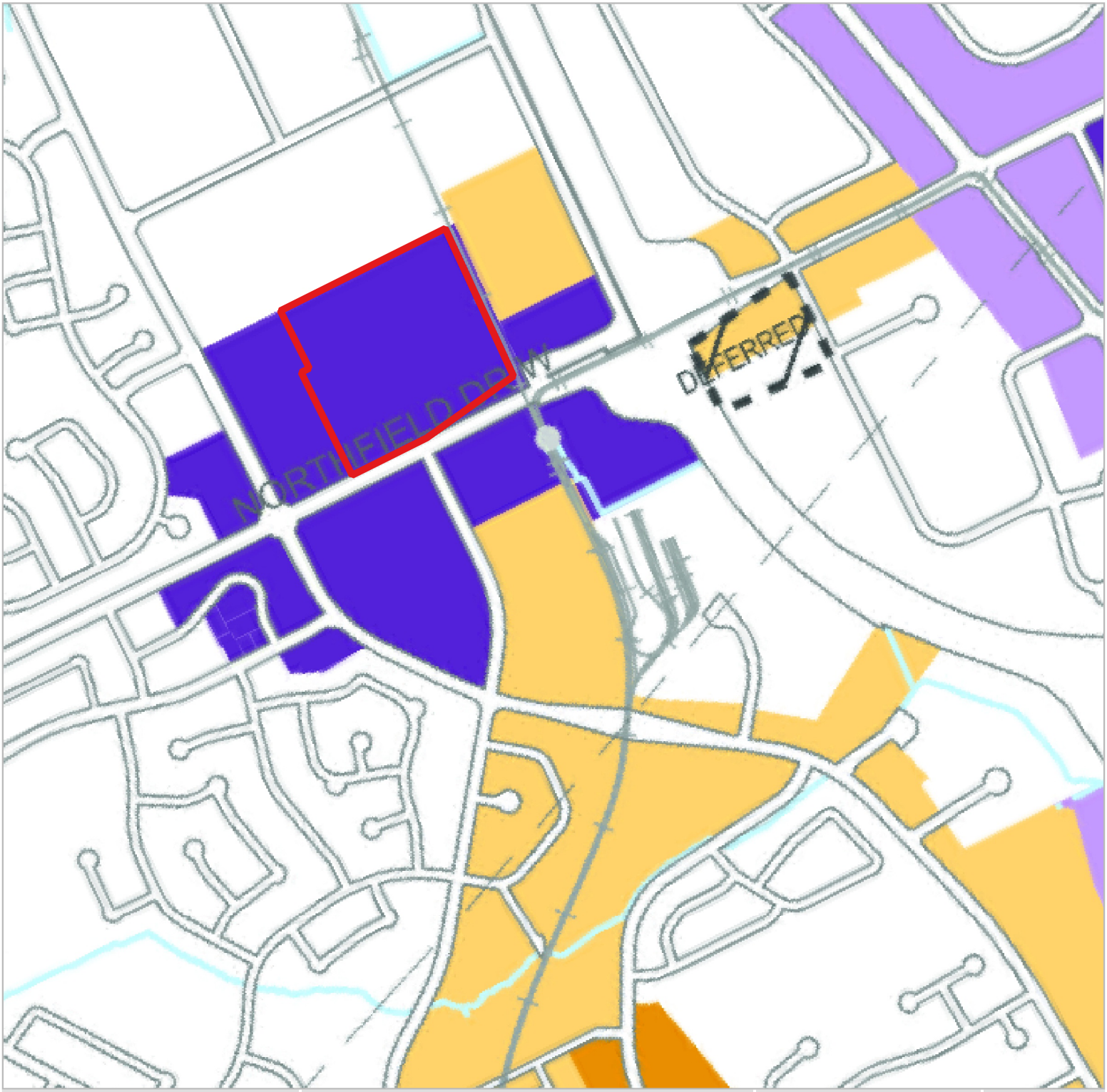


Figure 18
City of Waterloo Official Plan Schedule B: City Structure

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands

Nodes and Corridors

- Primary Node
- Major Node
- Minor Node
- Future Node
- Major Corridor
- Minor Corridor
- Urban Area Boundary
- Protected Countryside
- Uptown Waterloo Urban Growth Centre
- Reurbanization Corridor
- Major Transit Station Areas

Date:	January 2024
Scale:	1:10,000
File:	20397B
Drawn:	PL

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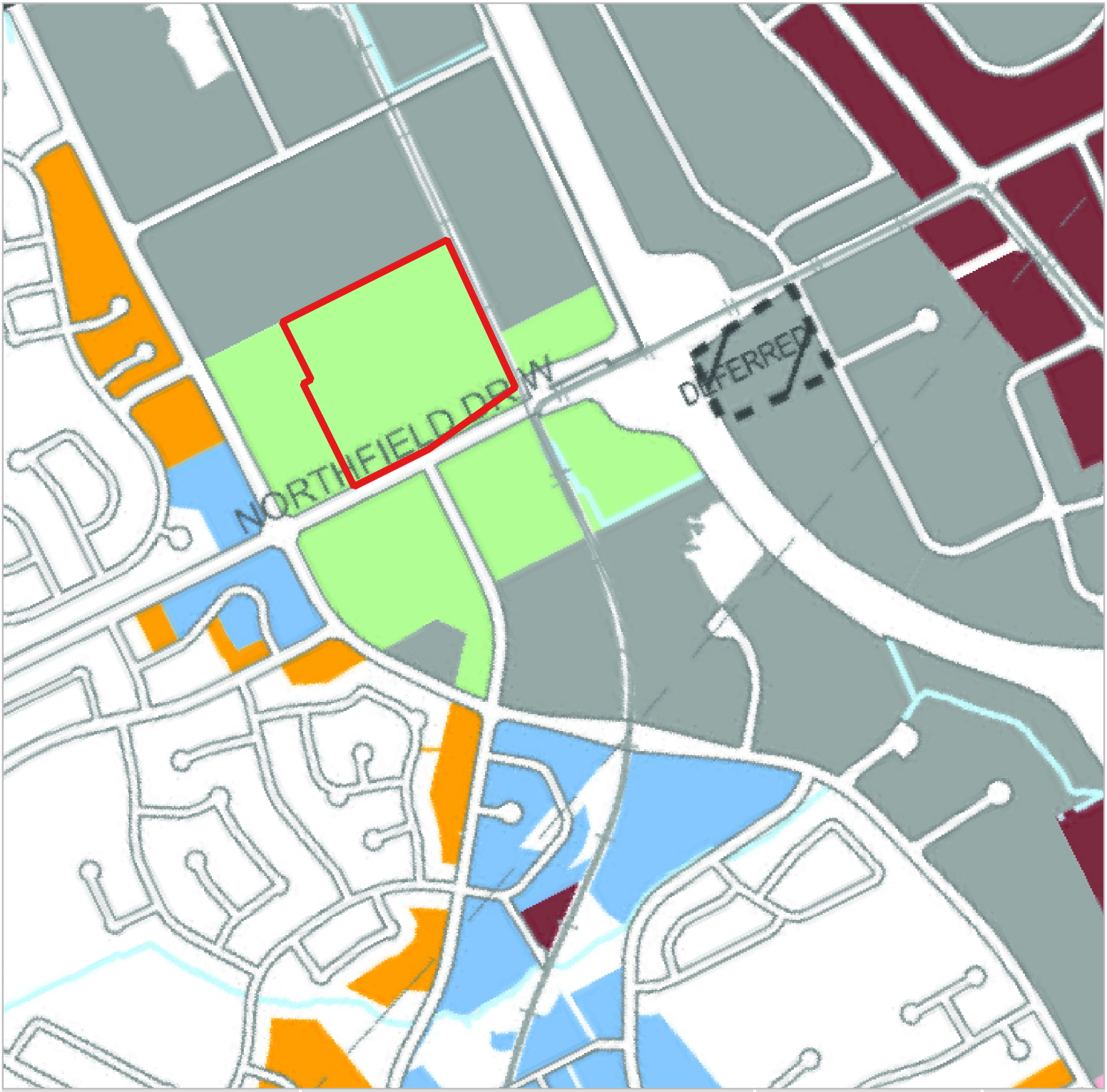


Figure 19
City of Waterloo Official Plan Schedule B1: Height and Density

LEGEND

- Subject Lands
- Low Density, 10 metres (Northdale: Low Density, 6 storeys)
- Medium Density, 20 metres (Northdale: Medium Density, 8 storeys)
- Medium High Density, 40 metres (Northdale: Medium High Density, 12 storeys)
- High Density, 81 metres (Northdale: High Density, 25 storeys)
- Uptown Waterloo Urban Growth Centre
- Main Street, 6 metres to 16 metres
- Medium Density Employment, 27 metres
- Medium-High Density Employment, 40 metres
- High Density Employment, 81 metres

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

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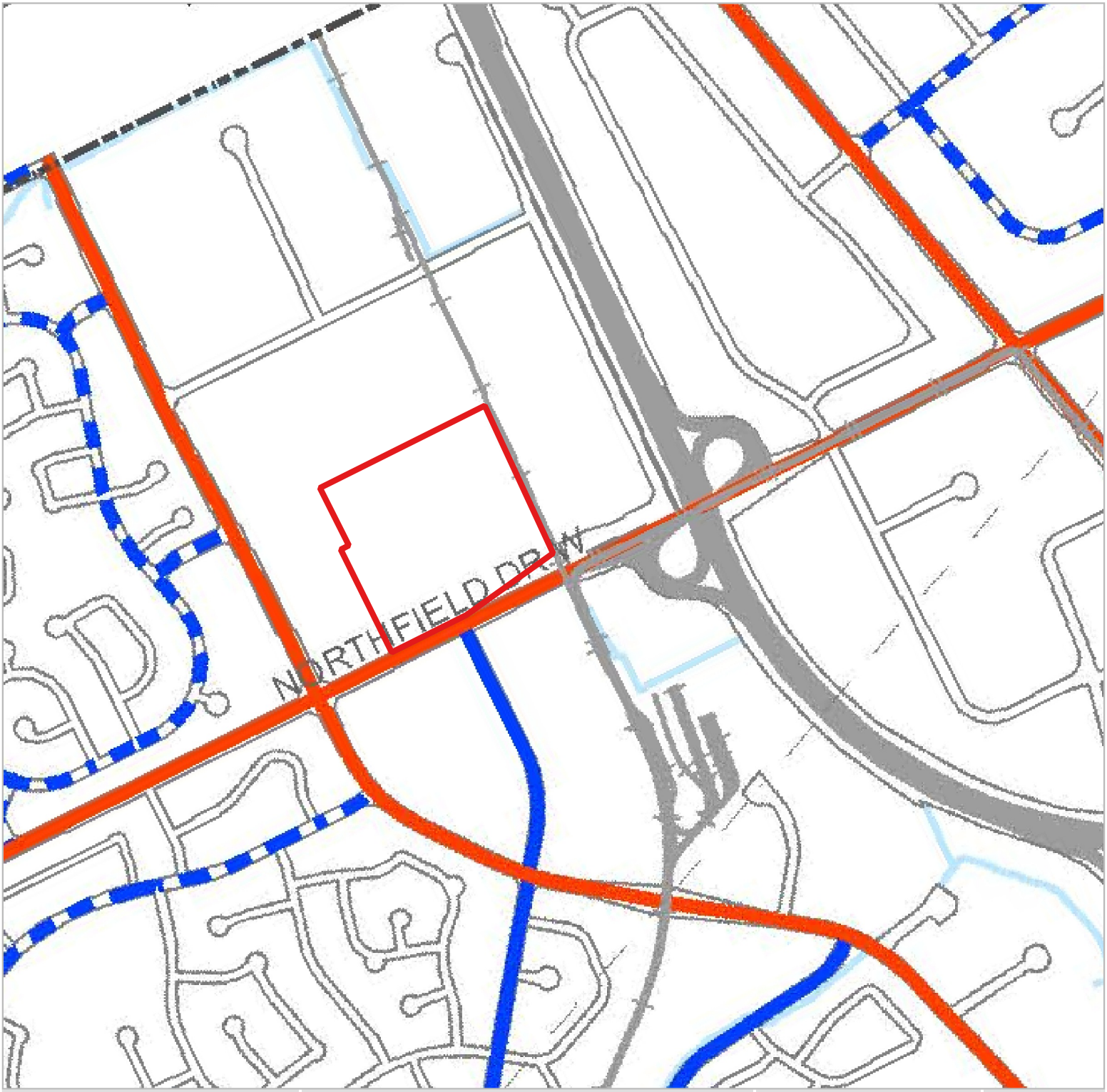


Figure 20
City of Waterloo Official Plan Schedule E: Road Classification

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands

Secondary Roads
- Local Roads
- Potential Future Local Roads
- Minor Collector
- Proposed Major Collector
- Major Collector
- Deferred

Primary Roads
- City Arterial
- Regional Arterial

Provincial Highway
- Provincial Highway

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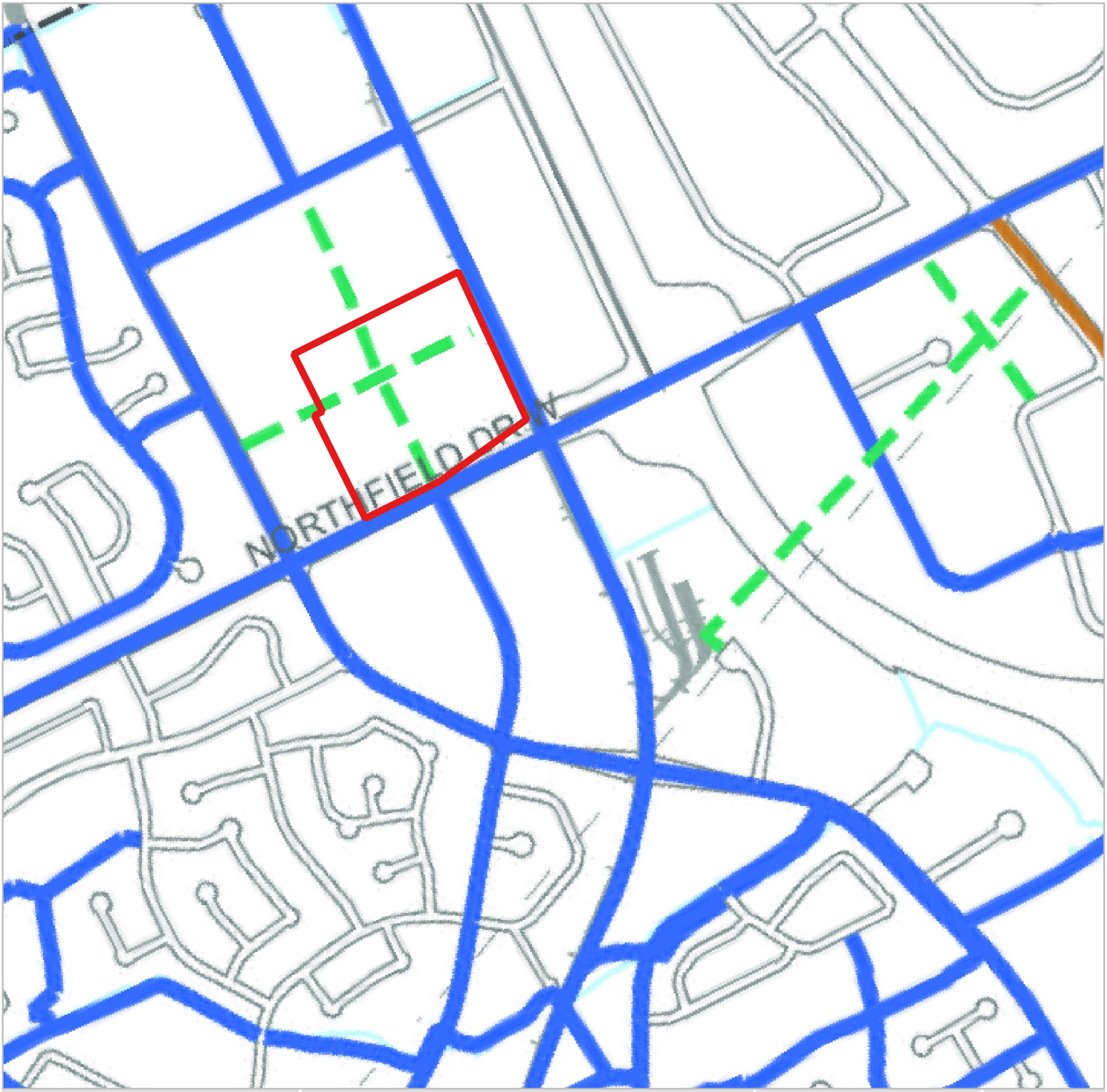


Figure 21
City of Waterloo Official Plan Schedule F: Active Transportation Framework

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Existing and Planned Active Transportation Framework

- City-Wide Cycling and Multi-Use Routes
- Proposed City-Wide Cycling and Multi-Use Routes (Conceptual)
- King Street Corridor
- Potential Pedestrian Corridor (Conceptual)
- Active Transportation Connections (Conceptual)
- Connection to Adjacent Municipality / Lands

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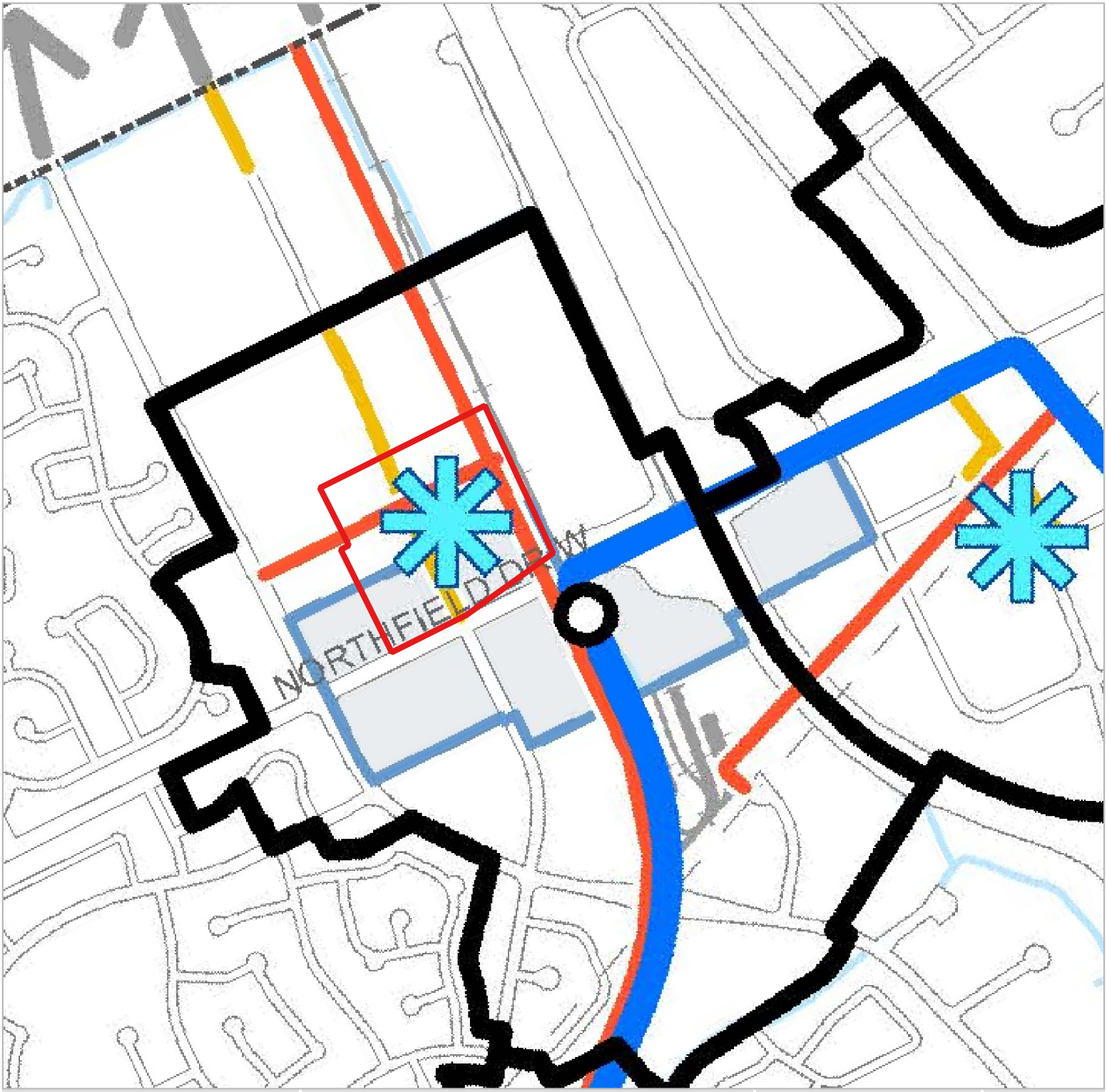


Figure 22
City of Waterloo Official Plan Schedule J: Station Areas

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- ION Rapid Transit Station
- Potential Priority Public Space
- ION LRT
- Active Transportation Connection
- Potential Priority Connection
- Potential Connection to Adjacent Municipality/ Lands
- Station Area Boundary
- Potential Transition Area

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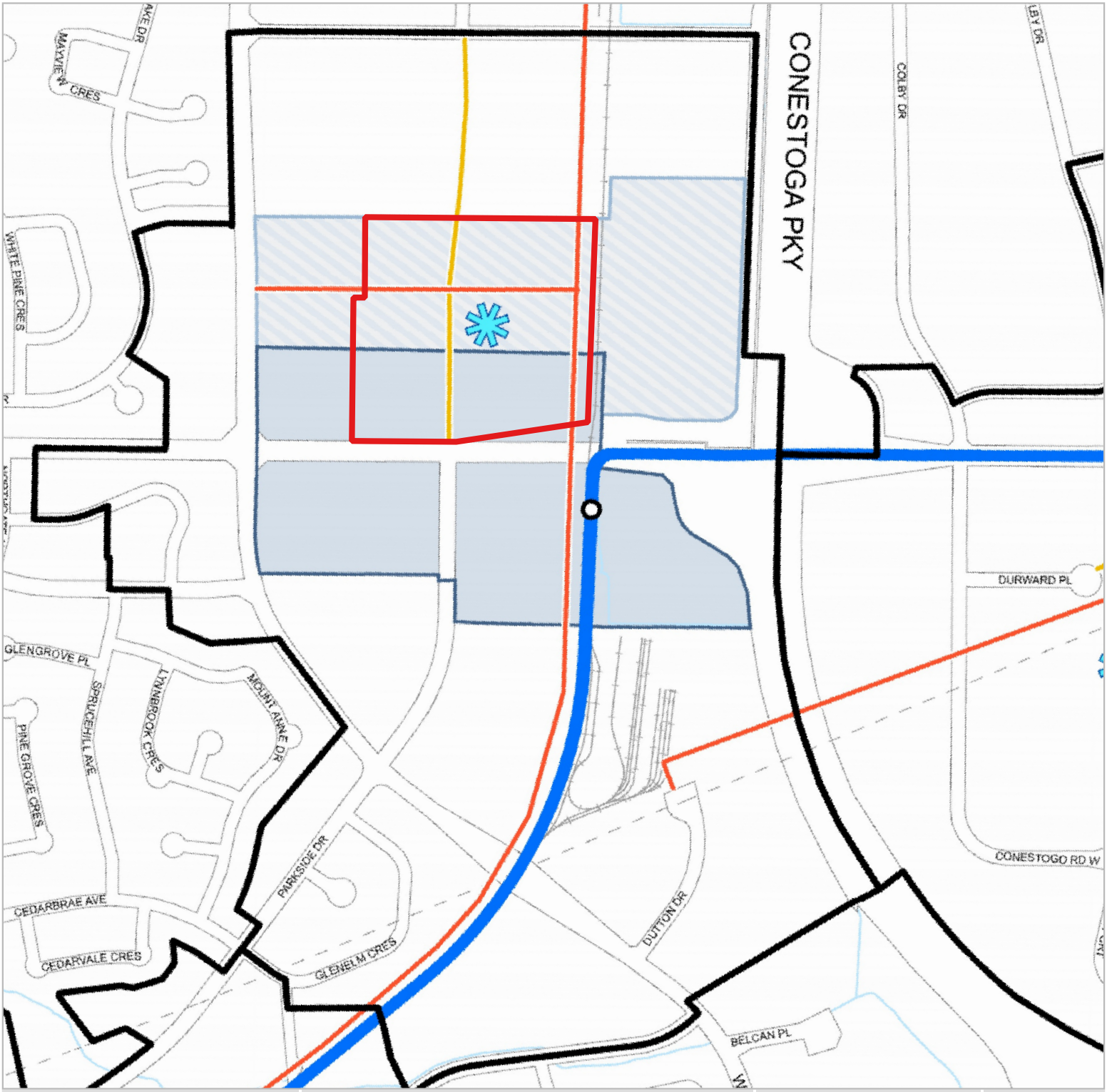


Figure 23
City of Waterloo Official Plan Schedule J2: Northfield Station Area

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

LEGEND

- Subject Lands
- ION Rapid Transit Station
- Potential Priority Public Space
- ION LRT
- Active Transportation Connection
- Potential Priority Connection
- Station Area Boundary
- Area A
- Area B

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The following discusses the development proposal, and associated Amendments, in the context of the Waterloo Official Plan, with due consideration to the more recent changes to provincial and regional policies.

4.4.1 Business Employment

The subject lands are designated Business Employment and are subject to Specific Provision Area (SPA) 42. Lands within the Business Employment designation are typically on the periphery of employment areas, intended to serve as a buffer between traditional industrial uses and sensitive land uses and providing for office development along existing transportation routes and within designated Nodes, among other areas. A broad range of light industrial uses, technical and/or scientific businesses, and advanced technology companies are also contemplated in this land use designation.

With respect to the northern portion of the subject lands (the lands within the Regional Employment Area), the proposed Official Plan Amendment proposes to modify the policy framework of SPA 42 to permit warehouse, wholesale and logistics distribution as primary permitted uses within the Business Employment designation – no change to the land use designation is proposed. While warehousing and indoor storage is permitted as a complementary use to primary uses under the existing policy framework, standalone warehouse, distribution and wholesale uses are not permitted within the Business Employment designation as per Policy 10.3.2.2 (8). The subject lands are located in close proximity to a Highway 85 interchange that ultimately provides connection to the 400-series highway network. Policy direction from both the Growth Plan for the Greater Golden Horseshoe and Regional Official Plan encourage the designation of lands near major highway interchanges as areas for manufacturing, warehousing and logistics. In this regard, the proposed inclusion of warehouse, wholesale and logistics distribution as primary permitted uses is appropriate given the locational characteristics of the subject lands. While Buildings K and L are currently intended to accommodate uses related to warehousing and logistics as illustrated on the conceptual site plan, the proposed policy and regulatory framework for these lands does not preclude their development for offices and light manufacturing related uses, as well as other primary uses permitted in the Business Employment Designation. Given the long-term build-out envisioned for the subject lands, development of this portion of the site will respond to market needs at that time within the parameters of the permitted uses.

As previously noted, the southern portion of the subject lands were removed from the Employment Area through the Region's recent Municipal Comprehensive Review Process. Policy 10.3.1(9) provides direction with respect to lands identified for employment conversion within the City and specifically states:

> *Where an employment land conversion occurs through the municipal comprehensive review, initiated by the Region, the implementing Official Plan framework to facilitate the conversion will include:*
>
> *(a) appropriate minimum employment densities required to be developed in conjunction with non-employment uses;*
>
> *(b) built form requirements, including requirements for developments to feature mixed-use buildings;*
>
> *(c) the permitted heights and densities;*

(d) requirements to ensure that any new sensitive uses are appropriately phased based on the surrounding land use context. Permission for sensitive uses may require the application of holding provisions.

The proposed Official Plan Amendment, which is detailed in Section 3.3.1 of this Report and further described in Appendix A, serves as the 'implementing Official Plan framework' referenced in Policy 10.3.1(9). The northern portion of the subject lands are to remain designated for Business Employment uses, with a limited range of commercial uses already permitted by SPA 42 to be permitted in the flexible industrial-commercial area of the development to provide a transition between proposed residential and employment uses. A number of non-residential uses are permitted in the proposed Mixed-Use High Density Residential designation, by way of the implementing RMU-81 zone category of the Zoning By-law.

The balance of the lands will contain either employment uses or the existing commercial uses on the westerly portion of the site. In this regard, there will be substantial non-residential uses on the lands. The effect of the proposed development is in part to introduce a residential population in an effort to support the creation of a vibrant, mixed-use community within the Northfield Station Area as per Policy 10.3.1(8), where new residents are situated within walking distance of a range of employment opportunities, supporting amenities, and rapid transit access. Taken together, the proposal is a significant mixed-use *development,* providing for a mix of residential, employment and commercial uses to address the direction of Policy 10.3.1(9)(a).

The Urban Design Guidelines submitted concurrently with this Report provide direction regarding built form, which will complement the regulations of the proposed zoning amendment and the City's Zoning Bylaw. The proposed Zoning for the lands would permit mixed-use buildings and standalone residential buildings. The built form is intended to include a podium and tower form, with prominent building bases, defined towers and separation between towers in the development. Active uses are planned along Northfield Drive and Parkside Drive. The direction provided for within Policy 10.3.1(9)(b) is satisfied through the proposed Official Plan Amendment.

4.4.2 Specific Provision Area (SPA) 42

SPA 42 provides a detailed policy framework to guide the development of the subject lands as an (office-based) employment centre with a secondary retail and service component. The proposed modifications to the SPA 42 policy framework seek to recognize the existing commercial plaza while also providing direction for the development of the balance of the lands for a broader mix of uses in response to policy changes that have evolved over time. The residential and employment policy additions included in the proposed modifications to the SPA 42 policy framework are addressed throughout this Report and included as Appendix A and as such are not repeated here. Despite this, SPA 42 as currently written provides direction with respect to development of the subject lands and as such the following is a review of the relevant provisions of that policy framework.

Commercial Uses

The policies of SPA 42 specific to the consideration of commercial uses generally outline a number of required studies to support a Zoning By-law Amendment request and establish a maximum gross floor area for commercial uses on the subject site and locational provisions for same. Considering the existing food store on the subject lands and as per Policy 11.1.42 (8) (b), the total building floor area of commercial uses is limited to 19,000 square metres, provided such uses do not exceed 20% of the total building floor area of the subject site. To support the establishment of new commercial uses, Policy 11.1.42 (7) requires the completion of a Retail Impact Analysis to ensure the addition of commercial uses on the subject site would not undermine the planned function of other existing or planned commercial areas, including those within the Node.

A Retail Impact Study, prepared by urbanMetrics, has been submitted concurrently with the Official Plan and Zoning By-law Amendment application. In consideration of the existing and planned commercial floor area for the western portion of the subject site, the Retail Impact Study concluded that 40,000 square feet (3,716 square metres) was appropriate to support additional residential and employment uses in the proposed development. This 3,716 square metres of additional floor area has been included in the revised policy framework of SPA 42, intended as a cap for the consideration of commercial uses mixed with employment uses within the transitional flex commercial-industrial area (Buildings I and J) of the proposed development. Between the commercial uses existing and planned for the western portion of the subject site and proposed cap in SPA 42 on the lands subject to the OPA/ZBA, the amount of commercial space; aligns with the objectives of Policy 11.1.42 (8) (b), with appropriate consideration for the evolution of the area and market trends since 2012.

Given the structure of the proposed modifications to SPA 42, the commercial floor area cap will not apply to the residential portion of the development, thereby the flexibility to include commercial uses permitted by the Mixed-Use High Density Residential policy framework in future buildings to respond to market needs as they may arise during the build-out of the proposed development.

4.4.3 Nodes and Corridors

The subject lands are located within a Major Node as illustrated in **Figure 18** of this Report. Nodes generally provide opportunities for residents to live close to employment, shopping and other services and are focal points for active transportation and transit routes and are to be planned as mixed use areas. Major Nodes are specifically planned as medium high to high density mixed-use areas that accommodate a range of uses, including residential, commercial and employment.

Intensification and mixed-use development is encouraged in Nodes and Corridors in Subsection 3.6.5 of the Official Plan. High, medium-high and medium density land uses are encouraged within designated Nodes, with development being compatible and integrated with surrounding land uses and contributing to an animated streetscape through appropriate heights, mixing of uses, massing, setbacks, parking, public spaces and other site and building design considerations.

Taller buildings associated with the proposed development, being 30 to 40 storeys in height, are proposed internal to the subject site and along the rail corridor, whereas building heights along existing public and private streets are typically 25 to 29 storeys in height. The exception is the proposed point tower (35 storeys) at the northeast corner of Northfield Drive and Parkside Drive, which is intended to serve as a gateway into the proposed development. The Mixed-Use High Density Residential designation is proposed to facilitate the residential component of the development, while allowing for the potential inclusion of a range of commercial uses on the first floor of new residential buildings, should circumstances warrant their inclusion in the future. This provides flexibility, without an obligation, and allows the project to evolve and respond to market changes as the development proceeds to construction over 10-15 years.

Proposed podiums provide a consistent street edge along Northfield Drive, Parkside Drive, the new private driveways and the western edge of the commercial plaza, and are activated by a combination of commercial uses, residential uses, indoor amenity areas for new buildings, and active building entrances throughout this portion of the development.

Parkside Drive will facilitate pedestrian and cyclist connections to the west and south, connecting to proposed multi-use trail infrastructure along Northfield Drive. Additional pedestrian connections to the west are facilitated by a private driveway connection from the proposed public street to the existing commercial plaza on the balance of the subject site. Pedestrian connections are facilitated to the east by the extension of existing multi-use trail infrastructure to Parkside Drive. Two park spaces are proposed internal to the development, and are highly visible from Parkside Drive, which serves as the main active transportation, transit, and vehicular route through the subject lands. A landscaped open space area, 15 metres in width, and spanning the western limit of the proposed development from south to north, parallels the railway corridor and Market Trail further to the east. This area is of a sufficient size to accommodate a private linear open space to support residents and employees of the proposed development. Connections to this linear open space can be made from future residential buildings adjacent to this area, as well as through site design for future employment uses in the north.

Parking is proposed to be located entirely within structures for the residential development, giving priority to pedestrians and cyclists travelling through this portion of the proposed development. Surface parking areas are currently proposed for the employment component of the development, however connections to existing and proposed pedestrian and cycling infrastructure along Parkside Drive will be established through site design and layout.

With respect to uses within Nodes and Corridors, Policy 3.6.5(1) indicates that not all lands within these areas will accommodate a full mix of uses and direction will be provided in this regard through the land use designations applied to these lands. The proposed Official Plan Amendment will re-designate the southern portion of the subject lands for residential purposes, with the opportunity to incorporate a variety of commercial uses at grade to activate the streetscape. The proposed Official Plan Amendment seeks to incorporate a range of commercial uses within the southern portion of the employment component of the development, building on the policy direction of SPA 42 and assisting in the transition between the residential and non-residential components of the development. Generally, the proposed Official Plan Amendment further contributes to establishing of a mix of uses on the subject lands and Major Node, with

future residents supporting existing and new commercial uses within the station area and providing an employee pool within walking distance or short transit trips for existing and future businesses. Existing bus and rapid transit options, coupled with connections to existing and proposed multi-use trail and cycling infrastructure, provide active and alternative transportation options for future residents and employees.

Urban design direction for Nodes has been taken into consideration in the proposed development, as further discussed in the Urban Design Guidelines submitted concurrently with the planning applications and as per Policy 3.6.5(6).

4.4.4 Major Transit Station Areas

The subject lands are located within a Station Area as per Schedule 'J' to the Official Plan and specifically within the Northfield Station Area as per Schedule 'J2'. As illustrated in **Figure 22,** Parkside Drive is designated as a *Potential Priority Connection*, whereas an *Active Transportation Connection* is identified along the western limit of the subject lands with a *Potential Priority Public Space* positioned between Parkside Drive and the western property line. The *Potential Priority Connection, Active Transportation Connection and Potential Priority Public Space* as they apply to the subject lands are carried forward in Schedule 'J2' as illustrated in **Figure 23**, with the portion of the subject lands further identified within *Area A* and the remainder of the lands within *Area B*.

The southern portion of the subject lands are identified as both a *Potential Transition Area* and within *Area A*. As previously discussed in this Report, the intent of the *Potential Transition Area* was to allow consideration of a wider range of non-employment uses for certain areas within Station Areas given their proximity to the ION LRT stops, and to facilitate high quality transit-oriented development. The Transition Area as it applies to the subject lands was considered through the Municipal Comprehensive Review process and removed from the Regional Employment Area. The proposed Official Plan Amendment will re-designate these to the Mixed-Use High Density Residential designation, to facilitate this transition and to permit high density residential uses within the MTSA.

Area A

Lands within *Area A,* or those in close proximity to an LRT station are to be planned as pedestrian-oriented activity nodes that generally accommodate a high-intensity of mixed-use development within a Major Transit Station Area. The proposed Official Plan Amendment for this portion of the subject lands will permit residential / mixed use permissions at higher densities, reflective of the site's proximity to not only the station platform, but also the range of commercial and employment uses within walking and cycling distance, consistent with Policy 3.8.1(5).

With respect to building setbacks and the policy direction of Policy 3.8.1(5)(d), the proposed development implements existing street line setback permissions from Northfield Drive established through Exception C117, being 3.0 metres. Detailed discussion regarding the nature of the required site-specific amendments to the RMU-81 zone category to provide for this portion of the development as proposed is provided in Section 4.5.1 of this Report.

Proposed parking in the residential-mixed use component of the development is limited to structured parking, giving priority to the pedestrian and therefore supporting high levels of pedestrian activity as per Policy 3.8.1(5)(e). Pedestrian activity is also supported by the inclusion of two parks on either side of Parkside Drive within the development.

Active Transportation Connection

The north-south connection identified on Schedule J2 is also already established by the Market Trail adjacent to the subject lands.

Potential Priority Connection

A 'Potential Priority Connection' is also identified on Schedule J2, generally where the existing private Parkside Drive is located. While the Parkside Drive is currently built to public road standards, it remains under private ownership and operation. The existing private road is planned to be extended to the north of the site, while allowing for future connections to lands to the north should that area be redeveloped. Pedestrian infrastructure and on-road cycling lanes are already established on Parkside Drive within the subject lands; the future northern extension of Parkside Drive will also result in the extension of pedestrian and cycling infrastructure further north into the station area, consistent with Policy 3.8.3(2).

Potential Priority Public Space

A *Potential Priority Public Space* is identified within *Area B* at the intersection of the 'connections' identified on Schedule 'J2' to the Official Plan. The proposed development provides for a central park space on either side of Parkside Drive within the residential mixed-use component of the development, which is intended to serve both residents and employees within the subject site. The proposed park spaces are generally located in the identified area on Schedule J2, though as noted by Policy 3.8.2(3), the location of the ('priority') public space on the Schedules is deemed to be "conceptual" in nature and not necessarily associated with a specific location or property.

Area B

Lands within *Area B* are those that are proximate to an LRT stop and shall be planned as transit-supportive nodes of lesser intensity than those areas in closer proximity to the LRT stop as per Policy 3.8.1(6). While the proposed amendments seek to add warehouse, wholesale and logistics distribution uses as primary permitted uses in the Business Employment designation as it applies to the subject lands to implement Provincial and Regional policy direction as discussed in Sections 4.2 and 4.3.5 of this Report, office, light manufacturing, and other employment uses are also permitted in this land use designation and therefore on the subject lands. The portion of the proposed development intended to accommodate employment uses – being Buildings K and L – and a mix of employment and commercial uses – being Buildings I and J – is sufficiently sized to accommodate both traditional employment uses as well as higher-density employment uses such as offices.

Planning and Land Use within Major Transit Station Areas

Overall, the proposed development has an estimated density of 694 persons and jobs per hectare, and as such will contribute to the achievement of the minimum target for the Northfield Station Area. The introduction of residents into the station area through the proposed development will not only transition the Northfield Station Area into one that serves as both an origin and destination for rapid transit trips; a residential population will also support existing and future commercial and employment uses, ultimately providing additional customers and employee pool within walking/cycling distance. New park spaces will provide outdoor amenity and gathering spaces along the evolving active transportation network, which will also be enhanced through new connections to the multi-use trail network and the Northfield station platform afforded by the proposed development. Given the Northfield Station Area is currently characterized by employment and commercial uses, the proposed development will not only contribute to the station area as a place to work; the introduction of residential uses will also transition the station area to one that is an attractive place to live, supported by new privately-owned public spaces and active transportation connections. Generally, the build-out of the proposed development has the potential to stimulate economic investments and improvements throughout the station area, as well as within the subject site, providing individual land parcels to accommodate future employment and commercial uses and a residential population to support them. In this regard, the proposed development has been planned in accordance with the policy direction of Policy 3.8 (1).

Policy 3.8.1(2) directs that transit-supportive uses such as medium to high density residential, commercial and/or employment uses shall be encouraged in Major Transit Station Areas, as set out in Station Area plans, whereas Station Area Plans are to provide the framework for land use change as per Policy 3.8.1(3).

Northfield Station Area Plan (2017)

The Station Area Plan, which is not a statutory document, provides general background on the Station context, the land uses and built form. Through a series of maps, the Plan identifies key connections (vehicular and pedestrian/cyclist) including a northerly extension of Parkside Drive to connect to the employment lands to the north that front on Randall Drive. The subject lands were divided into two separate land use categories:

- Office Mixed-Use (which permits limited commercial uses within an office building); and
- Office Mixed-Use Core (which permits consideration for residential uses)

The Office Mixed-Use Core designation applies to the first 250 metres of the site, while the balance of the lands are Office Mixed-Use. The Plan recommended that the City explore opportunities for allowing limited residential development at strategic locations through a Municipal Comprehensive Review. The City subsequently amended the Official Plan to include policies regarding Major Transit Stations Areas, including boundaries. The policies did not expand the permitted land uses for the subject lands. As discussed earlier, the municipal comprehensive review was completed by the Region and the policies contained in the Regional Official Plan, as amended by ROPA 6 are more recent than the Station Area Plan. It is also important to note that the Station Area Plan does not form part of the Official Plan. However, the key components of the Plan are achieved:

- The broadening of land uses, close to the Station Platform;
- Pedestrian and Cyclist connectivity;
- Central park space; and
- Road connection through to the north limits of the subject lands to facilitate future connection by others through to Randall Drive.

4.4.5 Height and Density

The subject lands are currently designated 'High Density Employment, 81 metres' on Schedule B1 of the Official Plan, and as such are afforded the greatest buildings heights permitted in the Official Plan (Section 3.4 of the Official Plan does not specify minimum or maximum densities for the High Density Employment designation). As discussed earlier, the Official Plan was approved more than 10 years ago (2012). Since it was approved, updates to provincial policies, both the PPS and Growth Plan, and the Regional Official Plan have occurred. Furthermore, the ION LRT was constructed and has been operating for a number of years. The policies at the provincial and regional level encourage and direct intensification to Major Transit Station Areas, which are one of the key Strategic Growth Areas in the Region.

The proposed amendment proposes an increase in the maximum building height from 81 metres to 132 metres (40 storeys) and the establishment of a maximum residential density of 1,600 bedrooms per hectare to be measured across the lands designated Mixed-Use High Density Residential.

Official Plan Criteria

For previous proposals involving higher density development beyond that which is contemplated in the Official Plan, City staff have requested that proposed increases in height and density be evaluated under the criteria contained in Section 12.3.1 of the Official Plan, which relates to Height and Density Bonusing. It is important to note that the concept of height and density bonusing, as previously permitted through Section 37 of the Planning Act, has been revised by the province. Notwithstanding this revision, the City's Official Plan has not been updated and still contains criteria by which the City previously evaluated applications that proposed an increase in height or density. As noted above, the City has requested that the application consider those policies, even though the concept of height and density bonusing has been removed from the Planning Act. The following is a review of the proposal with respect to the relevant policies of Section 12.3.1 as identified by staff.

Policy 12.3.1(2) establishes the potential for authorized increases in height and or density for lands which, at the time of application, are located within a designated Node or Corridor and are well served by existing or planned transit. The subject lands meet the criteria of 12.3.1(2) given:

- The subject lands are located within a Major Node;
- The subject lands are located within the Northfield Major Transit Station Area, with the southern portion of the subject lands being located within less than a five-minute walking distance of the Northfield Station ION platform.

The following is to be ensured through the appropriate development review process as per Policy 12.3.1(6):

- The site is suitable for the proposed density and/or height in terms of parking, landscaping, and other-site specific requirements;
    - The proposed residential mixed-use component of the development exceeds the minimum parking requirements in the RMU-81 Zone. No reduction in parking is proposed.
    - With respect to landscaped area, the proposed development provides for two POPS, a linear landscaped open space adjacent to the rail corridor, and landscaped areas around new buildings.
    - The buildings are proposed to comply with the majority of the regulations in the RMU-81 zone.
- The 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
    - Taller residential buildings facilitate the achievement of greater densities to support the use of rapid transit and create origin trips from the Northfield Station in an effort to maximize ION use. Higher residential densities also support the establishment of a robust residential population within the station area to support existing and future commercial uses as well as locate residents within walking distance of a range of employment opportunities. Given that neighbouring land uses are overwhelmingly characterized by employment and commercial uses, the addition of an intensive residential population is anticipated to have a profound and positive impact on adjacent uses within the Station Area, without impacting any surrounding residential neighbourhoods.
    - Lands to the east, west and south are currently designated High Density. Lands to the south are also located within the *Potential Transition Area* on Schedule J2 of the Official Plan and have been removed from the Regional Employment Area, and as such may be considered appropriate to accommodate additional residential population within the Station Area.
    - Consideration of other matters regarding land use compatibility were previously discussed as they relate to existing industrial uses to the northeast.
    - The lands do not abut any properties planned for or containing low-rise residential uses
- That community services, infrastructure and transportation impact issues are adequately addressed, if applicable.
    - A Transportation Impact Study has been prepared, which evaluated the impacts on the surrounding road network. The surrounding road network, which consists of two Regional Roads and Highway 85 can accommodate the proposed development, which is planned to be developed over many years.
    - As discussed previously, the lands have excellent access to both public transit and active transportation with the Market/Laurel Trail immediately adjacent to the lands and both GRT bus stops and the ION Station Platform within a short walk.
    - The Functional Servicing Report has evaluated the balance of the infrastructure and has concluded that it is adequate to support the development.

- The lands already contain a significant amount of commercial uses, including both a full size food store and a full size pharmacy.

As per Policy 12.3.1(8), applications to exceed maximum height limits of the Zoning By-law must demonstrate how the impact of the increased height will be minimized on adjacent low or medium density areas. The extent to which the proposal meets the urban design objectives and policies of the Official Plan along with the relevant provisions of the Urban Design Manual as described in 12.3.1(8) are matters to be considered, along with appropriate mitigation measures that may include, but not be limited to the following:

- Increasing the setback from abutting low or medium density residential areas;
- Incorporating terraced massing on any side of the building that abuts a low or medium density residential area;
- Recognition of existing or planned grade changes between the proposed development and existing adjacent low or medium density residential properties; and
- Recognition of existing features that provide a buffer between the property and adjacent low or medium density residential areas.

The subject lands do not abut any lands planned for low or medium density residential uses – the closest lands planned for residential uses are located a significant distance to the west, west of Weber Street.

The accompanying Urban Design Guidelines provide a more thorough analysis and consideration of the development and the applicable objectives of the City's Urban Design Manual.

In summary, the proposed development meets the relevant Height and Density Bonusing criteria of Policy 12.3.1.

4.4.6 Residential Land Uses

The proposed Official Plan Amendment seeks to re-designate a portion subject lands outside of the Regional Employment Area to the Mixed-Use High Density Residential designation. The Mixed-Use High Density Residential designation provides opportunities for intensification and encourages high density mixed use residential development within Major Nodes.

Policy 10.1.1(12) provides criteria for the consideration of development applications proposing to re-designate lands to one of the mixed-use residential designations. The following is a review of the proposal with respect to these criteria.

(a) The proposed density is deemed appropriate for the neighbourhood and contributes to an appropriate height and density transition including buffering/being buffered from lands designated Low Density Residential.

The subject lands are located in a Major Transit Station Area and currently designated 'High Density Employment, 81 metres' in Schedule B1 to the Official Plan and as such are already planned for height density development. With the inclusion of proposed residential uses, the overall development has an estimated density of 694 persons and jobs per hectare, resulting in the efficient use of underutilized and

vacant land within a Major Transit Station Area. There are no lands adjacent to the property, or in the immediate vicinity, that are zoned or planned for low density residential uses – as such, the transition to low density residential uses is not a consideration.

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

We note that community benefits are already captured through the City's Community Benefits Charge By-law, which will collect substantial funds from this development through a required monetary contribution. The principle of community benefits, established through Section 37 of the Planning Act was purposely modified by the province to remove 'height and density bonusing' and replace it with community benefits charges. As the City has already passed their implementing By-law, the owner will be required to provide community benefits in accordance with legislation and additional 'community benefits' are not required.

As discussed in this Report, there are many community benefits associated with intensifying vacant lands within a Major Transit Station Area, including the efficient use of land and infrastructure, creating 15 minute neighbourhoods, improving walkability and establishing a broader mix of land uses within the Station Area. Furthermore, the proposed development will add two new POPS to the Node/Station Area, as well as facilitate additional active transportation connections, including to the ION platform. A community benefit is also realized through the extension of Parkside Drive through the northern limits of the property, facilitating future connections to the employment area to the north through to the station platform. Furthermore, the development plans for a broad mix of unit sizes, including family sized units within close proximity to rapid transit.

Lastly, accommodating intensification within planned Major Nodes and Major Transit Station Areas assists in preserving existing established low-rise neighbourhoods for low-rise housing forms and avoids the need to accommodate growth in other areas of the City and Region, including through the expansion of the Urban Area. Both are beneficial to the community.

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

The lands are already located within a Major Node and within a Major Transit Station Area. The proposed development conforms to all relevant policies of the City Form Chapter of the Official Plan as demonstrated throughout this Report and in the Urban Design Report submitted concurrently with this Report.

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

The proposal achieves the built form related direction in the Official Plan and Zoning By-law. The lands contain towers situated atop podiums, with parking contained within a structure. Further discussion regarding the proposed site specific regulations is contained later in this Report.

(e) Surface parking is minimized in favour of more intensive forms of parking, including underground parking where feasible.

All proposed parking to support the proposed residential component of the development is provided either underground or within proposed podiums.

(f) Cultural heritage resources are conserved.

There are no cultural heritage resources on the subject lands or adjacent to the subject lands.

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

The proposed development plans for a diverse built form, made up of point towers, elongated towers, and varying podium treatments which use distinct, but complementary designs to create a unified architectural expression. The varying heights of the buildings establish appropriate scales and an articulated skyline. The Urban Design Report provides a fulsome discussion of how the proposal demonstrates a high standard of urban design, with direction to help guide the future site plan applications that will be advanced for the development. It is important to note that the development will be built out over a number of years (more than 10 years) and as the buildings each proceed through the site plan approval process, further consideration of more detailed site and building design will occur, which is subject to City review and approval.

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

The development is not proposing a reduction in parking and is already located in an area well served by ION and GRT. The development can be accommodated within minimal adjustments to the existing road network, largely related to signal timing.

(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 lands have direct access to Northfield Drive and Weber Street, which are both Regional roads. The lands have excellent access to the municipal and provincial transportation network.

(j) Infrastructure capacity is not exceeded.

The development can be accommodated with existing infrastructure.

(k) If applicable, safe access, flood protection and geotechnical stability is achieved to the satisfaction of the City, the Grand River Conservation Authority, and any other authority having jurisdiction.

Not applicable to the subject lands.

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

The development proposal conforms to the relevant policies of the Official Plan, as reviewed and discussed in this Report, except for where amendments to the Official Plan are proposed. Those amendments are justified within this Report.

The Mixed-Use High Density Residential designation is intended to provide opportunities for "substantial" levels of intensification by encouraging high density, mixed-use, primarily residential development in Major

Nodes and Major Corridors. The overall vision for the ultimate development of the subject lands is a mixed use development that contains employment, commercial and residential uses supported by active transportation connections, a defined pedestrian environment, and new amenities such as parks and other open spaces. Future residential uses are intended to be well-connected to the existing commercial plaza through Parkside Drive and an additional westerly connection provided between new buildings.

In this regard, the Mixed-Use High Density Residential designation is appropriate to provide for residential uses on the subject lands. While lands within this residential designation are intended to serve a primarily residential function, a range of ancillary commercial and retail uses are permitted within mixed-use buildings. As such, as the build-out of the subject lands proceeds, the opportunity remains to incorporate non-residential uses – including offices, medical clinics, convenience retail, restaurants, food stores, child care centres, personal services and spiritual uses – in new buildings as needs may be identified to support the residential population.

4.4.7 Active Transportation

Development is to encourage active transportation and over the long term strengthen the active transportation network as per Policy 3.3(3). The east-west leg of Parkside Drive is identified as an Active Transportation Connection within the Northfield Station Area extending to the eastern property line as per Schedule 'J2'. Also identified on Schedule 'J2' is an active transportation connection running north-south along the western portion of the lands south over Northfield Drive paralleling the ION route. Schedule 'F' further illustrates pedestrian connections along the northern extension of Parkside Drive, intended to connection to Northfield Drive, Weber Street, Randall Drive and the adjacent rail corridor, which are identified as a 'City-Wide Cycling and Multi-Use Routes' as shown in **Figure 21**. A multi-use pathway – being Market Trail - exists on the eastern side of the rail corridor across the railway from the subject lands.

The proposed extension of Parkside Drive to the northern limit of the site, which will include cycling lanes and sidewalks, will allow for the north-south connection identified in the applicable schedules of the Official Plan between Northfield Drive and Randall Drive. While cycling lanes and pedestrian routes are already accommodated along the east-west leg of Parkside Drive, the ultimate connection to the eastern limit of the site can be accommodated through the future side design of Block J and the extension of existing active transportation infrastructure. The future establishment of a multi-use trail connection between Parkside Drive and Market Trail behind the Fire Station will further connect the proposed development to the multi-use trail system. New buildings will have direct access to this active transportation network due to their frontage on and/or access to Parkside Drive.

Policy 6.5.1(5) provides direction to guide the development of buildings, sites and streetscapes that are safe, attractive and provide for the convenient (and comfortable) movement of pedestrians and cyclists. With respect to site organization and design, buildings within the proposed development frame existing and proposed 'street' frontages and proposed park spaces with podium heights that contribute to the creation of the pedestrian realm interior and exterior to the development. The proposed pedestrian circulation network, facilitated by Parkside Drive, provides points of access to Northfield Drive and Weber Street, and future connections to adjacent lands to the north. Additional pedestrian connections are to be made available to existing commercial uses on the balance of the subject site through a private drive and walkway

connection between Buildings F and G. Connections may also be facilitated to the landscaped open space area along the eastern limit of the site through building and site design in Buildings B and C. Locating required parking in above and underground structures to support future residential uses also gives priority to the pedestrian, with layby areas provided at certain locations within the development to accommodate pick-ups and drop-offs.

In our opinion, the lands augment the existing active transportation network.

4.4.8 Parking

Subsection 3.6.6 of the Official Plan speaks to parking within designated Nodes and Corridors. Within these areas, underground and structured parking is encouraged, with surface parking minimized and generally provided for visitor and 'drop-off' uses. Furthermore, surface parking is to be screened from the street and adjacent lands. All proposed parking for the mixed-use residential component of the development is to be located in parking structures both above and below grade, with layby spaces provided for pick-ups and drop-offs. Surface parking is proposed for commercial and employment uses in the northern portion of the site. Sufficient landscape areas are provided along Parkside Drive to effectively screen new parking surface parking areas from the private roadway. Surface parking on the west side of the proposed development for new employment and commercial uses is similar to that which exists in the balance of the subject site. Through the detailed planning approvals process, approaches to effectively screen surface parking from adjacent areas can be more accurately addressed. It is noted that the proposed zoning by-law amendment does not preclude parking from being provided in structures to provide for future employment uses, should it be determined that structured parking is more desirable over surface parking to facilitate development.

Policy 3.6.6(3) provides direction for the establishment of vehicular and bicycle parking in the Zoning By-law. As demonstrated in Section 4.5 of this Report, the parking provided within the proposed development complies with requirements of the relevant zone categories.

Similar to Policy 3.6.6(3), Policy 6.6.1(5) notes the establishment of minimum and maximum vehicular parking requirements, limiting surface parking, and requiring the provision of bicycle parking facilities through the Zoning By-law to encourage walking, cycling and transit as preferred modes of travel. The proposed development provides for a minimum of 0.6 bicycle parking spaces per unit, consistent with the requirements in the Zoning Bylaw.

Subsection 6.6.1 of the Official Plan provides the general policy framework for planning for appropriate parking, with Policy 6.6.1(5) providing direction for the consideration of parking standards in the Zoning By-law that work to encourage alternative forms of transportation as the preferred method of travel. Surface parking is not contemplated for the residential mixed-use component of the development, whereas surface parking is for the employment and commercial portion of the development. The existing regulatory framework of Exception C117 limits the amount of surface parking on the entirety of the subject site to 2,800 spaces. The addition of the proposed 441 surface parking spaces to accommodate employment uses as proposed does not result in exceeding the maximum number of surface spaces currently identified for the site. While the maximum surface parking provision of C117 is to be deleted as part of the proposed amendment as it applies to the subject lands, the amount of surface parking originally envisioned for the

site is significantly reduced by proposed parking structures to accommodate the non-employment component of the development.

4.4.9 Official Plan Summary

In our opinion, the inclusion of residential uses on the lands, within a Major Transit Station Area is appropriate, supports multiple planning objectives and will serve to enhance the MTSA over time as the lands build out. The property is situated a significant distance from any low-rise residential neighbourhood, allowing for taller buildings, without impacting adjacent residential areas. The lands are well served by transit, active transportation and the Regional and provincial road network and are ideally situated for high density residential development, while the retained commercial and employment functions further strengthen the mix of uses within the MTSA and will allow future residents to walk to work and shopping.

4.5 City of Waterloo Zoning By-law 2018-050

The City of Waterloo approved a new Zoning By-law in September 2018 (By-law 2018-050). As illustrated in **Figure 24**, the subject lands are zoned Station Area Business Employment Two (E2B-81) with a holding provision. The lands are also subject to Exception C117. Lands to the north and east are also zoned for Employment purposes, with a reduced permitted maximum height of 27 metres (E1-27), whereas lands to the south are zoned for employment purposes at the maximum permitted building heights similar to the subject lands (E2A-81). With respect to Schedule A1 – Parking Overlay, the subject lands are located in 'Area A' as illustrated in **Figure 25**.

4.5.1 Mixed-Use Residential Component

As previously outlined in Section 3.3.2 of this Report and re-iterated in Section 4.5.1.1 below for review purposes, an amendment to the Zoning By-law is required to implement the proposed Official Plan Amendment and rezone the southern portion of the subject lands to the Residential Mixed Use (RMU) zone category with site-specific provisions to provide for the development as proposed. The following is a review of the proposed development with respect to the relevant regulations of the RMU-81 zone contained in Tables 7O and 7P of the Zoning By-law:

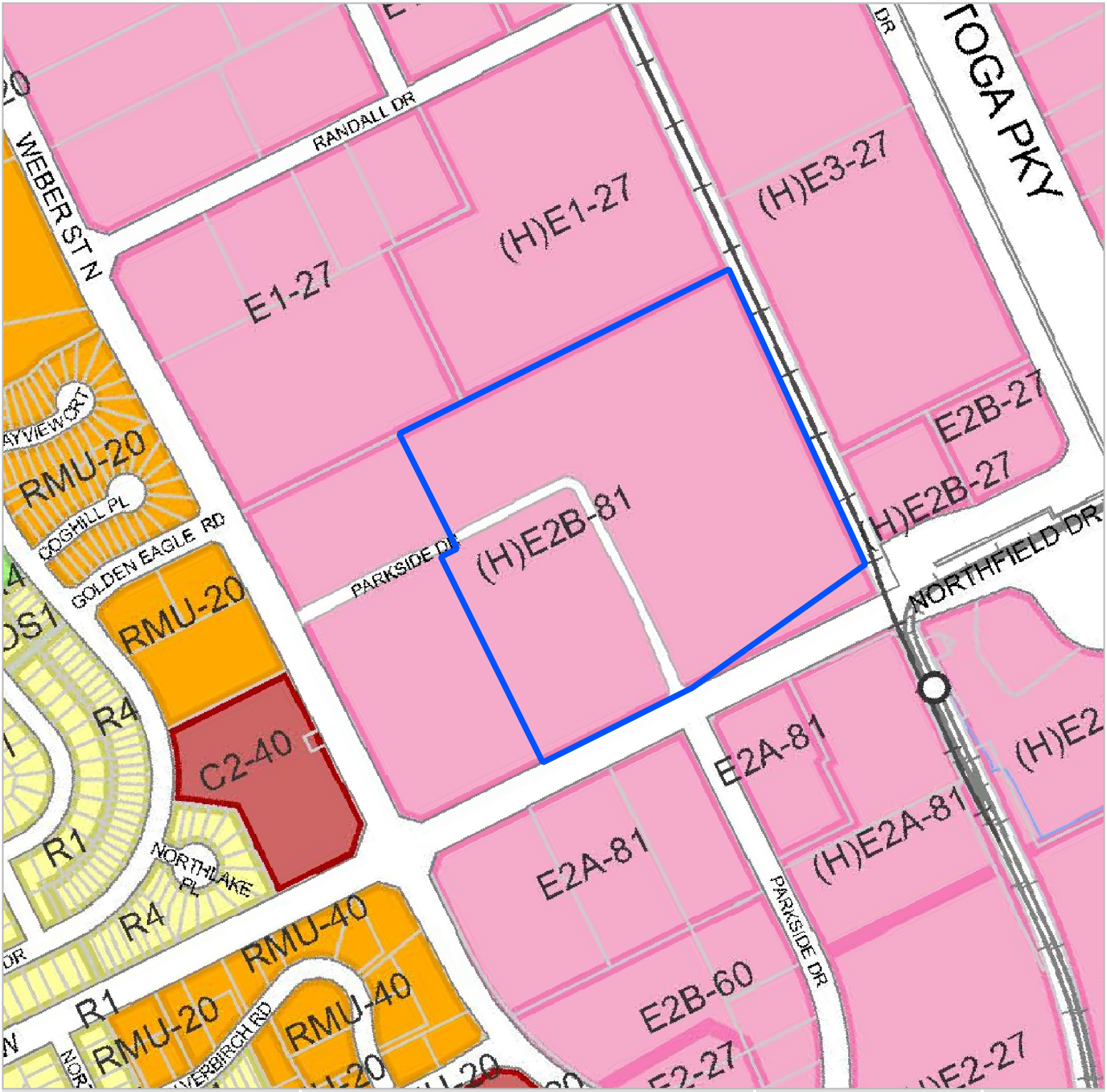


Figure 24
City of Waterloo Zoning Bylaw 2018-050 Schedule A: Zoning Map

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Zone Classifications

- Academic
- Institutional
- School
- Residential
- Residential Mixed-Use
- Open Space
- Environmentally Sensitive Landscape
- Commercial
- Employment

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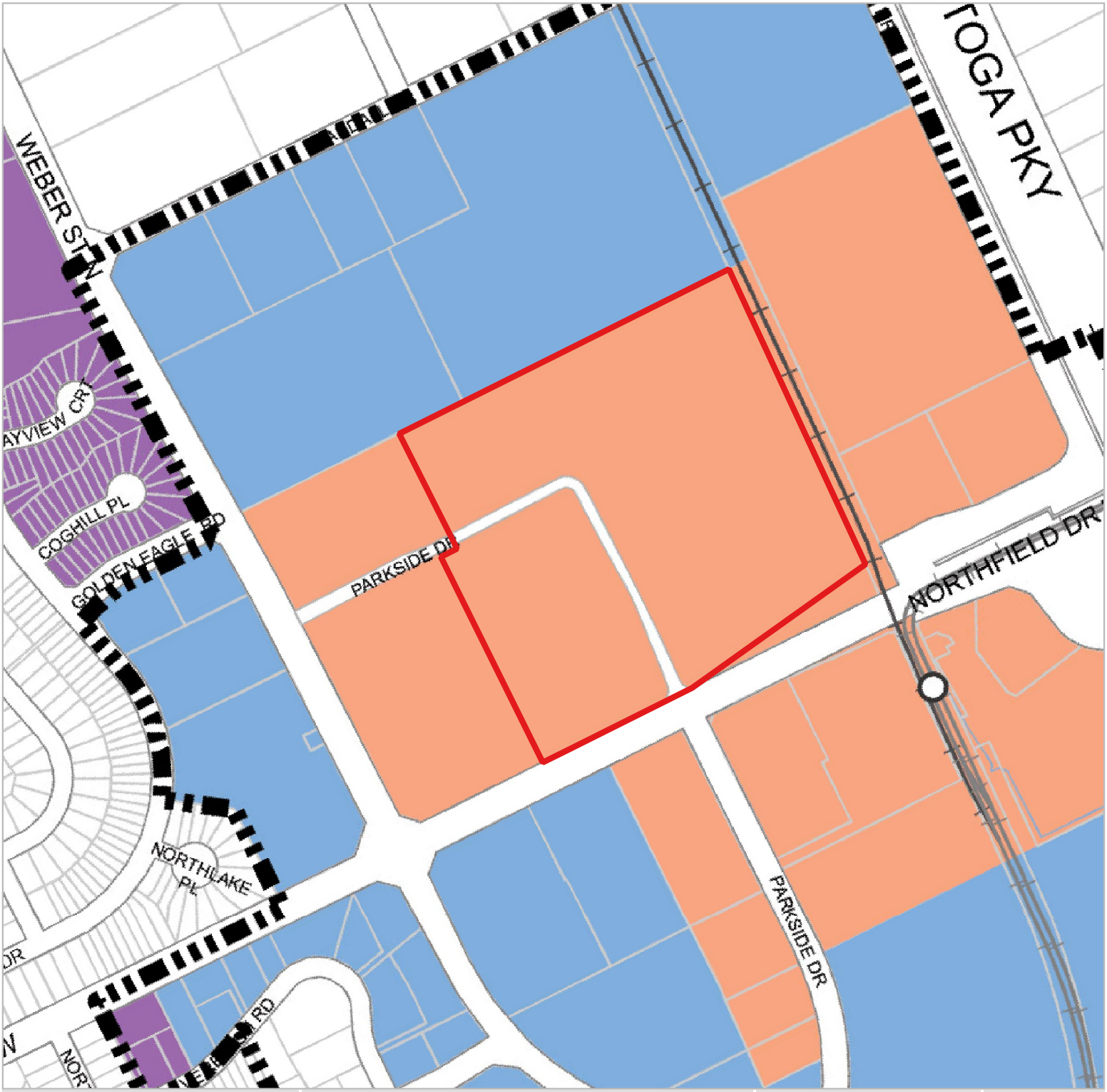


Figure 25
City of Waterloo Zoning Bylaw Schedule A1: Parking Overlay

170-190 Northfield Dr. W
City of Waterloo
Region of Waterloo

LEGEND

Subject Lands

Parking Rate Adjustments

- Parking Area A
- Parking Area B
- Parking Area C
- Parking Area D
- Parking Area E
- Parking Area F

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Regulation	Required - RMU-81	Proposed
Lot Frontage (minimum)	20 metres	**18 metres**
Street Line Setback (minimum)	5 metres	**Northfield Drive: 3 metres**
Side Yard Setback (minimum)	3 metres	complies
Rear Yard Setback (minimum)	5 metres	complies
Building Height (maximum)	81 metres and 25-storeys	Buildings C1, D2, and G2: 25 storeys **Remaining Buildings: 27 to 40 storeys**
Density (maximum)	750 bedrooms per hectare	**1,600 bedrooms per hectare, measured over land area to be zoned RMU-81**
Landscaped Open Space (maximum)	30%	**15%, measured over land area to be zoned RMU-81**
Height of First Storey (minimum)	4 metres	4.0 metres (4 to 6 metres is proposed)
Podium Height (minimum)	10.5 metres	10.5 metres
Podium Height (maximum)	21 metres and 6-storeys	6-storeys and 21 metres
Tower Separation (minimum)	22 metres from a tower on the same lot 11 metres from an interior lot line	Towers comply, save and except for C2, D1 and D2, which are a minimum of 3 metres from the lands expropriated for the Market Trail extension
Horizontal Tower Dimension (maximum)	40 metres	Buildings B1, B2, C1, D1, F1, F2, G1, G2, H1: 40 metres or less **Buildings A1, C2 and E1: 46 metres** **Building D2: 43 metres**
Tower Footprint (maximum)	1,000 m^2	1,000 m^2 (all towers range between $\pm$ 850 m^2 to 1,000 m^2)
Tower Stepback above the Podium (including balconies) on the Front Building Façade and Flankage Building Façade (minimum)	3 metres	3 metres
Amenity Area (minimum)	3 m^2 for the first bedroom and 2m^2 for each additional bedroom	The overall development provides 29,140 m^2 of amenity area via rooftop terraces and indoor amenity areas

Regulation	Required - RMU-81	Proposed
	in the dwelling unit (24,266 m^2 required)	within buildings. Private balconies provide additional amenity area.
Parking (minimum)	Area A: 0.6 per unit (residential) Area A: 0.1 per unit (visitor) Area A: 1.5 spaces per 100 m^2 (non-residential) Total Required: 2,937 spaces	4,698 spaces

It is noted that the regulations 9S.2.7 to 9S.2.9 of the E2B-81 provide direction with respect to the provision of 'Active Uses' along 'Active Frontages'. As illustrated in **Figure 26** below, the north side of Northfield Drive east of Parkside Drive is identified as an 'Active Frontage' in Schedule A2 of the Zoning By-law. The subject lands do not have frontage on Northfield Drive in this location. Despite this, the proposed development does provide for a commercial unit at the northeast corner of Parkside Drive and Northfield Drive to activate both Parkside Drive and the western terminus of the multi-use trail extension.

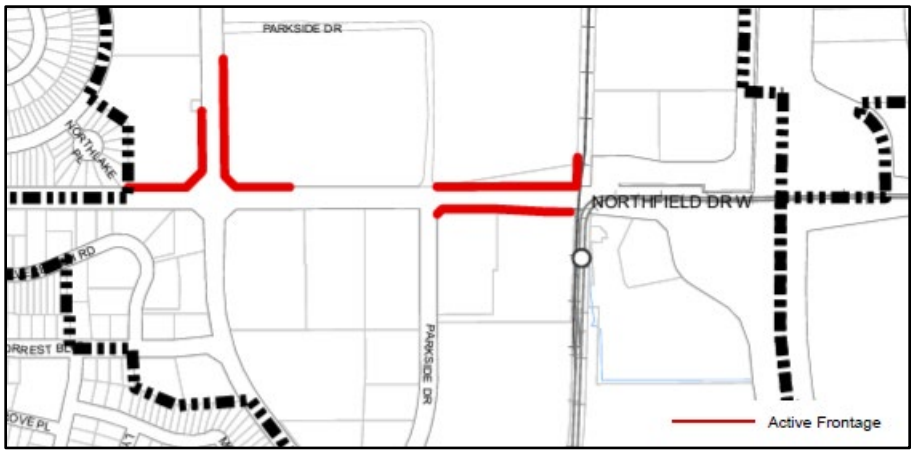


Figure 26. Zoning By-law Schedule 'A2' – Station Area Street Frontages

4.5.1.1 Scope of Amendment – Residential Mixed Use Component

As previously outlined in Section 3.3.2 of this Report, the proposed Zoning By-law Amendment for this component of the development seeks the following:

- Rezone the portion of the lands outside of the Regional Employment Area to the Residential Mixed-Use (RMU-81) Zone;
- Delete C117 from the portion of the lands outside of the Regional Employment Area to be zoned RMU-81 and establish new site-specific provisions as follows:
    - Maximum density of 1,600 bedrooms per hectare, to be applied to the entirety of the lands zoned RMU-81;
    - Maximum building height of 40 storeys (127 metres);
    - Minimum 3 metre street line setback;

- Minimum lot line setback of 3 metres from interior lot line abutting the Market Trail extension shall apply, except for Building C2 and D2, whose podiums may be located at the lot line;
- Minimum 15 metre setback from a railway right-of-way for above and below-grade structures and removal of the Holding provision as it relates to the adjacency of the railway;
- Minimum tower separation of 11 metres from the interior lot line abutting the Market Trail extension shall not apply;
- Minimum tower separation of 8 metres from an interior lot line abutting the existing commercial plaza;
- Maximum 46 metre horizontal tower dimension for Building A, Building C2 and for Building E;
- Maximum 43 metre horizontal tower dimension for Building D2;
- Minimum landscaped open space of 15%, to be measured over the entirety of the lands zoned RMU-81;
- Minimum lot frontage of 18 metres;
- Restrict land uses within the delineated proposed POPS (provided the POPS count towards the required parkland dedication) to:
    - Community Garden
    - Landscaped Open Space
    - Open Space (which may include Privately Owned Publicly Accessible Space)
    - Public Art
    - Public Market
    - Underground Structured Parking; and
- Exempt the proposed development from the regulations of Section 3.S.5 of the Zoning By-law (Split Zoning).

The nature of these site-specific provisions are discussed in the following sections below.

4.5.1.2 Building Height and Density

The lands are proposed to be zoned RMU-81, which permits a maximum height of 81 metres and 25-storeys and density of 750 bedrooms per hectare. The proposed Zoning By-law Amendment implements the proposed policy framework of the Official Plan Amendment with respect to increased height and density. As discussed earlier, the development proposes a range of building heights, with taller buildings located along the rail line, internal to site and at the entrance to the development from Northfield Drive. Buildings adjacent to the street and the proposed POPS are lesser in height, ranging from 25 to 29 storeys. The proposed density of the RMU zoned component of the development, being 1,600 bedrooms per hectare, is to be measured over the entirety of the land area designated and zoned for mixed-use residential purposes.

In our opinion and as discussed earlier, the proposed building heights and residential density is appropriate for the site considering the location of the lands within the Northfield Station Area, the site's context, the

separation from existing residential neighbourhoods and availability of supporting commercial uses and employment within walking distance.

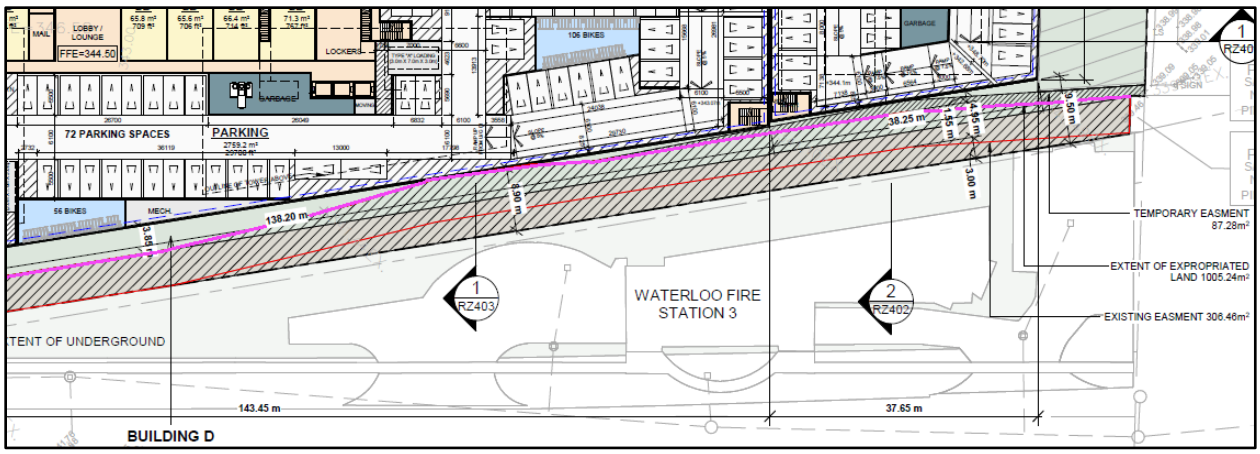
4.5.1.3 Lot Frontage

The sole intent of this provision is to permit the potential future severance of the undeveloped portion of the site, generally encompassing Parkside Drive and Buildings A, B, C, D, J, K and L. As that portion of the site does not have sufficient frontage on Northfield Drive, a site specific regulation is required.

4.5.1.4 Yard Setbacks

The proposed Zoning By-law Amendment requests a minimum 3 metre setback from the streetline for buildings above and below grade, whereas 5 metres is required in the RMU-81 zone. A 3 metre minimum setback from Weber Street and Northfield Drive is currently permitted on the subject lands as per the regulations of Exception C117. The intent of the proposed amendment is therefore to maintain this existing permission on the subject lands and extend to future buildings fronting Northfield Drive. As such, there is no change from the existing condition and permission and this will allow for a consistent street wall along Northfield Drive.

The other required site-specific setback relates to the interface between Buildings C and D and the extension of the Market Trail. Given the uncertainty as to whether this lot line would be considered a side or rear lot line, a site-specific regulation to permit a 3 metre setback is proposed. The lands expropriated by the Region to facilitate the construction of the Trail extension has resulted in an irregular lot line that curves to the north to accommodate the future trail. As a result of this irregular lot line and in the interest of providing a consistent building façade along the trail extension, portions of Building C and Building D encroach into the proposed 3 metre lot line setback as illustrated in the image below. While Building D is set back 3.85 metres from the interior lot line in the vicinity of Parkside Drive, as the lands for the Market Trail curve to the north, the set back is reduced to less than 3 metres, and in the case of a small portion of the proposed building façade, to 0 metres. The lands between the facades of Buildings C and D and the rear lot line of Waterloo Fire Station No. 3 are currently landscaped with no buildings and will continue to generally function as at-grade landscaped area with the future construction of the Market Trail extension. In this regard, Buildings C and D are adequately sited, being located approximately 8 to 9.5 metres away from the rear lot line of the Fire Station, ultimately separated from same with an active transportation connection and associated landscaping/open space.



4.5.1.5 Landscaped Open Space

Exception C117 currently establishes a minimum landscaped open space requirement of 15% for the subject lands. This provision is proposed to be carried forward in the proposed amendment to guide future mixed-use residential development on the subject lands, with the minimum requirement to be measured over the entirety of the lands zoned for mixed-use residential purposes. The proposed development provides for three consolidated open space areas at grade that can be used for amenity purposes – being the proposed POPS and linear open space. Setbacks of proposed buildings from Northfield Drive and the internal private roads are sufficient to accommodate additional landscaped areas along building frontages and soften proposed podiums at grade.

4.5.1.6 Tower Regulations

The minimum tower separation distances are all achieved between the conceptual tower locations on the lands and no revisions to those regulations are proposed. As discussed earlier, due to the expropriation for the Market Trail extension and given the adjacent land use (fire station), the towers have been situated closer to the southern lot line behind the fire station and Trail. The podium is situated 0 to 3 metres from the new lot line and the towers an additional 3 metres. In this regard, a site specific regulation is proposed to exempt new buildings from the required tower setback from this lot line.

Similarly, the buildings planned along the west side of the new development (Towers F1, F2 and G1) are situated 8 metres from the existing driveway that provides access to the existing commercial plaza. In the event that a future severance is advanced to separate these lands from the adjacent commercial plaza, a site-specific regulation is proposed to allow an 8 metre tower setback for these three buildings.

In both cases, there will be minimal to no impacts on the adjacent lands. The fire station lands, as a standalone parcel do not possess sufficient land or depth to develop a tower and as such, a reduced tower setback would not impact the future development of a tower on that parcel. Similarly, the lands to the west were only recently developed and adjacent to the three above noted towers include a driveway that is integral to the movement of people and cars within the development. There are no plans to revise that portion of the site.

4.5.1.6 Restricting Land Uses within POPS

A site-specific provision is requested to recognize the proposed location and use of the POPS within the development. It is the intent that the lands accommodating the POPS be zoned RMU-81 along with all other lands within the mixed-use residential component of the development. To ensure that the POPS are maintained for park purposes throughout the build-out of the development, the proposed site-specific provision will limit lands within the POPS area to uses consistent with other park spaces within the City, being community garden, landscaped open space, open space (which may include Privately Owned Publicly Accessible Space), public art and public market. Underground parking is also included as a permitted use as part of this site-specific provision to recognize proposed underground parking structures under proposed POPS spaces. This approach was most recently implemented by City Staff through OPA 32 and By-law No. 2023-111 for the proposed mixed-use development in the vicinity of Conestogo Road and Northfield Drive.

This proposed site specific provision is advanced and recommended only in the event the City accepts the POPS as parkland for the purposes of the required parkland contributions in the Planning Act.

4.5.2 Employment Component

As previously outlined in Section 3.3.2 of this Report and re-iterated in Section 4.5.2.1 below for review purposes, an amendment to the Zoning By-law is required to implement the proposed Official Plan Amendment, delete Exception C117, and establish new site-specific provisions to, among other matters, permit additional primary employment uses and maintain commercial permissions currently afforded to this portion of the subject lands through the Zoning By-law. The underlying Station Area Business Employment Two (E2B-81) zone category will remain on this portion of the subject lands through the proposed amendment. The following is a review of the proposed development with respect to the relevant regulations of the E2B-81 zone contained in Tables 9S-D and 9S-E Zoning By-law:

<table>
<tr><th>Regulation</th><th>Required – E2B-81</th><th>Proposed</th></tr>
<tr><td>Street Line Setback (minimum)</td><td>4 metres</td><td rowspan="2">N/A</td></tr>
<tr><td>Street Line Setback (maximum)</td><td>75% of the street line building façade shall be within 6 metres of the street line</td></tr>
<tr><td>Side Yard Setback (minimum)</td><td>3 metres</td><td>14.7 metres</td></tr>
<tr><td>Rear Yard Setback (minimum)</td><td>3 metres</td><td>9.1 metres</td></tr>
<tr><td>Complementary Uses (maximum)</td><td>Complementary uses shall not exceed 25% of the Building Floor Area of the building, excluding structured parking</td><td rowspan="2">Site-specific provision to implement commercial use provisions for Buildings I and J</td></tr>
<tr><td>Ancillary Uses (maximum)</td><td>Ancillary uses shall not exceed 15% of the building floor area of the associated building, excluding structured parking</td></tr>
</table>

Regulation	Required – E2B-81	Proposed
Ancillary Uses	The maximum building floor area of each Ancillary Use shall not exceed 1,858 m^2	Can be accommodated in future development
	Ancillary Uses shall be located on the first storey of building containing one or more of the permitted primary uses	Can be accommodated in future development
Floor Area Ratio (minimum)	0.4	Will be accommodated in future development
Height of First Storey (minimum)	4 metres	4 metres
Building Height (minimum)	7.5 metres and 2 storeys	7.5 metres
Common Outdoor Area (minimum)	Lots greater than 3000 m^2: 3% of the lot area (1,715 m^2 based on area of lands for Buildings I to K)	Complies
Common Outdoor Area (minimum dimensions)	Not less than 6 metres; not less than 4 metres if located in front or flankage yard	15 metres
Landscaped Open Space (maximum)	10%	Complies
Parking – Single Occupancy Building (minimum)	First 1,000 m^2 floor area: 2.5 spaces/100 m^2 1,000 m^2 - 5,000 m^2: 1 space/100 m^2 +5,000 m^2: 0.75 spaces/100 m^2 Building K: 63 spaces Building L: 106 spaces	Building K: 69 spaces Building L: 157 spaces
Parking – Industrial Mall (minimum)	Area A: 1.5 parking spaces per 100 m^2 Building I: 41 spaces Building J: 59 spaces	Building I: 112 spaces Building J: 103 spaces

Based on the analysis aboved, site specific provisions are required to carry forward some of the site specific regulations from the existing site specific By-law (C117), as well as implement the proposed modifications to the policy wording of SPA 42. These are discussed further below.

4.5.2.1 Scope of Amendment – Employment Component

As previously outlined in Section 3.3.2 of this Report, the proposed Zoning By-law Amendment for this component of the development seeks the following:

- Delete C117 and establish a new site-specific provision that permits the following:
    - Warehouse; wholesale; laboratory; and logistics distribution centre as additional primary uses in the E2B zone, with "logistics distribution centre" being defined as *an industrial facility used for, but not limited to, assembly, storing, sorting, processing, packaging and distribution of goods, the management of inventory and the temporary on-site storage of commercial motor vehicles or trailers for freight handling*;

- Beer, liquor & wine store; retail store (including hardware store, but excluding department stores and automotive supply stores); and veterinary clinic as additional ancillary uses in the E2B zone (existing permissions established through C117);
- A combined maximum of 3,716 square meters of building floor area for all ancillary uses between Buildings I, J, K, and L;
- Ancillary uses to not exceed 40% of the building floor area of the building, excluding structured parking, for Building I and J; and
- Exempt the proposed development from the regulations of Section 3.S.5 of the Zoning By-law (Split Zoning).

The nature of these site-specific provisions are discussed in the following sections below.

4.5.2.2 Additional Permitted Primary Uses

Warehouse uses are currently permitted in the E2B-81 zone category as a complementary use and as such are limited to 25% of building floor area. Wholesale uses are not identified as a primary permitted use in the E2B zone category, and the Zoning By-law does not appear to recognize or define logistics distribution centre uses. As discussed in Section 4 of this Report with respect to Provincial and Regional direction regarding locating warehousing and logistics distribution uses in proximity to major highway interchanges, the subject lands are situated near the Northfield interchange of Highway 85. Inclusion of these uses in the proposed amendment implements the proposed Official Plan Amendment, as well as the policy direction of the Growth Plan for the Greater Golden Horseshoe and Regional Official Plan. A definition of 'logistics distribution centre' is included for clarity purposes considering the use is otherwise not defined in the Zoning By-law.

4.5.2.3 Additional Permitted Ancillary Uses

Exception C117 currently establishes a range of permitted commercial uses on the entirety of the subject site. While the majority of the commercial uses specifically listed in C117 are also included as ancillary commercial uses in the E2B-81 zone category, "beer, liquor & wine store", "retail store" (scoped as to permissions) and "veterinary clinics" are not included in the E2B parent zone. Given the intent of the flex industrial-commercial area to accommodate a transition of uses, and given the existing permissions in C117, this amounts to a recognition of existing permitted uses on the lands, rather than an introduction of new uses.

4.5.2.4 Ancillary Uses – Special Regulations

Exception C117 currently permits a total of 19,000 square metres of building floor area for all commercial uses on the subject site, with 20 to 40% of this commercial building floor area (3,800 to 7,600 square metres) to be permitted in Area 'B', which includes the portion of the subject lands east of Parkside Drive. The Market Impact Study prepared by urbanMetrics concludes that approximately 3,716 square metres of retail and service commercial uses, such as those ancillary uses permitted in the E2B parent zone category and in the proposed Zoning By-law Amendment for the employment component of the proposed development. The proposed building floor area for these uses are within the scope of the floor area for commercial uses envisioned for Area 'B' in Exception C117, and in turn are supported by the Market Impact Study.

With respect to the requested increase in percentage of building floor area devoted to ancillary uses, being 40% for Buildings I and J, the intent is to, through the proposed Zoning By-law Amendment, direct the majority of permitted ancillary retail and service commercial uses to the proposed flex industrial-commercial buildings within the proposed development to serve as a transition between proposed residential uses and employment uses proposed for Buildings K and L. The proposed Zoning By-law Amendment establishes a maximum floor area for ancillary uses and as such increasing the percentage of floor area devoted to such uses in Buildings I and J does not negatively affect the intent of the E2B zone to accommodate primary uses. The proposed increase in permitted building floor area devoted to ancillary commercial uses is therefore appropriate when considering the conclusions of the Market Impact Study and inclusion of a maximum building floor area devoted to these uses within the proposed Zoning By-law Amendment.

4.5.2.5 Temporary Use – Truck Trailer Storage

In accordance with Subsection 39 of the Planning Act, it is proposed that Temporary Outdoor Storage defined as "the storage of transportation vehicles, trailers, goods, and or materials outside of any Building or Structure" shall be permitted as on a temporary basis for a period not exceeding three years.

4.5.3 Modifications to Exception C117 (Existing Commercial Plaza)

Modifications to Exception C117 are proposed to generally provide for the build-out and continued operation of the existing commercial plaza as originally envisioned. C117 is proposed to be deleted from the subject lands and replaced with new site-specific exceptions that will provide for new development as proposed. The proposed text of the modified C117 Exception is enclosed as **Appendix B**.

The proposed amendments to the C117 Exception primarily relate to the removal of references to Areas 'A' and 'B' throughout the text, as well as any site-specific regulations to Area 'B' as those lands are addressed through the balance of the proposed amendment. Maximum permitted floor areas related to commercial uses have been revised to reflect the recommendations of the Market Impact Study regarding the establishment of commercial uses within the proposed development to facilitate the transition from residential uses to employment uses on the subject lands.

The majority of the commercial plaza component regulated by C117 and as envisioned in the Waterloo Corporate Campus Master Plan has been built out. The site plan approval process is ongoing for the new retail building to the west of Shopper's Drug Mart along Northfield Drive, leaving one remaining retail building to be developed along the south side of the east-west leg of Parkside Drive across from the existing Sobey's. The following table is a review of the existing commercial plaza with respect to the modified C117 Exception regulations of the proposed amendment, demonstrating the ability of this portion of the site to be built-out as originally intended.

Regulation	Required – Modified C117		Existing
Buildings and Structures fronting Weber Street North (unchanged from C117)	3 metres (min) 6 metres (max)	65% of all front building facades shall be within 6 metres of the street line	Build-out of Weber Street North frontage complete, will continue to comply

Regulation	Required – Modified C117		Existing
Buildings and Structures fronting Northfield Drive (unchanged from C117)	3 metres (min) 6 metres (max)	35% of all flankage building facades shall be within 6 metres of the street line	Build-out of Northfield Drive frontage nearing completion with pending site plan approval and subsequent construction of remaining commercial building
Building Height (Area 'A') (unchanged from C117)	4.5 metres for any building situated between 3 and 6 metres from a street line (minimum)	81 metres (maximum)	Buildings will continue to comply
Parking	1.5 spaces per 100m^{2}of building floor area		Proposed parking rate to align with the E2B zone regulations
Bicycle Parking (unchanged from C117)	10% of total required spaces		The proposed development does not involve any lands to accommodate bicycle parking for existing commercial uses
Landscaped Open Space	Existing landscape open space deemed to comply		
Landscape Buffer	Existing landscape buffers deemed to satisfy the regulation		
Combined building floor area for Complementary Employment Uses (unchanged from C117)	25% of the building floor area on the lot (maximum)		No change proposed
Building floor area for Repair and Service Operations (unchanged from C117)	25% of the building floor area of the main use (maximum)		No change proposed
Building floor area of all commercial uses where a food store does exist on the lands	15,200 square metres		No change proposed (15,200 m^2) being 80% of 19,000 m2 permitted for the entire lands (Areas A and B in C117)
Building floor area of any unit containing a Commercial 'Retail' use (unchanged from C117)	1,000 m^2 (maximum)		No change proposed
Building floor area of one food store (unchanged from C117)	5,000 m^2 (maximum)		No change proposed
Building floor area of one drug store (unchanged from C117)	1,719 m^2 (maximum)		No change proposed
Building floor area of any unit containing a Commercial 'Non-Retail' use (unchanged from C117)	1,393 m^2 (maximum)		No change proposed

4.5.4 Split Zoning

The lands will be developed comprehensively with two different zones on the lands. The By-law would consider a zone boundary to be equivalent to a lot line, and as such, setbacks would be required. As the lands are planned as one comprehensive development, an exemption from this requirement is necessary to allow for the proper planning of the site and avoid unnecessary setbacks between those boundaries.

4.5.5 Zoning By-law Amendment Summary

The Zoning By-law Amendment implements the proposed Official Plan Amendment, which introduces residential uses, and also recognize elements of the existing planning framework established through SPA 42. The overall development provides for a mix of employment, commercial and residential uses, as well as open space and amenity areas for future residents and employees. In summary, the Zoning By-law Amendment is appropriate for the subject lands and represents good planning.

5.0 SUMMARY OF SUPPORTING STUDIES

5.1 Environmental and Stationary Noise & Vibration Study

SLR prepared an Environmental and Stationary Noise & Vibration Assessment. The Study concluded:

Transportation Noise:

- An assessment of transportation noise impacts from surrounding roadways, the Waterloo Central Railway Guelph Spur and Grand River Transit ION LRT has been completed
- Based on predicted transportation façade sound levels, upgraded glazing is required for the proposed development.
- Predicted façade sound levels are sufficiently high such that specific ventilation requirements are applicable for all buildings in the proposed development. The provision for installing central air conditioning at a later date/MECP Type C warning clauses and central air conditioning/ MECP Type D warning clauses should be included in agreements registered on Title for the residential units and included in agreements of purchase and sale.
- Sound levels at the common outdoor amenity area are predicted to be within acceptable levels without the need for mitigation measures. MECP Type A OLA warning clauses are recommended for some buildings within the proposed development.
- The parapet wall constructed around the terraces should meet minimum barrier requirements outlined in NPC-300.

Environmental Vibration

- The proposed development is located within 75 m of the Waterloo Central Railway Guelph Spur and the Grand River Transit ION LRT.
- Rail vibration measurements of freight rail and ION LRT train movements were performed by SLR between January 25, 2024 and February 1, 2024
- Vibration levels due to rail traffic are below applicable criteria, and no mitigation is required.
- No significant industrial vibration sources were identified in the vicinity of the proposed development.

Stationary Source Noise

- Stationary source noise impacts on the proposed development from the surrounding commercial facilities were assessed.
- Sound levels from the surrounding stationary sources are predicted to meet applicable guideline limits at all building façade and at outdoor point of reception locations without the need for noise control measures for most facilities, other than those referenced below.
- Potential excesses of the Class 1 Area noise guideline limits are predicted due to operation of Heffner Cabinetry & Woodworking (145 Northfield Drive West), and Sobeys (640 Parkside Drive).
    - The design of source-based noise mitigation measures can be completed as part of future Planning applications for the development. Alternatively, a Class 4 Area could be provided by the City/Region for portions of the development.
- Assessment of building design, equipment layout, equipment selection and inclusion of noise controls (if needed) should be completed at Site Plan Approval for Flex Commercial buildings I and J, and Industrial Condominium buildings K and L.
    - Stationary source sound levels at the proposed development from these facilities can be sufficiently controlled with appropriate building design, equipment layout, equipment selection and inclusion of noise controls (if needed). These uses will be subject to the MECP ECA/EASR approvals/ registration process, which will confirm that the applicable noise guidelines are met.
- An MECP Type E warning clause is recommended for all residential units in the proposed development. An MECP Type F noise warning clause may be required if a Class 4 Area designation is provided by the City/Region.

5.2 **Functional Servicing and Stormwater Management Report**

Counterpoint Engineering prepared a Functional Servicing and Stormwater Management Report in support of the development. The Report determined that municipal watermains are available to service the development, existing storm servicing can support the proposed development, and that the proposed development can meet all applicable engineering criteria of the City of Waterloo, Region of Waterloo, and the Grand River Conservation Authority. Please see the Report for the detailed analysis.

5.3 **Energy Strategy**

Internat Energy Solutions Canada Inc. has prepared an Energy Strategy to identify opportunities early in the development process to integrate design solutions that meet the guideline principles established by the Region of Waterloo. The findings of this Study will be used in the building design process. Please see the Strategy for the detailed analysis.

5.4 **Market Impact Study**

urbanMetrics prepared a Market Impact Study to address the existing policy framework of SPA 42 as well as identified submission requirements through the pre-consultation process. The Study concluded that provision for approximately 40,000 square feet of retail and service commercial spaces represents a reasonable and well balanced amount of commercial space. The realization of approximately 40,000 square feet would help achieve a healthy concentration of businesses needed to support growth and meet the day-to-day needs of residents living in this part of Waterloo.

5.5 **Land Use Compatibility Study**

SLR conducted a Compatibility Mitigation Study focusing on air quality, odour, and dust in support of the combined Official Plan Amendment (OPA) and Zoning Bylaw Amendment (ZBA) application with the City of Waterloo for the proposed development. This assessment has included a review of air quality, odour, and dust emissions from industrial facilities in the area.

Based on the assessment completed, the Project site is anticipated to be compatible with the surrounding land uses from an air quality perspective. Further, the Project site will not affect the ability for industrial facilities to obtain or maintain compliance with applicable Provincial environmental policies, regulations, approvals, authorizations, and guidelines. The requirements of MECP Guideline D-6, Regulation 419/05 are met. As the applicable policies and guidelines are met, the Project site is:

- Unlikely to result in increased risk of complaint and nuisance claims;
- Unlikely to result in operational constraints for the major facilities; and
- Unlikely to result in constraints on major facilities to reasonably expand, intensify or introduce changes to their operations.

5.6 **Transportation Impact Study**

LEA prepared a Transportation Impact Study in accordance with the Terms of Reference approved by the City and agencies. The Study concluded that:

- As the existing uses on-site will be replaced, the net site trip generation was calculated. The proposed development is anticipated to generate an additional 993 two-way trips (223 inbound, 770 outbound) during the AM peak hour and 1,215 two-way trips (721 inbound, 494 outbound) during the PM peak hour;
- The intersection capacity analysis findings indicate that the proposed development will have an acceptable impact on the surrounding road network. All site accesses are anticipated to operate well. With the optimization of the signal timing plan in the future conditions, minimal changes in operations with the addition of the site traffic in future total conditions was observed and no constraints were identified. It is recommended that signage be provided at Northfield Drive West at Parkside Drive to discourage vehicles from blocking the intersection;

- The proposed bicycle and vehicle parking supply meet the requirements overall. It is anticipated that these will be further refined through future iterations of the site plan; and
- The proposed development is considered TDM Supportive according to the Region of Waterloo Implementation Checklist. It is anticipated that these measures will contribute to a 15% single-occupancy vehicle reduction for the subject development. Based on the subject development's location within an MTSA and within walking distance of the Northfield ION LRT Station, as well as dedicated on-street cycling and pedestrian facilities, the proposed TDM measures are considered to be appropriate for a development of this size and will support leveraging the available multi-modal transportation network.

5.7 **Pedestrian Wind Assessment**

SLR prepared a Pedestrian Wind Assessment in support of the proposed OPA and ZBA. The pedestrian wind conditions predicted for the proposed development at 170 Northfield Drive West in Waterloo, Ontario were assessed through CFD modeling techniques. Based on the results of SLR's assessment, the following conclusions have been reached:

- The wind safety criterion is met in all areas on-site and surrounding the development in the Existing Configuration. In the Proposed Configuration, the wind safety criterion is exceeded at a few building corners on grade, as well as on some of the Level 7 terraces. Wind control measures are recommended for these areas.
- Wind conditions on the site, including the entrances and in the outdoor amenity spaces at grade, are generally expected to be suitable for the intended use year-round.
- Wind comfort conditions on the proposed terraces at Level 7 are expected to be windier than desired. Wind control measures are recommended.
- On the sidewalks surrounding the proposed development, wind conditions are suitable for the intended use.

5.8 **Rail Proximity Review**

Hatch undertook a Rail Proximity Review to consider the proposed development with respect to the *Guidelines for New Development in Proximity to Railway Operations* ("Proximity Guidelines") developed by the Federation of Canadian Municipalities and the Railway Association of Canada, last updated in May 2013. The proposed development was reviewed in the context of the Proximity Guidelines and its proximity to the heavy rail corridor of the Waterloo Central Railway (WCR) and the light rail corridor of the INON Light Rail Transit (LRT). Based on this review, the following conclusions were reached:

- Incorporation of physical measures described in the Proximity Guidelines is not applicable due to the equal to or greater than 15-metre setback and existing intervening land occupancies between the Site and rail corridor. As such, the provisions for physical measures such as earth berms and crash walls need not be considered for the development, as outlined by the Proximity Guidelines;
- The minimum development guidelines applicable to the site are as follows:

    - Notification to the railway company of the proposed development is required, as outlined by industry guidelines for sites within a 300 metres zone of influence adjacent to railway corridors;
    - A General Technical Study on noise and vibration is required, as outlined by industry guidelines for sites within 300 metres of the railway; and
    - Warning clauses in sales contracts and/or legal agreements are typically recommended for sites within 300 metres of the railway. Agreements with the Region of Waterloo may be required, as well as other legal agreements and requirements may be applied by the Region of Waterloo on a site-by-site basis;
- The primary rail safety mitigations are met by the proposed development;
- The physical horizontal setback exceeds the minimum recommendations, and existing intervening land uses could act as a further safety barrier between the site and railway operations; and
- Identified secondary rail safety mitigations (i.e. stakeholder agreements and clauses in the Purchase and Sales agreements for residential units) should be addressed, where appropriate through the planning review phase.

6.0 CONCLUSIONS

This Planning Justification Report concludes that the proposed Official Plan and Zoning By-law Amendment to permit the proposed mixed-use development, which includes employment, commercial and residential uses, is in the public interest and represents good planning for the following reasons:

1. The Official Plan and Zoning By-law Amendment is consistent with the *Provincial Policy Statement*.

2. The Official Plan and Zoning By-law Amendment seeks to establish residential uses at a high density within a Major Transit Station Area and permit warehousing and logistics uses as primary uses on employment lands in proximity to the Northfield access to Highway 85. The establishment of residential uses as proposed in a station area predominated by employment and commercial uses will support LRT ridership (by establishing a greater share of origin trips within the Northfield Station), provide a robust residential population living in proximity to existing commercial services and job opportunities, and contribute to the achievement of station area density targets. Furthermore, permitting warehouse and logistics uses within the Business Employment designation as it applies to the subject lands represents a direct implementation of Policy 2.2.5.5 of the Growth Plan, which directs municipalities to designate and preserve lands located near major highway interchanges for such uses, as well as manufacturing. In this regard, the Official Plan and Zoning By-law Amendment conforms to the *Growth Plan for the Greater Golden Horseshoe*.

3. The Official Plan and Zoning By-law Amendment conforms to the *Region of Waterloo Official Plan* and provides for the intensification of underutilized and vacant lands within a Major Transit Station Area, which also contribute towards the creation of a 15-minute neighbourhood within the Northfield Station Area and surrounding neighbourhood.

4. The Official Plan Amendment proposes the introduction of residential uses within a Station Area predominated by employment and commercial uses in an effort to increase the share of origin trips within the Northfield Station, diversify the existing range and mix of uses, and site a new population within walking distance to existing jobs and to support existing commercial uses. Planned residential densities are facilitated by proposed taller building heights, and are appropriate to support rapid transit use and establishment of a robust residential population without impacting surrounding residential neighbourhoods.

5. The proposed development provides for additional employment uses and commercial uses, consistent with the current permissions of the Specific Policy Area 42 framework.

6. The proposed development implements the Station Area framework established in the City of Waterloo Official Plan through the extension of Parkside Drive to the north, the provision of two Privately Owned Public Spaces (POPS) central to the development, and enhancement of existing active transportation connections throughout the subject lands to the surrounding neighbourhood.

7. The development provides for a range of residential unit sizes, including three bedroom units within an area planned for growth and an area that is well served by commercial uses, transit, existing employment opportunities and active transportation. Proposed residential uses are determined to not negatively impact existing employment uses, and the proposed development has been designed to provide a transition in land use from proposed residential uses in the south end of the subject lands to proposed employment uses in the north.

8. The development generally complies with the built-form regulations of the RMU Zone, with site-specific provisions required to integrate the development with the existing commercial plaza and provide for future severance of the subject lands, address constraints related to the expropriation of adjacent lands for the extension of the Market Trail, and provide for a distinct, but unified built form.

9. The lands include both planned park spaces (POPS) and linear open space area that will serve the future residents and employees on the site, as well as within the surrounding community.

10. The development is transit supportive, diversifying the mix of land uses within the Northfield Station Area that ultimately contributes to the achievement of minimum density targets for the Station Area and optimizes ION utilization.

Respectfully submitted,

MHBC

Trevor Hawkins, M.PL, MCIP, RPP
Partner

Meghan Lippert, BA, MAES
Planner

APPENDIX A

Proposed Modifications to SPA 42 Policy Framework

Specific Provision Area 42 (Weber Street/Northfield Drive)

(1) The policies of this Specific Provision Area apply to lands adjacent to the intersection of Weber Street and Northfield Drive, shown as SPA 42 on **Schedule 'A6' – Specific Provision Areas,** located within a Major Node and Major Transit Station Area and designated 'Business Employment' and 'Mixed-Use High Density Residential'.

(2) The vision for the development of these lands is a high quality, transit- oriented mixed-use centre, providing employment and housing supported by a retail and commercial services component.

(3) It shall be a policy of Council that these lands will be planned and developed in a manner that recognizes the subject lands:

(a) Have a planned function as an employment and residential area with a retail and service component to support employees and residents within the lands as well as other land uses in the Northfield Station Area.

(b) Represent a significant opportunity to accommodate a portion of the City's projected growth within a Major Transit Station Area and Major Node;

(c) Provide a significant opportunity for the reurbanization/regeneration of an underutilized site;

(d) Are located at the intersection of two Regional roads and near a major interchange of the Conestoga Parkway;

(e) Are currently well served by bus transit and are directly adjacent to the Northfield Station LRT platform;

(f) Are located within a Major Node and are appropriate for *intensification*; and,

(g) Are well connected to other lands within the Node.

Commercial Policies

(4) The policies of this Plan outline that a range of retail and service uses (commercial uses) may be permitted on lands designated Business Employment. The implementing Zoning By-law for the designation will further define the type, amount and format of commercial uses contemplated within the designation. It is the intent of this Plan that additional retail and service uses, beyond what would otherwise be contemplated in the Business Employment designation, may be considered for

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lands within this SPA.

(5) The total building floor area of commercial uses will not exceed the following, to be identified in the implementing Zoning By-law:

(a) 15,284 square metres for lands currently developed for commercial purposes located on the western portion of the lands; and ,

(b) 3,716 square metres for the balance of the lands designated for Business Employment purposes.

(6) Commercial uses shall be subject to the following policies:

(a) Commercial uses will generally be located on the western half of the property near the Weber Street and Northfield Drive intersection and may also be on the ground floor of buildings containing employment uses.

(b) Commercial uses on the western portion of the lands will be provided in small to mid-size buildings, with individual retail commercial units being less than 1,000 square metres. This policy does not preclude the development of:

(i) one commercial unit/use of up to 2,000 square metres; and,

(ii) one *food store* of up to 5,000 square metres,.

(c) Commercial buildings will be located in a manner that frames abutting streets. Commercial buildings located close to Weber Street and Northfield Drive will be oriented to the street, with a goal of some directly accessing the public street. Commercial uses may also be located internal to the site and may front onto an internal driveway or *pedestrian* walkway.

(d) Commercial uses may be located within multi-unit or *mixed-use* buildings and within the western portion of the lands, also within single, stand alone buildings. Multiple- storey buildings that include employment as well as commercial uses are encouraged.

Employment Policies

(7) In recognition of the location of the lands adjacent to a major highway interchange, the following additional employment uses are permitted as primary uses on the northern portion of the lands designated for Business Employment purposes as illustrated in the implementing Zoning By-law:

(a) Warehouse;

(b) Wholesale; and

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(c) Logistics Distribution, with the use to be further defined in the implementing Zoning By-law.

Residential Policies

(8) In recognition of the location of the lands within a Major Transit Station Area and in the interest of establishing a residential population to increase the ratio of origin trips within the Northfield Station Area; provide more housing within walking distance of employment opportunities and supporting commercial uses; and generally increase activity within the station area, the following policies shall apply to lands designated Mixed-Use High Density Residential:

(a) A maximum building height of 40 storeys, 132 metres is permitted; and

(b) A maximum density of 1,600 bedrooms per hectare, to be measured across the entirety of the lands designated for residential purposes, is permitted

General Policies

(9) It shall be a policy of Council that the development of the lands shall be consistent with the transit-oriented development policies of the City and Regional Official Plans as well as the following policies:

(a) Lands will be planned to develop at densities that achieve a minimum target of 160 persons and jobs per hectare and that support transit;

(b) A mix of employment, residential, and commercial uses shall be encouraged. Residential uses shall only be permitted on lands outside of the Regional Employment Area;

(c) The lands will be planned to have an interconnected and multi- modal street pattern that will be developed as an extension of Parkside Drive, including existing private roads that connect the east and west portions of the Site. Pedestrian and cyclist connections through to the intersection of Northfield Drive and Parkside Drive is encouraged to facilitate access to the Northfield Station platform;

(d) The lands will be planned to include both private and public open space, allowing for a blend of indoor and outdoor amenity areas for residents and employees.

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APPENDIX B

Proposed Modifications to Exception C117

Exception	Address	Zoning	File Reference
C11x	170 Northfield Drive West	(H)E2B-81	By-law 2013-099
C11y	580 Weber Street North	(H)RMU-81	By-law 2014-015
C117	(Weber & Northfield - former NCR lands)		By-law 2024-XXX
			SPA 42

Location: 580 Weber Street North (Weber & Northfield - former NCR lands)
as shown on Schedule 'C1' to this BY-LAW.

Lands Zoned (H)RMU-81

Notwithstanding anything to the contrary, the following site-specific regulations shall apply to the lands zoned (Holding) Residential Mixed-Use 81 ((H)RMU-81):

a) The maximum permitted density shall be 1,600 bedrooms per hectare, which shall be measured across all of the lands zoned RMU-81;
b) The maximum permitted building height shall be 127 metres and 40 storeys;
c) The minimum required Street Line setback shall be 3.0 metres;
d) No minimum required setback shall be required for a podium from the lot line abutting the Market Trail extension;
e) A minimum 15 metre setback shall be required from the easterly lot line abutting the Region of Waterloo railway;
f) The minimum required tower separation from the lot line abutting the Market Trail extension shall be 3 metres;
g) The minimum required tower separation from an interior lot line abutting the existing commercial plaza shall be 8 metres;
h) The maximum horizontal tower dimension for Buildings A, C2 and E shall be 46 metres;
i) The maximum horizontal tower dimension for Building D2 shall be 43 metres;
j) The minimum required Landscape Open Space shall be 15%, which shall be measured across all lands zoned RMU-81;
k) The minimum required lot frontage shall be 18.0 metres;
l) That the permitted uses be restricted to the following, within the portion of the site identified as "Proposed POPS":
    a. Community Garden
    b. Landscape Open Space
    c. Open Space (which may include Privately Owned Publicly Accessible Space)
    d. Public Art
    e. Public Market
    f. Underground Structured Parking
m) That the provisions of Subsection 3.S.5 (Split Zoning) shall not apply.
n) The Holding (H) symbol as it applies to the lands shall not be removed until the CITY receives verification from the REGION and or the Province of Ontario that the owner has completed a Record of Site Condition.

Lands Zoned (H)E2B-81 (lands encompassing Buildings I, J, K and L)

Notwithstanding anything to the contrary, the following site-specific regulations shall apply to the lands zoned (Holding) Business Employment Two B 81 ((H)E2B-81):

a) In addition to the permitted uses in Subsection 9S.2.1.1, the following shall be permitted as 'primary uses':
    a. Warehouse;
    b. Wholesaler;

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c. Laboratory;
d. Logistics Distribution Centre, which shall be defined as "*an industrial facility used for, but not limited to, assembly, storing, sorting, processing, packaging and distribution of goods, the management of inventory and the temporary on-site storage of commercial motor vehicles or trailers for freight handling*"

b) Notwithstanding anything to the contrary, the following use shall be permitted on a temporary basis, in accordance with Subsection 39 of the Planning Act, for a period not to exceed three (3) years:
   a. 'Temporary Outdoor Storage', which shall be defined as *"the storage of transportation vehicles, trailers, goods, and or materials outside of any Building or Structure"*
c) In addition to the ancillary uses in Subsection 9S.2.1.3, the following shall be permitted:
   a. Beer, Liquor and Wine Store;
   b. Retail store (including hardware store, but excluding department store and automotive supply store)
   c. Veterinary clinic
d) That ancillary uses be limited to a maximum Gross Leasable Floor Area of 3,716 square metres and further that ancillary uses shall not comprise more than 40% of the total Building Floor Area of any single building, excluding structured parking;
e) That subsection 3.S.5 (Split Zoning) shall not apply;
f) The Holding (H) symbol applies to the following land USES:
   a. CHILD CARE CENTRE
g) The Holding (H) symbol as it applies to the lands shall not be removed until the CITY receives verification from the REGION and or the Province of Ontario that the owner has completed a Record of Site Condition.

Balance of Lands Zoned (H)E2B-81
Site Specific Regulations:

a) Notwithstanding anything to the contrary, the following USES shall be permitted:
   i. Primary Employment USES
      - ADVANCED TECH including life sciences such as oceanography, geology, botany, agriculture, fisheries, forestry, and other allied subjects
      - BUSINESS INCUBATOR
      - COMMUNICATION PRODUCTION
      - DATA CENTRE
      - GOVERNMENT USE including a PARKING FACILITY
      - LIGHT INDUSTRIAL ASSEMBLY related to ADVANCED TECH, including appliances
      - LIGHT INDUSTRIAL MANUFACTURING related to ADVANCED TECH, including appliances
      - LIGHT INDUSTRIAL PROCESSING related to ADVANCED TECH, including appliances
      - MAJOR OFFICE
      - MEDICAL CLINIC
      - OFFICE
      - PRINTING ESTABLISHMENT
      - STRUCTURED PARKING
      - TECH OFFICE
      - TRAINING FACILITY related to ADVANCED TECH

   ii. Complementary Employment USES:
      - MAKERSPACE (CLASS A)
      - Repair and Service Operations related to ADVANCED TECH
      - WAREHOUSE related to ADVANCED TECH (no retail)

   <u>Ancillary Commercial USES</u>
   iii. Retail

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- Beer, Liquor & Wine Store
- CAFE
- DRUG STORE
- FOOD STORE
- RESTAURANT
- RETAIL STORE (including hardware store, but excluding Department Stores and Automotive Supply Stores)
- TAKE-OUT RESTAURANT

iv. Non-Retail

- Catering Business
- CHILD CARE CENTRE
- COMMERCIAL RECREATION (Indoor)
- COMMERCIAL SCHOOL
- COMMERCIAL WELLNESS
- FINANCIAL SERVICES
- PERSONAL SERVICE SHOP
- VETERINARY CLINIC

v. HOTEL

b) Notwithstanding anything to the contrary, the following additional regulations shall apply:

i. BUILDING Setbacks

	Minimum LOT LINE setback above and below GRADE	**Maximum LOT LINE setback above GRADE**	**Minimum BUILDING FAÇADE requirement, may include patios**
All BUILDINGS and STRUCTURES from the easterly LOT LINE (ABUTTING the rail corridor)	15.0 metres		
All BUILDINGS and STRUCTURES fronting Weber Street North	3.0 metres	6.0 metres	65% of all FRONT BUILDING FACADES shall be within 6 metres of the STREET LINE
All BUILDINGS and STRUCTURES fronting Northfield Drive	3.0 metres	6.0 metres	35% of all FLANKAGE BUILDING FACADES shall be within 6 metres of the STREET LINE

ii. BUILDING HEIGHT, PARKING, LANDSCAPED OPEN SPACE, and BUILDING FLOOR AREA

	Minimum	**Maximum**
BUILDING HEIGHT	4.5 metres, for any BUILDING situated between 3 and 6 metres from a STREET LINE	81 metres

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PARKING	1.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA	
BICYCLE PARKING	10% of total required PARKING SPACES	

	Minimum	**Maximum**
LANDSCAPED OPEN SPACE	15%	
LANDSCAPED BUFFER	3.0 metres ABUTTING all LOT LINES	
Combined BUILDING FLOOR AREA for Complementary Employment USES in Section a)ii. Above		25% of the BUILDING FLOOR AREA on the LOT
BUILDING FLOOR AREA for Repair and Service Operations and or WAREHOUSE USES		25% of the BUILDING FLOOR AREA of the main use
BUILDING FLOOR AREA of all commercial USES where a FOOD STORE does exist on the lands		15,284 square metres ,
BUILDING FLOOR AREA of any unit containing an Ancillary Commercial 'Retail' USE in Section a)iii. above		1,000 square metres
BUILDING FLOOR AREA of one (1) FOOD STORE		5,000 square metres
BUILDING FLOOR AREA of one (1) DRUG STORE		1,719 square metres
BUILDING FLOOR AREA of any unit containing an Ancillary Commercial 'Non-Retail' USE in Section a)iv. above		1,393 square metres
Combined BUILDING FLOOR AREA for all Commercial 'Retail' USES in Section a)iii. above		9,291 square metres, excluding the BUILDING FLOOR AREA of a DRUG STORE and or FOOD STORE

iii. LANDSCAPED OPEN SPACE may include LANDSCAPED BUFFERS, landscaped parking islands, landscaped walkways, courtyards, plaza areas, outdoor AMENITY AREAS, and rooftop gardens.

iv. Notwithstanding the foregoing, one (1) unit containing a Commercial 'Retail' USE may be permitted up to a maximum of 2,000 square metres.

v. No PARKING SPACES or drive aisles shall be permitted in a FRONT or FLANKAGE YARD, with the exception of Area 'C' shown on Image 1.

vi. A maximum of one DRIVE-THROUGH shall be permitted on the lands, subject to a minimum setback of 15 metres from any STREET LINE.

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vii. No OUTDOOR STORAGE shall be permitted on the lands.

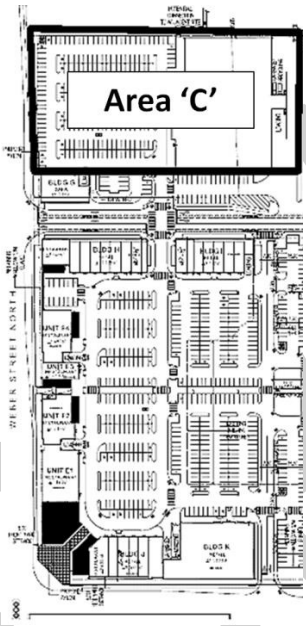
c) i. The Holding (H) symbol applies to the following land USES:

- CHILD CARE CENTRE

ii. The Holding (H) symbol means the lands shall not be used or developed with the land USES described in c) i) until the holding symbol is removed. "Developed" shall mean:

A. the erection of any new BUILDING or STRUCTURE on the lands
B. the enlargement of any EXISTING BUILDING or STRUCTURE on the lands
C. The Holding (H) symbol as it applies to the lands shall not be removed until the CITY receives verification from the REGION and or the Province of Ontario that the owner has completed a Record of Site Condition.

Image 1



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MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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