

Planning Justification Report

**83-85 Hickory Street West &
265 -267 Hemlock Street West,
City of Waterloo**

Prepared for MASRI O Inc.
Architects on
behalf of DCB Development

Official Plan & Zoning By-law
Amendment
August 2022

JV Planning & Development
Consulting

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1.0 Introduction

This Planning Justification Report has been prepared by JV Planning & Development Consulting on behalf of Masri O Inc. Architects who is submitting the application on behalf of the property owner DCB Development Canada Inc., in support of an Official Plan and Zoning By-law Amendment application pertaining to 83 and 85 Hickory Street West and 265 and 267 Hemlock Street in Waterloo (herein referred to as “the Subject Site” or “the Subject Lands”). The proposed Official Plan and Zoning By-law Amendment applications are necessary to intensify and redevelop the Subject Lands for a new 6-storey residential apartment building in the area known as Northdale. The intent is to realize a medium density built form that maximizes the full potential of the site which will contribute to creating a walkable, transit-friendly development.

The Subject Site is approximately 0.3113 hectares (3,113 square metres) in size and is located on the southwest corner of Hickory Street West and Hemlock Street. Comprised of four single detached residential lots, the subject lands contain four single detached dwellings.

The Subject Lands are designated “Low Density Residential” in the City of Waterloo Official Plan and are located within the Northdale neighbourhood. The lands are zoned “Residential Northdale Six (RN-6) -(Holding) ((H) RN-6)” in Zoning By-law 2018-050.

The proposal is to intensify the Subject Lands by constructing a six-storey residential apartment building with 168 apartment units. The proposal will provide a mix of studio, one and two-bedroom units for a total of 203 bedrooms. The proposed development will include common indoor and outdoor amenity areas including a games room, lounge with coffee bar, co-working space, corner patio and rear garden area. Implementation of the proposed redevelopment requires approval of Official Plan and Zoning By-law Amendment applications.

A formal Pre-Submission Consultation meeting was held with the City of Waterloo and Region of Waterloo on April 13, 2022. The Record of Consultation is attached as **Appendix A**.

The purpose of this Planning Justification Report is to provide:

Development Vision Statement:

The design intent is to create a mid-rise development which harmonizes with the surrounding neighbourhood and streetscape. The materiality, colour and finishes were selected to be complementary to the character of the area.

The building design and landscaping achieve a high-quality development with a sympathetic approach to integrating residential intensification onto the Subject Lands. Among other design principles, this development represents adaptability, promotes pedestrian-oriented design, respects the character of adjacent development and builds upon the unique identity of the Northdale neighbourhood.

- A description of the Subject Site, its existing physical condition and its context within the surrounding community.
- An outline of the proposed redevelopment plan for the Subject Lands and corresponding development applications.
- A summary of the supporting technical studies and related findings.
- An overview of the relevant planning policy regulations including Provincial, Regional and City policies and guidelines along with planning rationale in support of the proposed development.
- Specific to the proposed density, a planning rationale as to the appropriateness, suitability and compatibility of the proposed increased density and how the increase meets the policy directives of the Official Plan.
- An analysis of the required site-specific zoning regulations required to facilitate the proposed site and building design.

1.1 Proposed Applications

The Site is designated Low Density Residential (Northdale) in the City's Official Plan, which is intended to accommodate primarily low to mid-rise residential land uses with a maximum height of 6 storeys and a maximum of 250 bedrooms per hectare.

The current planning framework for Northdale allows for the consideration of increased density beyond what is permitted in the Zoning By-law to a maximum residential density of 600 bedrooms per hectare utilizing Section 37 of the Planning Act (i.e. bonusing).

Recent legislative changes to the Planning Act will replace bonusing with a new Community Benefits regime on September 18, 2022, after which time the

Summary Opinion:

The proposed development appropriately intensifies underutilized properties in an area known as Northdale which has been designated for intensification and redevelopment. It provides 168 residential units by replacing four single detached dwellings which will facilitate a more efficient use of the Subject Lands that is well served by existing infrastructure and public service facilities that can effectively accommodate new residents.

Residential intensification on the Subject Lands is supportive of numerous policy directions in the Provincial Policy Statement, the Growth Plan, the Region of Waterloo and City of Waterloo Official Plans, which are supportive of intensification of underutilized sites that are well served by transit and municipal infrastructure.

Located in the Northdale neighbourhood and a Major Transit Station Area that has existing infrastructure including a variety of services, including post-secondary institutions, and is well served by transit and active transportation options, the Subject Lands are well positioned to accommodate growth and intensify an existing underutilized site in Northdale.

City will no longer be able to negotiate and enter into bonusing agreements for increased height or density beyond what is permitted in the Zoning By-law. The purpose of the proposed Official Plan Amendment is to therefore implement the Northdale density framework by proposing a Specific Provision Area to permit a maximum of 652 bedrooms per hectare.

The Site is zoned 'Residential Northdale Six - (H)RN-6' in Zoning Bylaw 2018-050, which permits multiple dwellings including apartment buildings with a

maximum density of 250 bedrooms/hectare. The purpose of the proposed Zoning By-law Amendment is to remove the holding (H) symbol, permit a maximum density of 652 bedrooms per hectare, permit a reduced rear yard setback and allow for exterior stairs along the Hemlock Street

2.0 Site Description and Surrounding Land Uses

2.1 Site Location and Description

The Subject Lands are located within the Northdale neighbourhood, an area of the City that is currently undergoing transition from primarily single detached residential uses to a vibrant, mixed use community. The Northdale neighbourhood is bound by Columbia Street West to the north, University Avenue West to the south, King Street North to the east and Philip Street to the west.

The location of the Subject Lands are shown in **Figure 1**.

Located on the southwest corner of Hickory Street West and Hemlock Street, the Site is an assembly of four properties municipally known as 83 and 85 Hickory Street West and 265 and 267 Hemlock Street. It is intended that these properties will be merged to form a viable development parcel.

The gross site area is 3,113 square metres with approximately 40.3 metres of frontage along Hickory Street West and 77.2 metres of frontage along Hemlock Street.

There are four existing single detached dwellings on the Site. The houses are post-war bungalow and range style houses typical of the older housing stock in the neighbourhood. The properties have a number of coniferous and deciduous trees.

frontage to project into the required front yard setback.

Photographs of the Subject Lands are shown on **Figure 2**.

2.2 Surrounding Land Uses

The surrounding land uses include the following:

North: Immediately to the north of the Subject Lands is a redevelopment site (84 -86 Hickory Street West and 284-286 Albert Street) comprised of four vacant single detached dwellings. A Zoning By-law amendment application (Z-18-05) was approved for this site in October of 2019 for a six-storey apartment building with a maximum height and density of 23 metres and 511 bedrooms/hectare respectively.

West: Immediately to the west of the Subject Lands, on the southeast corner of Albert Street and Hickory Street West (262-280 Albert Street), is another redevelopment site comprised of six existing single detached dwellings fronting onto Albert Street. The proposed development is for a six-storey apartment building with a density of 573 bedrooms per hectare. Further west, approximately one kilometer is the University of Waterloo.

South: Adjacent to and immediately to the south of the Subject Lands on the west side of Hemlock Street are six-storey apartment and mixed-use buildings. The mixed-use building located closer to the University Street West and Hemlock Street intersection contains ground floor commercial uses including a barber shop and restaurants. Further south is St. Michael's Catholic Church located at the northeast corner of Hemlock and University Avenue West and Wilfrid Laurier University, located on the south side of University Avenue West.

East: Immediately to the east of the Subject Lands on the opposite side of Hemlock Street are six and four storey apartment buildings. Similar in design to the apartment buildings on the west side of Hemlock Street, these buildings incorporate design elements such as individual entrances to ground floor units as envisioned in the Northdale Urban Design and Built Form Guidelines.

Figure 3 provides a Context Plan illustrating the surrounding land uses.



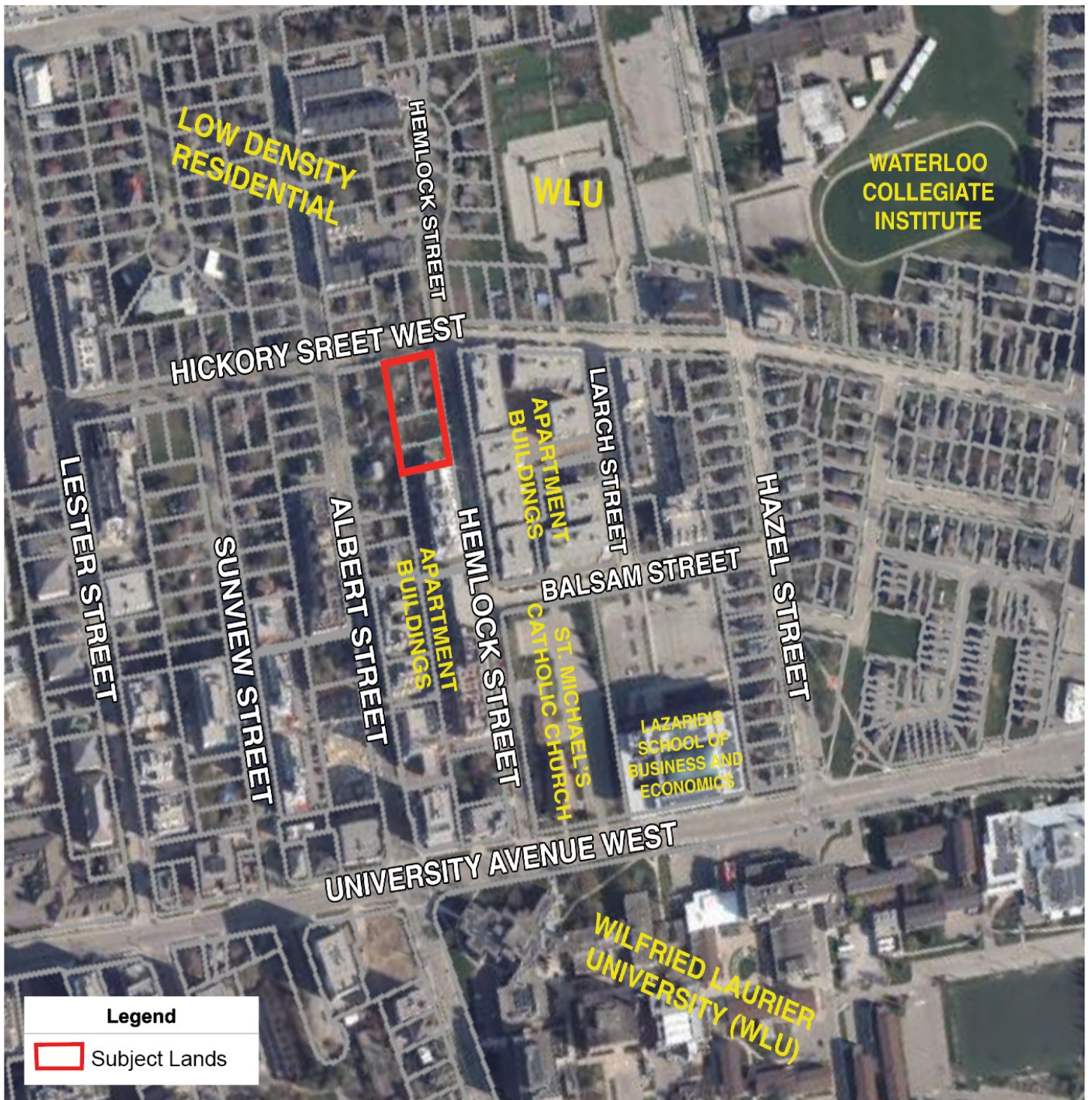
FIGURE

Site Location

1

Source: Region of Waterloo GIS Locator, 2020 Aerial Imagery





2.3 Neighbourhood Context

The Subject Lands are located within a built-up area of Waterloo within Waterloo's Columbia District, based on Schedule 'C' – Official Plan District Boundaries of the City's Official Plan and are more specifically located in the Northdale neighbourhood.

The Northdale neighbourhood is generally characterized by a mix of post-war single detached housing and recently constructed townhouses, mid-rise and high-rise apartment buildings. The Subject Lands are located nearby to Wilfred Laurier University (WLU), approximately 400 metres and a five-minute walk. Relatively close and within walking distance, the Site is also well situated to the University of Waterloo and Conestoga College, which are approximately one kilometer away. There are several commercial amenities in the neighbourhood including restaurants, commercial service uses and large commercial plazas along University Avenue.

The Subject Lands are located within a mature neighbourhood which has been diversifying over recent years in terms of its available housing stock, as smaller apartments have begun to replace existing single detached dwellings. This block of Hemlock Street in particular has experienced significant redevelopment with the majority of the single detached lots south towards University Avenue West being redevelopment with mid-rise apartment buildings.

According to the 2016 Census Profile, apartment buildings comprise the majority of the dwelling types within the Columbia Planning District at 73%. Apartment buildings five or more storeys account for 42% of the dwelling types while apartment buildings less than five storeys account for 31.2 % of the dwelling types.

With respect to household size, 70% of the Columbia Planning District is comprised of one and two person households. The median age of

the population in this District is 24 years old compared to the City's median age of 37.7 years. The 20–24-year-old age cohort accounts for 38.7% of its population compared to 11.1% of the City's population.

Given that the Subject Lands are situated in close proximity to three post-secondary institutions, there are a number of apartment buildings in the surrounding area. Generally, these buildings are geared towards serving the student rental market, which is experiencing a surge in demand following the first two years of the pandemic, demonstrating a need for new multi-unit development in the neighbourhood.

2.4 Transportation Context

Currently both Hickory Street West and Hemlock Street are two lane local roads with Hickory Street West planned to be converted into a westbound one-way street in the future. Sidewalks are provided on both sides of these streets.

Two city arterial roads – Columbia Street and University Avenue West are located in close proximity to the site providing key east/west transportation link to the City's transportation network. Although there is no dedicated cycling infrastructure on the local roads, the nearby arterials including University and Columbia Street provide separated cycling facilities.

Grand River Transit (GRT) operates nine bus routes within 400 metres of the Subject Site connecting to major hubs such as the University of Waterloo, Conestoga College, Uptown Waterloo and Downtown Kitchener. The ION light rail transit (LRT) has a stop located less than 800 metres from the Subject Lands. GO busses also operate near the site having its closest stop at WLU on University Avenue West providing interregional accessibility.

3.0 Description of the Development Proposal

3.1 Proposal

The proposed development is a six-storey residential building with 168 units and 203 bedrooms in total with a gross floor area of 11,493.5 square metres. The proposed Site Plan is provided in **Appendix B**.

The new development will provide a variety of unit sizes and types comprised of six studio units, 119, one-bedroom units, eight, one-bedroom plus den and 35, two-bedroom units. The proposed mix of unit types and sizes will, when considering the area, be attractive to students, young professionals, individuals and couples.

There are ground floor apartment units with individual accesses at grade along both frontages which are designed with a mezzanine level that could be converted in the future to provide opportunities for commercial units. This mezzanine level is 5.2 metres, achieving the minimum required 4.5 metre height.

The setback at the corner of the building is increased to allow for visibility and to provide an outdoor amenity space. The ground floor at the corner is designed as amenity space so all building users can interact with the outdoor realm at the corner of the property. The patio in the front of the amenity space provides an outdoor seating area for all building users.

The residential entrance on Hickory Street is setback slightly to mark arrival before entering the building lobby.

Both street-facing façades incorporate a generous entrance lobby. The corner is particularly highlighted as a pedestrian thoroughfare, as the entrance is setback creating a canopied terrace.

Patterned concrete, cast-in-place concrete steps and planter boxes help indicate and accentuate the entrances. All ground floor units have separate and individual building entrances and private patios off of Hickory Street West and Hemlock Streets.

The siting of the building along both street frontages will help frame the site and will complement new redevelopment in the area. Landscaping will be used to provide visual interest and emphasize the pedestrian accesses to the building, with the two entrance lobbies located at Hickory Street West and Hemlock Street. The proposed building design is well articulated and comprises various high-quality materials to provide visual interest to the streetscape.

The corner of Hickory Street West and Hemlock Street is reserved for pedestrian and resident use. The entrance is setback to provide a generous landscaped area including seating and bike parking. Directly adjacent to this is the private amenity patio, which is accessed from the common interior amenity space.

The interior amenity space located on the ground floor of the corner of the building has an upper mezzanine and floor-to-ceiling glazing. Common indoor amenity areas include a games room, TV lounge with coffee bar, and a co-working/study area. Common outdoor amenity space include the corner patio and a rear garden area. The balance of the amenity space is provided in the form of private balconies and patios.

A single driveway is proposed from Hemlock Street, to provide vehicular access to the underground parking garage and servicing purposes such as loading and garbage removal.

The proposal consists entirely of underground parking spaces. No surface parking is proposed. In addition to vehicle parking spaces, secure indoor and outdoor bicycle parking spaces are provided.

The outdoor bicycle spaces are integrated into the streetscape and landscape design to provide clearly visible bicycle parking for visitor and short-term use.

A total of 57 underground vehicular parking spaces is proposed including one Type A and two Type B barrier free parking spaces.

A total of 57 bicycle parking spaces is also proposed consisting of 41, secure indoor spaces and 16 outdoor spaces.

The following renderings provide perspectives of the west elevation fronting Hemlock Street and the corner and south elevation fronting Hickory Street West. A complete architectural package is provided under separate cover which provides elevations and floor plans in support of the proposed applications.



4.0 Supporting Studies

The following is a summary of the key findings and recommendations of the supporting technical reports and studies that were requested by the City and Region of Waterloo at the Pre-consultation meeting held on April 13, 2022.

4.1 Functional Servicing and Stormwater Management Report

MTE Consultants Inc. was retained to prepare a Functional Servicing and Stormwater Management Report. MTE found that the proposed development can be adequately serviced where some of the key findings are summarized as follows:

- Existing municipal infrastructure for water, sanitary and storm is available along Hickory Street West and Hemlock Street.
- A new connection to the 150mm diameter municipal watermain along Hemlock Street will be required to service the proposed building.
- It is expected that the existing municipal fire hydrant along Hemlock Street located at the southeast corner of the Site will be sufficient to provide fire protection for the building.
- It is proposed that the site will be serviced by a new 200mm diameter sanitary sewer at the northeast corner of the Site with a new manhole at the existing municipal sewer on Hemlock Street.
- It was determined that there is sufficient capacity in the proposed private sanitary connection to convey the sanitary flow from the proposed Site.
- A private storm sewer system including area drains, flow control roof drains, and a manhole is proposed to be installed on-site to collect rooftop as well as runoff from the driveway and amenity areas. The collected runoff will be directed through the underground parking to the proposed manhole at the property line which will connect to the existing storm sewer on Hemlock Street.
- The proposed stormwater management design provides adequate attenuation of the 100-year storm event and small overages for the 2 and 5-year storm events. With the proposed street fronting unit style of the proposed building, it is not feasible to collect and control more runoff from the Site.
- The majority of the Site is covered with a roof which is considered to generate clean runoff. Uncovered portions of the Site which are primarily pedestrian accesses and amenity space also generate clean runoff. Only a small portion of the driveway ramp is uncovered. Given the existing driveways, the proposed development is expected to result in no net change to storm water quality.
- The proposed grading strategy will respect the existing grades along the south and west property lines. The proposed grades along the north and east property lines will match into existing grades along the back edge of the existing concrete sidewalk on Hemlock and Hickory Street West. Runoff from patios of street fronting units will drain overland towards the rights-of-way. Runoff from the remainder of the Site will be collected in a series of area drains and conveyed via private storm sewer to the Hickory Street West storm sewer.

4.2 Transportation Impact Study

Paradigm Transportation Solutions Limited was retained to evaluate the anticipated traffic impacts resulting from the proposed development. Traffic forecasts assumed a five-year horizon (2027). Based on the investigations carried out, the study concluded the following:

- Intersections within the study area are currently operating without any problems under existing traffic operations.
- The non-site traffic increase is the generalized traffic background growth anticipated to occur within the area. Anticipated to follow the average increase in population within the area, a 2% growth rate was applied to the existing 2022 traffic volumes to forecast the 2027 background traffic operations.
- Approved but not yet built development applications were also included in the general 2027 background traffic volumes.
- All intersections within the study area are forecast to operate without problems movements by the 2027 background horizon except eastbound and westbound movements at Hickory Street West and Albert Street which are forecast to operate at a Level of Service (LOS) F.
- The intersections at Hickory Street West and Albert Street and Hickory Street West and Hemlock Street were considered for left-turn lane warrants.
- The left-turn lane warrant assessment concluded that a southbound left-turn lane on Hickory Street West and Albert Street is warranted with 15 metres of storage under existing conditions and 25 metres of storage under 2027 background and total conditions.
- Since the intersection of Albert Street and Hickory Street West are forecast to have side-street movements with LOS F at the 2027 horizon for both background and total volumes, traffic control signals and all-way stop traffic control measures were also analyzed. The analysis concluded that neither of these traffic control measures are warranted at this intersection.
- The subject development is not forecast to contribute significant traffic movement to this movement and the left-turn lane is warranted regardless of whether the subject development proceeds.
- Hickory Street West is currently an east/west two-lane local road but is planned to be converted into a westbound one-way street. As a result, an analysis was completed under this condition.
- With the conversion of Hickory Street West to one-way, all intersections within the study area are forecast to operate without problem movements by both the background and total traffic horizon apart from the westbound movements at Hickory Street West and Albert Street operating at LOS F.
- The trips generated by the subject development have negligible impact on traffic operations compared to existing and background traffic with and without the conversion of Hickory Street West to one way although one-way conversion does improve westbound movements when compared to existing conditions.
- Based on the findings of the study, it is recommended that the City consider implementing a southbound left-turn lane with 25 metres of storage length on Hickory Street West and Albert Street regardless of whether the

development proceeds

- The development is recommended to be approved with no additional improvements to the transportation network.

4.3 Road Traffic and Stationary Noise Impact Study

JJ Acoustic Engineering Limited was retained to conduct a Noise Impact Study for the proposed development. The report examined the potential road traffic and stationary noise impacts on the development. The noise impacts from the proposed development on itself and the surrounding environment will be completed once the building's mechanical equipment is determined. Based on the results of the study, the following conclusions have been reached:

- Sound level predictions from nearby buildings were determined to be below site-specific noise limits for all building façades.
- The area has elevated traffic noise levels from Hickory Street West and Albert Street. With the east façade being the quietest façade, noise impacts from Hickory Street West were used to determine the level for the site-specific noise limits.
- The sound level predications indicated that future road traffic sound levels will exceed the Ministry of Environment, Conservation and Parks (MECP) guidelines.
- Noise mitigation measures include Warning Clause Type C for the north, east and west façades.
- For all the façades except for the south façade, the dwellings should be designed with a provision for the installation of central air conditioning in the future at the occupant's

discretion.

4.4 Urban Design Report

An Urban Design Report was prepared by Masri O Architects to provide an analysis of the overall design solution for the proposed development. The report evaluates the proposal based on the vision of growth for the City expressed in the City's Official Plan, Urban Design Guidelines and the Northdale Urban Design and Built Form Guidelines. Additionally, the report provides an analysis of the surrounding built form to demonstrate that the site and building design complements and enhances the surrounding neighbourhood character. Masri O Architects demonstrate that the proposed design achieves the City's key urban design goals established for the Northdale neighbourhood. The key findings are as follows:

- The massing of the proposed building is appropriate given the built form of the surrounding area. The scale, massing and rooflines are similar to the surrounding buildings and intergrate well into the immediate and greater neighbourhood.
- Decidedly modern in design, the proposed building is in keeping with the design of many of the more recent buildings in the neighbourhood while embracing simplicity in its materiality and colour scheme.
- The building mass is divided along its length using the articulation of balconies, setbacks, materiality and colour.
- Differentiated from the rest of the building by predominant use of glass, the ground floor has been designed to accommodate future conversions to commercial, retail, institutional and community uses with a floor-to-floor height of 5.2 metres.

- Both façades incorporate individual entrances to ground floor units as envisioned by the Residential Streets Northdale policy framework.
- The façade of the proposed development creates a consistent rhythm along the street, using the repeating elements of windows, doors and patios.
- The Hemlock Street frontage has been designed with a slightly larger setback to provide sufficient space for entrances and landscaping.
- Except for one remaining single detached dwelling on the west side of Hemlock Street, the proposed building is consistent with and will complete the west side of the Hemlock Street frontage street wall incorporating at-grade patios and entrances to individual ground floor units.
- The setback at the corner of the building is increased to allow visibility and to provide an outdoor amenity space. Landscaping featuring patterned concrete denotes the outdoor space and guides visitors towards the entrance off of Hickory Street. An indoor common amenity area is designed as a common amenity space to all building users to interact with the outdoor realm at the corner of the Subject Lands.

either due to health or development impact. Other characteristics including species type, form, size, ownership, including public, adjacent property and boundary trees and Tree Preservations Zones (TPZs) were also noted. Due to the constraints of the site, all private trees inventoried will require removal, the majority due to the impact of development. Replacement and compensation planting requirements will be negotiated during the Site Plan stage.

4.5 Tree Preservation Plan

A Tree Management Plan were completed by Hill Design Studio in accordance with the City of Waterloo requirements. The Tree Management Plan provides a tree inventory of all trees on the Site and within six metres of the property boundary, an assessment of the overall general health of each tree and recommendations regarding which trees can be saved or removed

5.0 Planning Policy Framework

5.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS), provides policy direction on matters of Provincial interest related to land use planning and development. All land use planning decisions are required by the *Planning Act* to be consistent with the PPS. The PPS supports the efficient use of land, resources and infrastructure. It encourages development patterns that support strong, liveable, and healthy communities by endorsing intensification as a means to accommodate growth and increase urban vitality. The proposed development furthers the built form and land use intent of the PPS.

The proposed development has been reviewed against the 2020 PPS. The sections of the PPS that are most relevant to the proposed development are reviewed below.

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

Policy 1.1.1 states in part that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate range and mix of residential (including single-detached, additional residential units, multi-unit housing, affordable housing, and housing for older persons), promoting cost effective development patterns and standards to minimize land consumption and servicing costs. The policy supports the “integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit

investments” in order to optimize transit and efficiently use land.

Policy 1.1.2 directs that sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development, their vitality and regeneration critical to long term economic prosperity of our communities.

Policy 1.1.3.2 requires that land use patterns within settlement areas 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 avoiding the need for their unjustified and/or uneconomical expansion.
- c) Support active transportation.
- d) Are transit-supportive, where transit is planned, exists or may be developed

Policy 1.1.3.3 requires planning authorities to identify and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

Policy 1.4.1 directs planning authorities to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, by:

- a) Maintaining at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development.

Policy 1.4.3 includes specific directions to Planning Authorities with respect to providing an appropriate range and mix of housing types and densities. This includes permitting and facilitating all types of residential intensification, including second units and redevelopment and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

Policy 1.6.3 provides that before consideration is given to developing new infrastructure and public service facilities; the use of existing infrastructure and public service facilities should be optimized.

Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

Provincial Policy Statement Summary Opinion:

The proposed redevelopment is consistent with the PPS, 2020. The proposed development provides a compact built form that will utilize existing infrastructure consistent with the PPS objective for efficient development patterns that optimize the use of land, resources and public investment in infrastructure.

The proposed development will contribute to the mix of residential uses in the Northdale neighbourhood. The redevelopment of four existing single family dwellings to a 168 unit, six-storey apartment building represents a more efficient use of land, resources and infrastructure. The proposed development offers a mix of one- and two-bedroom units in a compact housing form. While the Northdale neighbourhood attracts a large number of students, these units are designed to respond to changing demographics and can accommodate seniors and smaller household sizes.

5.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 ('A Place to Grow', 'Growth Plan') came into effect on August 28, 2020. Updates to the Growth Plan include changes to the population and employment forecasts, the horizon year for planning, alignment of infrastructure, and policies pertaining to the increase of housing supply, employment opportunities, and business potential areas.

The Growth Plan directs growth and development in the region to 2051, including policies pertaining to transportation, infrastructure, land use planning, urban form, housing, employment zones, and natural heritage protection. The overriding goals of the plan are to prioritize intensification, complete communities, integrated land use and infrastructure planning, and providing a range of housing options while capitalizing on new business potential and employment opportunities as they emerge.

All planning decisions in the Greater Golden Horseshoe must conform with the Growth Plan. The Growth Plan policies emphasize the importance of integrating land use and infrastructure planning and the need to optimize the use of the land supply and infrastructure.

Section 2.1 of the Growth Plan emphasizes the importance of optimizing land use in urban areas. Specifically, the Growth Plan's emphasis is on optimizing the use of the existing urban land supply and represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area."

Section 2.2.1 of the Growth Plan outlines how future population and employment growth will be allocated across the region.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities.

Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan which will provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, including public open spaces, and mitigate and adapt to climate change impacts and contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas, and encourage intensification generally throughout the delineated built-up area.

Growth Plan Summary

Opinion:

The proposed development conforms with the Growth Plan by contributing to intensification and redevelopment within the Built-up area that is of a scale and mass that is compatible with the existing and planned permitted densities in the surrounding area.

The Growth Plan encourages an intensification first approach to city building, establishes minimum density targets and promotes the creation of complete communities.

The proposed development provides an appropriate level and form of intensification, makes efficient use of existing and planned infrastructure, supports existing transit and public service facilities. By providing a range of housing unit sizes and types, quality amenity areas for future residents, bicycle infrastructure and streetscape improvements, the proposed development will contribute to a more complete community.

On August 18, 2022, Regional Council passed By-law No. 22-038 to adopt Amendment No. 6 to the ROP in accordance with the Planning Act. The amendment establishes the planning framework to accommodate Waterloo Region's forecasted population and employment growth to 2051, in conformity with Schedule 3 of the Growth Plan. The Amendment is required to be approved by the Ministry of Municipal Affairs and Housing.

As part of the ROP review process, an intensification study was undertaken to identify the amount of growth that can be accommodated within the Built-Up Areas (BUAs) and to assess the historic trends and current market conditions to guide the identification of an appropriate intensification target for the Region within the context of the requirements of the Growth Plan.

Similar to the Growth Plan's intensification first approach, the Amendment to the ROP places increased importance on intensification, density and transit-supportive development to achieve its future growth projections to 2051. Although not in force and effect, the Amendment further emphasizes the importance of supporting an appropriate level and form of intensification through redevelopment in priority areas such as MTSAs.

5.3 Region of Waterloo Official Plan

The Region of Waterloo Official Plan (ROP) was approved by the Ministry of Municipal Affairs and Housing on December 22, 2010 and was subsequently appealed to the Ontario Municipal Board. The Ontario Municipal Board issued an oral decision to approve the Region of Waterloo Official Plan in part with further modifications and as a result, the document came into effect on June 18, 2015.

Since the approval of the ROP, the Province has updated several significant Provincial policies including the PPS and Growth Plan. The Region is required to undertake a process to review the ROP to 2051 to plan for projected population and job growth.

The subject property is within the *Urban Area* and is identified in the ROP as within the BUA. In accordance with [Policy 2.B.2](#) of the ROP, lands within the *Urban Area* are intended to accommodate the majority of the Region's future growth and development, including a range of residential uses.

[Policy 2.C.2](#) requires area municipalities to establish policies which achieve a minimum of 45% of all new residential development within the Built-Up Area across the Region as a whole.

The Region's Planned Community Structure is based on a system of nodes, corridors and other areas that are linked via an integrated transportation system. Components of the Planning Community Structure include the Urban Areas, Nodes, Corridors, Urban Growth Centres (UGC), MTSA's and Designated Greenfield Areas.

The Planned Community Structure provides a framework for decision making on a wide range of issues, including land use, density and transportation. Mostly all the Region's future growth will occur within the Urban Area and Township Urban Area designations, with a substantial portion of this growth directed to the existing BUAs of the Region through urbanization.

A focal point for reurbanization, [Policy 2.D.7](#) states that MTSA's will be planned to achieve increased densities to support rapid transit service levels and a mix of residential, office, institutional and commercial development.

The ROP requires that proposed amendments and development applications be reviewed with respect to the General Development ([Policy 2.D.1](#)) and Transit Oriented Development policies ([Policy 2.D.2](#)).

The proposed development is consistent with these policies, as it supports the planned community structure, has existing services, contributes to creating a mix of land uses that support walking, cycling, and transit, and respects the scale, character and context of the existing neighbourhood.

Located within a MTSA, the Subject Site is located and designed in a manner to support walking, cycling and transit use. Walking is supported through direct connections to the existing sidewalk network along Hickory Street West and Hemlock Street. Multiple building entrances, including principle building entrances are located on both street frontages. Cycling will be encouraged through the inclusion of secure indoor bicycle parking for the future residents of the building and outdoor bicycle parking which will provide short term and visitor

parking.

ROP Summary Opinion:

Consistent with the Subject Lands location with the BUA and MTSA, the proposed development supports the ROP's Planned Community Structure and conforms to the policy directions contained within the Plan.

Contributing to intensification within the BUA, the proposed development will assist both the City and Region in achieving the minimum intensification target in an area located within an area planned for intensification.

The proposed development makes more efficient use of the Subject Lands and infrastructure providing increased density in an amenity rich neighbourhood in a location that provides convenient pedestrian access to transit stops and where residents can walk or cycle to nearby public schools, post-secondary schools, commercial services, and amenities.

5.4 City of Waterloo Official Plan

The City of Waterloo Official Plan (the ‘Official Plan’) was approved with modifications on November 21, 2012. The Official Plan sets out the principles, objectives and policies designed to direct the form, extent, nature and rate of growth and change within the City to 2031. In addition, the Official Plan includes policy changes and revisions to incorporate policy direction from the ROP, the PPS and the Growth Plan.

The Official Plan implements the ROP, providing further policy direction at the local level. The following provides a summary of the relevant Official Plan policies as they relate to the proposed applications.

The Subject Lands are designated **Low Density Residential** on Schedule A – Land Use as shown on **Figure 4**. According to Policy 10.1.3 this designation permits low to mid-rise residential land uses, including apartment units.

Schedule B1 – Height and Density establishes the permitted heights and densities within the low-density designation. Within the Northdale neighbourhood, the maximum permitted low density residential height is six-storeys.

The general City-wide policies established in [Policy 3.4](#) and [Policy 10.1.3](#) outline the minimum and maximum residential densities across the various land use designations. However, the Subject Lands are located within the Northdale area which is subject to the Specific Provision Area 45 requirements and policies as detailed below.

5.4.1 Specific Provision Area 45 (Northdale Neighbourhood)

In 2011, the city initiated the Northdale Land Use and Community Improvement Study in response to the interests of residents, stakeholders and the public to create a clear vision for the Northdale neighbourhood. The study was initiated in

response to the change which the neighbourhood was experiencing in demographics and built form due to an increase in student rental housing. This study created a new land use structure for the neighbourhood and is implemented by amendment to the Official Plan by the policies of Specific Provision Areas 45. The following sections address the key policies in the Northdale Official Plan Amendment in relation to the proposed development.

[Policy 11.1.45\(2\)](#) sets out the vision and principles for the reurbanization and redevelopment of Northdale. Given its proximity to Universities, Nodes and Corridors and proposed Major Transit Station Area (MTSAs), Northdale is anticipated to accommodate a large portion of the City’s growth in the form of infill and intensification. The Official Plan envisions that Northdale will become a complete neighbourhood, accommodate a diverse demographic and range of land uses, housing types and other uses.

Vision Statement for Northdale:

“By 2031, Northdale is revitalized and reurbanized into a diverse, vibrant and sustainable neighbourhood, integrated with educational, residential, commercial, cultural, heritage and recreational functions, and improved open space, pedestrian, cycling and transit networks.”

[Policy 11.1.45\(3\)](#) provides the preferred neighbourhood elements that form the basis of the Northdale land use plan to guide the reurbanization of the neighbourhood. It is recognized that low density, single detached dwellings will no longer be the predominant housing form. Instead, the City will favour a vibrant, more intensive, mixed use community. Other key neighbourhood elements include:



- New development will be focused on mixed-use, mixed-density, transit and pedestrian supportive principles, allowing for a diversity of people and activities.
- Building height and density will generally be greater on the periphery of the neighbourhood, and transition towards medium density forms in the interior of the neighbourhood.
- New buildings, enhancements to the public realm and related development elements should be constructed in a sustainable manner, conserving energy and resources, using durable materials
- Buildings will be brought to the street edge by establishing build-to lines, maximum setbacks and urban design/built form policies, regulations and guidelines to create a sense of street enclosure, limit breaks in the street wall, and maximize the principles of “eyes on the street”.
- Appropriate and compatible building design techniques will be used, including transition in building heights, step-backs and angular planes, and building articulation.
- The location of ground-floor windows, doors, and main entranceways will support visibility and transparency at grade, and access from the street.
- Indoor and outdoor common amenity areas will be encouraged for housing developments. Outdoor elements could include porches; squares or patios adjacent to the street. Indoor common amenity areas may include recreational, study and living areas.
- Parking requirements will be minimized in Northdale, to recognize that the community is being planned to support rapid transit facilities and will continue to accommodate a large portion of students and University related faculty and staff,

area business employees, and permanent residents, resulting in a walkable, mixed-use community that has exceptional access to transit.

- Public realm improvements such as active street frontages, enhancements to public and private parks, improved pedestrian and cycling connections and improved streetscaping.
- A bonusing framework will be established to advance the key public policy objectives.

The proposed redevelopment is appropriate and desirable and will seamlessly integrate with the existing and planned built form. The proposal will result in significant urban design improvements by replacing the four single detached dwellings with an urban mid-rise building that complements and enhances the surrounding neighbourhood character.

Policy 11.1.45(7) states that a large portion of Northdale is located within walking distance to three proposed MTSAs. The Official Plan provides transit supportive policies that provide for medium to higher density residential uses within proposed MTSAs.

Policy 11.1.45(23) state that policies in Chapter 6 that support the integration of transportation and land use decisions which support compact, mixed-use urban forms and safe and efficient multi-modal transportation systems will continue to apply to Northdale.

The Subject Lands are located within the University of Waterloo Station Area and is within walking distance to the ION stop. Lands within MTSAs are required to be planned as transit- supportive uses such as medium-density residential to accommodate a mix of transit-supportive land uses. The existing four single detached residential dwellings are incongruent with the intent of the MTSA and Northdale policies. The proposed redevelopment will bring the Subject Lands in line with the planned built form providing a development that promotes a more compact, transit-

supportive urban form.

Policy 11.1.45(9) recognizes the need for the provision of post-secondary educational related housing that is comprehensively planned and provides an appropriate range of housing types for all users. Through the review of development applications, the City will ensure that housing geared toward student accommodations is flexible and able to adapt to other housing forms to accommodate changing housing needs and demographics.

While the Subject Site will provide additional housing for the student population within the Northdale neighbourhood, the variety of unit sizes and types will also be attractive to a wider demographic including young professional individuals and smaller households that comprise the majority of the census profile of the area.

Policy 11.1.45(10) supports the provision of affordable housing in Northdale including the provision of a range and mix of rental and ownership housing for a wide variety of household sizes.

The proposed development will add a significant number of new dwellings to the housing stock at a time when the province is experiencing a serious housing crisis in terms of availability and affordability. The variety of smaller unit sizes including studio, and one bedroom units will provide accommodation options at more affordable price points to the market, especially compared to the existing single detached dwellings.

Policy 11.1.45(13) recognizes that Northdale is an area in transition and, as such, the Low-Density Residential designation policies of the Official Plan are not appropriate. The Low-Density Residential designation for Northdale is intended to support and encourage redevelopment opportunities for comprehensive redevelopment of the

area to more intensive apartment uses.

Policy 11.1.45(14) states that the Low-Density Residential designation is intended to accommodate primarily low to mid-rise residential land uses which supports neighbourhood redevelopment and intensification.

Policy 11.1.45(14)(b) states that lands designated Low Density Residential shall be zoned to permit low to mid-rise building forms including mid-rise apartment buildings with a maximum height limit of 6 storeys. More intensive mid-rise apartment buildings may also be permitted subject to the bonusing provisions of Section 11.1.45(38) in exchange for the provision of community benefits.

Policy 11.1.45(14)(d) regulates the height and density of uses within the Low-Density Residential designation in Northdale as:

- (i) The maximum net residential density permitted on any one site shall not exceed 250 bedrooms per hectare.
- (ii) The maximum height of any building shall not exceed 6 storeys.

However, where an apartment building is permitted and subject to the bonusing provisions of Section 11.1.45(38), the following regulations shall apply:

- (i) the maximum net residential density shall not exceed 600 bedrooms per hectare.
- (ii) the maximum height shall not exceed six-storeys.
- (iii) The property shall be zoned a site-specific zone through the implementing Zoning By-law Amendment.

Recent legislative changes to the Planning Act to implement Community Benefit Charges (CBCs) will result in substantive changes to Section 37 of the Planning Act (bonusing framework) as used by the City in the past to allow for the consideration of increased height and density beyond what is permitted in the Zoning By-law in exchange for community benefits.

The existing Section 37 provisions regarding height and density bonusing remain in effect until a municipality passes a CBC By-law or until September 18, 2022, whichever comes first.

The City is proposing to implement a CBC By-law to pay for growth related capital costs not otherwise funded by development charges or cash-in-lieu of parkland. The shift from bonusing and density provisions under Section 37 of the Planning Act to a CBC regime is intended to provide a more predictable and transparent process for funding growth related infrastructure.

The City's CBC Strategy has identified seven service categories that would provide the following community benefits:

- *CBC Administration/Strategies*
- *Parking*
- *Affordable Housing*
- *Public Realm (Streetscape)*
- *Public Art*
- *Station Area Planning Initiatives*
- *Previous Section 37 Projects*

The CBC Strategy and By-law will be considered by Council on September 19, 2022. In accordance with the legislation, the charge will be capped at four percent of the land value of a site as of the day prior to building permit issuance and is imposed on buildings with five or more storeys and 10 or more residential units.

As the proposed development is six-storeys with more than 10 residential units, the new CBC charge will apply. Any increase in value associated with an

increase in density supported through the planning applications will be reflected in the land value and the final amount to be paid prior to the issuance of the building permit.

As the bonusing framework will not be available at the time these development applications are considered by Council, the proposed increase in density will be considered and implemented through an Official Plan Amendment by creating a Specific Provision Area within the Official Plan.

Although the proposed density exceeds the maximum density of 600 bedrooms per hectare which equates to an additional 17 bedrooms under the existing bonusing framework, the amendment to the Official Plan provides the mechanism to amend this policy, where demonstrated that the proposed density is appropriate.

To determine whether the proposed density increase is appropriate for the Subject Lands, the existing bonusing criteria outlined in Policy 12.3.1(6) will be utilized and discussed in Section 5.4.3 of this report.

Policy 11.1.45(14)(e) encourages a mixture in the number of bedrooms within each dwelling unit to accommodate a diverse range and type of dwelling units.

The new development will offer a variety of unit sizes and types ranging from studio to one-bedroom, one-bedroom plus den and two-bedroom units. The at-grade mezzanine units provide an additional variety of unit types that allow for flexibility of conversion to non-residential uses in the future to respond to changing market trends.

Policy 11.1.45(h)(i) – (vii) states that in review of development applications, the proposal shall comply with the following criteria:

- (i) *The proposal will achieve a high standard of urban design with an emphasis on site and building design that complement and enhance the surrounding neighbourhood character; landscape design that creates*

visual interest and prominent entrances that emphasize the streetscape.

- (ii) The proposal shall be consistent with the urban design, land use and compatibility policies of this Plan and shall demonstrate that the proposal implements the City's Urban Design Manual.
- (iii) Sufficient infrastructure exists to service the site.
- (iv) The development capacity of the site is not exceeded, and the proposal does not require significant relief from standard regulations.
- (v) Minimum requirements for the provision of outdoor amenity space will be stipulated in the implementing Zoning By-law.
- (vi) The proposal complies with other criteria that may be deemed appropriate by the City based on the context of the site.
- (vii) The implementing Zoning By-law may establish minimum lot frontage and/or minimum lot area requirements, which encourages lot consolidation and the comprehensive redevelopment of the area.

As discussed in the associated Urban Design Report, the proposal achieves a high standard of urban design that complements and enhances the surrounding neighbourhood. The proposal implements the Urban Design Manual and Northdale Urban Design Guidelines as discussed in detail in the Urban Design Report.

Sufficient infrastructure exists to service the site. Development capacity is not exceeded and relief from standard regulations is minimal. The outdoor amenity space is provided in excess of the minimum Zoning By-law requirement, providing over twice the outdoor amenity space required. Vehicle and bicycle parking and landscape open space also exceeds the minimum requirements as stipulated in the Zoning By-law.

The consolidation of four lots will allow for the continued comprehensive redevelopment of the area. Minimum lot frontage and lot area requirements are exceeded.

Policy 11.1.45(29) directs that the parking policies of the Official Plan seek to ensure safe and attractively designed vehicular parking areas or facilities which accommodate sufficient on and off-street parking to accommodate the development.

Policy 11.1.45(30) states that Northdale is envisaged as a transit-oriented, mixed use and active transportation neighbourhood, and as such, alternative modes of transportation will be strongly supported which minimize the need for vehicular travel and parking. The Zoning By-law shall establish appropriate parking standards and bicycle parking standards which seek to minimize the amount of required parking.

The proposed vehicular parking is located within an underground parking garage that is accessed from a single driveway from Hemlock Street.

The proposed development is intended to support a modern urban lifestyle with decreased dependency on automobile use. The location of the Subject Site is located in proximity to higher order and local transit services. The proposed development provides bicycle storage and outdoor bicycle parking and will provide strong pedestrian connections to nearby destinations, including the nearby post-secondary institutions.

5.4.2 Street Typologies and Street Frontage Areas

The Northdale Official Plan Amendment identifies street frontage areas within Northdale to provide additional guidance for the permitted land uses and built form requirements at the ground floor frontage. Schedule A45a – Street Frontage Areas and Streetscape Elements designates Hickory Street West as a Convertible Frontage Area and Hemlock Street as a Neighbourhood Frontage Area

as shown on **Figure 5**.

[Policy 11.1.45\(20\)\(b\)](#) requires the following for Convertible Frontage Areas:

- (i) Ground floor areas shall be planned and designed to accommodate non-residential uses (i.e. commercial, retail).
- (ii) Convertible Frontage Areas shall be designed to be easily converted to retail/commercial uses with taller ground floors to accommodate a range of uses.



Official Plan Frontage Areas and Streetscape Elements

Source: City of Waterloo Official Plan Street Frontage Areas and Streetscape Elements, Schedule 'A45a'

FIGURE
5

- (iii) Buildings shall be appropriately setback from the street to accommodate active ground floor uses with enhance the street.
- (iv) A taller ground floor storey along Convertible Street Frontage Areas will be established in the implementing Zoning By-law to accommodate non-residential uses.

The ground floor units have been designed with convertible frontage standards to facilitate the option for future non-residential uses. These units have a minimum height of 4.5 metres and direct entrances to the street.

Policy 11.1.45(20)(c) requires the following for Neighbourhood Frontage Areas:

- (i) Dwelling units which are located at grade within a Neighbourhood Frontage Area shall provide direct access to the street from the main dwelling unit entrance.
- (ii) Buildings associated with a Neighbourhood Frontage Area shall be appropriately setback from the street and provide sufficient space for entrances and on-site landscaping and provide windows to provide street overlook.

Similar in design to the six-storey apartment buildings along Hemlock Street, the proposed building façade creates a consistent rhythm, using the repeating elements of windows, doors, and patios. The ground floor dwellings units all have separate and individual building entrances providing direct access to the street. The building is appropriately setback from the street to provide sufficient space for landscaping and private patios. The private patios along both streets are edged by planting, providing definition and privacy. A large proportion of glazing is used on the ground floor which emphasizes the base of the building and

provides street overlook.

The setback at the corner of the building is increased to provide a generous landscaped area including seating and bike parking. Directly adjacent to this pedestrian area is an outdoor common amenity space which is accessed from the interior common amenity space located at this corner of the building. The interior amenity space provides an active street fronting use, with an upper mezzanine and floor-to-ceiling glazing.

Policy 11.1.45(28) establishes a hierarchy of streetscapes which provide more detailed land use and urban design requirements for the enhancement of streets and public right-of-ways. Schedule A45a – Street Frontage Areas and Streetscape Elements designates Hickory Street West as a Green Street and Hemlock Street as a Residential Street as shown on **Figure 5**.

According to Policy 11.1.45(28)(c) Green Streets are intended to give priority to pedestrian circulation and adjacent open space connections to increase public open space within the Northdale neighbourhood. Key design features will include wide sidewalks, geometry that includes tight curb radii, landscaped curb bulbs where on-street parking exists, traffic calming measures including increased side friction and elevated speed reducers where appropriate, differentiated paving patterns that emphasize pedestrian realm, consistent street tree establishment, integrated stormwater management that considers bioswales and rain garden boulevards, pedestrian scale lighting, and coordinated street furniture.

Policy 11.1.45(28)(d) states that Residential Streets will be designed to retain or enhance the residential character of the streetscape, having a more intimate streetscape scale than higher order streets. Key design features include increased side friction and elevations speed reducers where appropriate, differentiative paving patterns that emphasize pedestrian realm at crossing points and intersections, consistent street tree establishment,

integrated stormwater management that considers bioswales and rain garden boulevards and pedestrian scale lighting.

As detailed in the associated Urban Design Report, the proposal will result in significant urban design improvements over the existing site. The proposed development is setback one metre from the property line along the Hickory Street West frontage and three metres along the Hemlock Street frontage creating an urban condition and street edge and an improved pedestrian experience.

The proposed building has been notched at the corner to relate to the intersection with elevated architectural features, landscaping and hardscape elements including differentiated paving patterns that emphasize pedestrian realm to create an entrance and presence to the building from the intersection of Hickory Street West and Hemlock Street.

5.4.3 Proposed Density Increase

In addition to the City's Official Plan policies in Section 12.3.1, the Implementation Section of the Northdale Land Use and Community Improvement Plan and corresponding Official Plan Amendment, allows for Zoning By-laws, pursuant to Section 37 of the Planning Act to be enacted to authorize increases in density that would not otherwise be permitted in the Zoning By-Law in return for facilities, services or matters that would comply with the general intent of this Plan.

As previously indicated, the bonusing framework will no longer be in place at the time of consideration of the subject applications. As a result, an Official Plan Amendment is required to implement the proposed increase in density to support the City's policy objectives for Northdale.

To facilitate the redevelopment and intensification of the Subject Lands in the preferred urban mid-rise built form with height and massing that is compatible and complementary to the adjacent

developments in the Northdale neighbourhood, an increase in density is required to permit a maximum density of 652 bedrooms per hectare – an increase in 17 bedrooms over the maximum 600 bedroom per hectare policy.

To justify and evaluate whether the proposed density increase is appropriate for the Subject Lands, Policy 12.3.1(6) provides the following evaluation criteria:

- (a) The site is suitable for the proposed density and/or height in terms of parking, landscaping, and other site-specific requirements
- (b) Any increase in density and/or height is compatible with the planned scale and character of the surrounding neighbourhood and has a minimal impact on neighbouring land uses.
- (c) That community services, infrastructure and transportation impact issues are adequately addressed, if applicable. A Transportation Impact Study, Servicing Report, and any other relevant supporting information may also be required. All relevant supporting information may require, at the City's request, examination of off-site impacts.

The following table analyses the criteria to determine whether the proposed density increase is appropriate.

Criteria	Analysis
(a) The site is suitable for the proposed density and/or height in terms of parking, landscaping, and other site-specific requirements	• The proposed development is the preferred six storey, mid-rise built form compatible with both future and existing adjacent developments. • Exceeds the amount of required vehicle parking by five and the required bicycle parking spaces by six. • Complies with the majority of zoning regulations with the exception of the rear yard setback and exterior stairs along the Hemlock Street frontage which project into the require front yard setback. • Significantly exceeds the minimum amenity area requirement by providing almost double the required total amenity area. • Exceeds the landscaped open space requirement. • The average building height is 20.1 metres in keeping with the maximum height of 21.5 metres.
(b) Any increase in density and/or height is compatible with the planned scale and character of the surrounding neighbourhood and has a minimal impact on neighbouring land uses.	• The site-specific amendments are required to achieve the planned built form and design elements of the Northdale neighbourhood and will have no impact on neighbouring land uses. The proposed density does not require significant changes to the Zoning By-law to permit the proposed form of development. • The proposed building is compatible in terms of built form, planned scale and character of the neighbourhood. The lands abutting the Subject Site to the south have been redevelopment with a six-storey mid-rise apartment building while the lands to the north fronting Hickory Street West and the lands to the west fronting Albert Street are to be redeveloped with six-storey, mid-rise apartment buildings with similar density. The lands on the opposite side of Hemlock Street have been redeveloped with four and six-storey mid-rise apartment buildings.

(c) That community services, infrastructure and transportation impact issues are adequately addressed, if applicable. A Transportation Impact Study, Servicing Report, and any other relevant supporting information may also be required. All relevant supporting information may require, at the City's request, examination of off-site impacts.	• Transportation Impact Study and Servicing Report verifies sufficient servicing and transportation capacity. It is not anticipated that the increase in density will impact community services. • The proposed development will also be subject to the new CBC regime to help pay for capital costs associated with growth, and in particular, higher density residential buildings. The City's draft CBC By-law is intended to be based on the maximum permissible four percent of land value of a site as of the day prior to building permit issuance, capturing any increased land value attributed to increased density.
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Although the proposed density exceeds the maximum 600 bedrooms per hectare as contemplated under the existing bonusing framework, the proposed development meets the objectives and policies of Northdale Specific Provision Area 45 and exceeds many of the zoning regulations intended to prevent over development of individual sites. While the proposed development exceeds the density requirements, the proposed development is in keeping with the policy direction to intensify the site and as demonstrated, has no discernable impacts to adjacent land uses. The increase in density at the Subject Site is appropriate considering its context within the Northdale neighbourhood.

Official Plan Summary Opinion

The redevelopment of the Subject Lands is supportive and conforms to the policy directives established in the Official Plan which support intensification on sites well served by infrastructure and transit.

The Subject Site is the last remaining parcel on Hickory Street between Albert Street and Hazel Street that has not redeveloped or has undergone planning approvals for redevelopment and notably, development approvals to support increased density beyond the as of right density of 250 bedrooms per hectare. As such, the proposed development is appropriate and desirable as it will urbanize the Subject Lands bringing it in line and completing the planned context of the area.

The existing single detached dwellings are an underutilization of the site and are not compatible with the existing and planned built form of the surrounding area. In order to realize the preferred Northdale neighbourhood structure which recognizes that the single detached house will no longer be the predominate housing form, an Official Plan Amendment is required to facilitate the construction of a six-storey mid-rise apartment building.

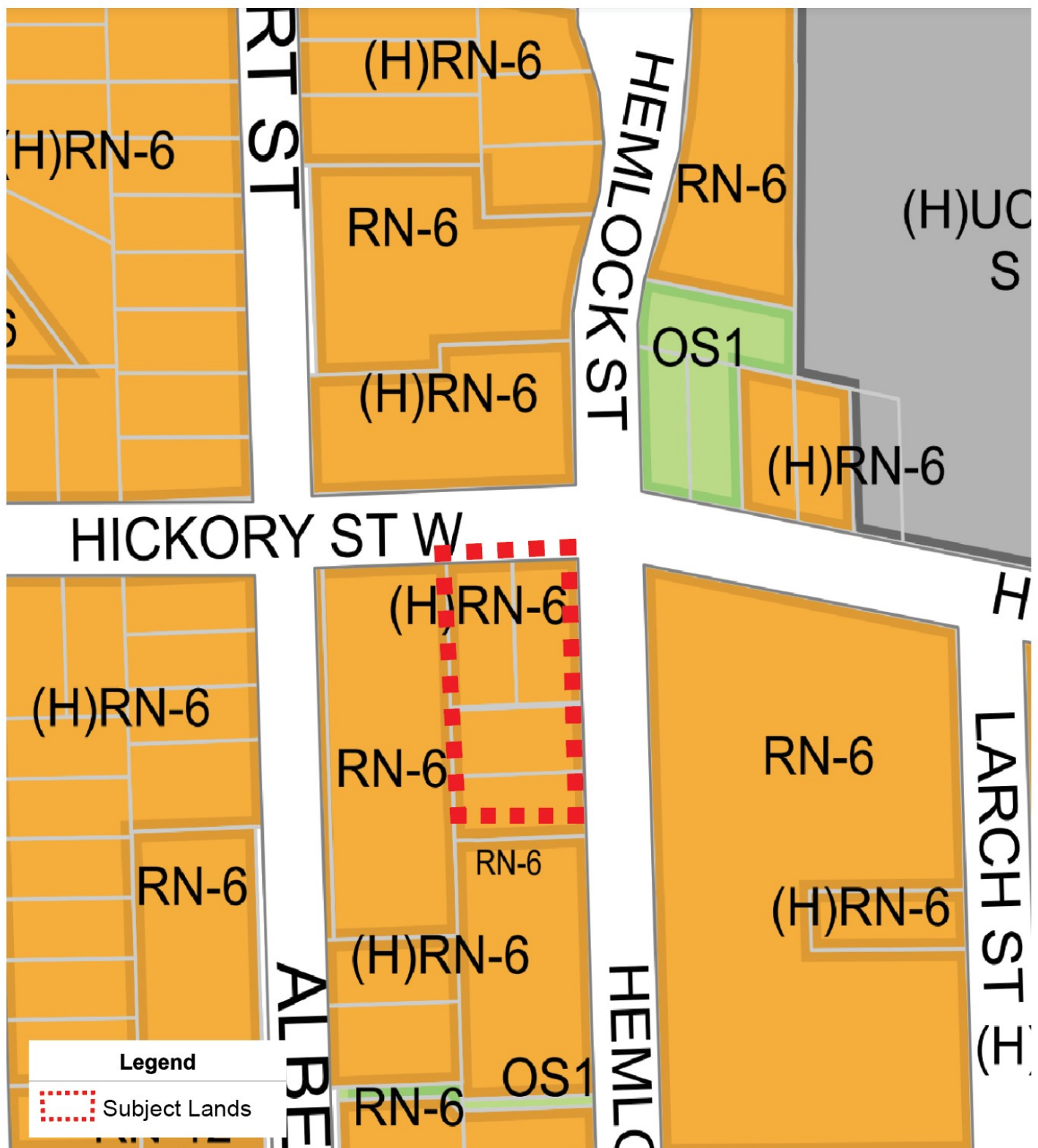
5.5 City of Waterloo Zoning By-law

The lands are zoned “Residential Northdale Six (Holding) – ((H) RN-6)” as shown on **Figure 6**. The RN-6 zone permits multiple residential dwellings

including apartment buildings with a maximum of 6 storeys/21.5 metres in height. The following table outlines the applicable performance standards and how the proposed development complies:

Provision	Required	Proposed	Compliance
Lot Area (minimum)	1,000 sq. m.	3,113 sq. m.	✓
Lot Frontage (minimum)	20 m	77.2 m	✓
Street Line Setback (Hickory) – Convertible (minimum/maximum)	1 m/5 m	1 m	✓
Street Line Setback (Hemlock) - Neighbourhood (minimum/maximum)	3 m/5 m	3 m	✓
Street Line Setback (Hickory) – Convertible (maximum)	Minimum 75% building façade to be within 5 m of Street Line	100% building façade is within 5 m of Street Line	✓
Side Yard Setback (minimum)	3 m	3 m	✓
Rear Yard setback (minimum)	7.5 m	3 m	✗
Height of First Storey (minimum)	4.5 metres	5.2 m	✓
Building Height (maximum)	21.5 metres	20.1 m	✓
Density (maximum)	250 bedrooms/ha (77 bedrooms)	652 bedrooms/ha (203 bedrooms)	✗
Number of First Storey Entrances to the Building (minimum) <i>1 per 15 metres of Street Line Building Façade</i>	Hemlock - 6	Hemlock - 10	✓
	Hickory - 3	Hickory - 4	
Amenity Area (minimum) <i>3 m² for the first bedroom and 2 m² for each additional bedroom in the dwelling unit.</i>	6, 1-bed studio = 18 m ² 119, 1-bed = 357 m ² 8, 1-bed + den = 24 m ² 35, 2-bed = (105 + 70) = 175 m ² Total = 574 m ²	Common Indoor = 138 m ² Common Outdoor = 210 m ² Balconies = 625 m ² Private Patios = 148 m ² Total = 1,121 m ²	✓

Amenity Area (3.A.4.2) <i>Apartment buildings consisting of 50 bedrooms or more, a minimum of 30% of the required amenity area is required to be common amenity area.</i>	172.2 m ²	348 m ²	✓
Landscaped Open Space (minimum)	934.5 m ²	952 m ²	✓
Parking Spaces All spaces are 'designed Electric Vehicle Parking'	Residential: 0.20 x 203 bedrooms = 41 spaces Visitor: 0.05 x 203 bedrooms = 11 spaces Total = 52	Residential: 46 Visitor: 11 Total: 57	✓
Accessible Parking Spaces (minimum) <i>Table 6D: 51-75 parking spaces required by zoning category</i>	1 Type A and 2 Type B	1 Type A and 2 Type B	✓
Loading Space (minimum) <i>Table 6L: 76 – 900 bedrooms</i>	1 Type A	1 Type A	✓
Bicycle Parking Spaces (minimum) <i>(Section 6.6.2 shall not apply)</i>	0.25 x 203 bedrooms = 51	Type A – 41 Type B – 16 Total - 57	✓
Number of Driveways per lot (maximum)	1	1	✓
Driveway Width <i>Section 6.8.3</i>	6.1 m (min.)/7.0 m (max)	6.4 m	✓
Stairs <i>Section 3.A.7.3</i>	Exterior stairs less than 0.6 m in height above grade may project into a yard	Stairs along Hemlock range in height between 0.72 m and 1.26 m	✗
Retaining Walls <i>Section 3. A.7.4</i>	Retaining walls that are greater than 0.6m above grade and are attached to or form part of the building shall be deemed to be part of the building	Retaining walls attached to or form part of the building are either less than 0.6 m above grade or comply with setbacks	✓



Based on the above, the proposed development is permitted within the zoning regulations, with the exception of the maximum permitted density, the merits of which has been discussed in Section 5.4.3 of this report. The Zoning By-law Amendment also seeks site specific regulations related to the rear yard setback and the projection of exterior stairs located within the Hemlock Street front yard setback. These site-specific regulations and the rationale for each is outlined below:

5.5.1 Site Specific Regulations

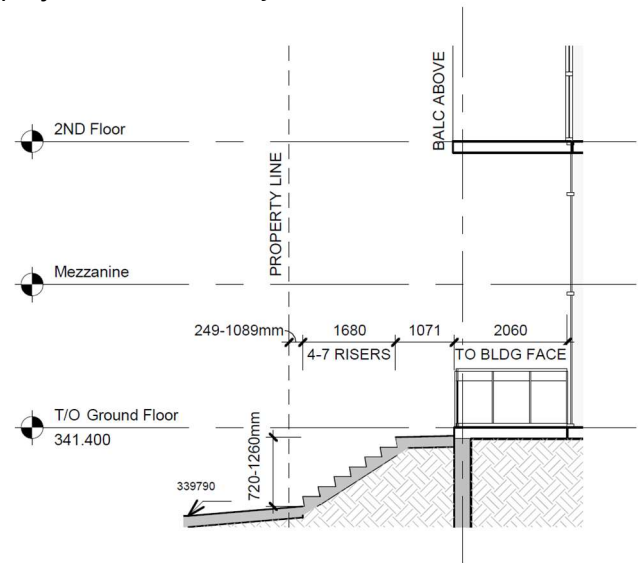
Reduced Rear Yard Setback

In the case of a corner lot in the Northdale RN-6 zone, Hemlock Street, which is the longer street line is considered the front lot line while Hickory Street West, the shorter street line, is deemed the flankage lot line. Although this allows for back-to-back rear yards with the properties fronting Albert Street, it also results in the creation of a larger setback between the Subject Lands fronting Hickory Street West and the adjacent property to the west. With Hickory Street West being a relatively short block, the larger rear yard setback will impact the establishment of a uniform street edge creating a large setback between the two properties in a yard which will function as a side yard from a streetscape perspective.

The proposed concept for the adjacent redevelopment to the west illustrates a 7.5 metre rear yard. In order to minimize the distance between the two redevelopments to create a more consistent street edge, a 3.0 metre rear yard is proposed along the Hickory Street West frontage. The proposed setback is considered appropriate and provides more than sufficient area for maintenance and access. Given that the majority of the rear yard is 7.5 metres and provides for an appropriately sized common outdoor amenity area, the request for a reduced rear yard setback is appropriate and provides design benefits.

Location of Exterior Stairs

In order to provide individual entrances and direct access for the ground floor units fronting Hemlock Street, relief is required from general regulation 3.A.7.3 that limits the front yard projection of exterior stairs to be less than 0.6 metres in height above grade. Due to grading constraints, four to seven risers are required to provide access to the unit. The proposed amendment is therefore required to permit exterior stairs ranging in height from 0.72 – 1.26 metres in height above grade to project into the front yard setback.



The incorporation of appropriate landscaping will mitigate any negative visual impact the height of the stairs may produce and will allow for the preferred design element of Neighbourhood Streets to provide individual direct access to the street from the ground floor dwelling unit entrance.

5.5.2 Lifting of the Holding (H) Provision

The implementing Zoning By-law for the Northdale neighbourhood has applied a Holding (H) symbol to the lands. Prior to the development of the Site, a number of criteria must be satisfied. The following table analyzes the require criteria for the removal of the holding provision as outlined in Section 7.11.17.

Criteria	Satisfied
a) Verification of sufficient servicing capacity (water, sanitary, and stormwater) to fully service the lot and development thereon.	The Functional Servicing and Stormwater Management Report prepared by MTE Consultants Inc. concluded that the proposed development can be adequately serviced.
b) Verification of sufficient transportation capacity and transportation infrastructure within the surrounding road network affected by the development and or use of the lot	The Transportation Impact Study prepared by Paradigm Transportation Solutions limited concluded the trips generated by the proposed development have negligible impact on traffic operations.
c) For known or suspected contaminated sites as identified by the REGION, verification from the REGION and or the Province of Ontario that the owner has completed a Record of Site Condition	N/A
d) Where an increase in BUILDING density is proposed pursuant to Section 37 of the PLANNING ACT, the completion and registration of an agreement pursuant to subsections 37.3 and 37.4 of the PLANNING ACT between the owner and the CITY	Effective September 18, 2022, Section 37 of the Planning Act ('bonusing') will be replaced by a new CBC which will allow municipalities to impose charges for community benefits in relation to the construction of higher density residential development. As the City will no longer be able to negotiate and enter into 'bonusing' agreements, the proposed increased in density is being considered by way of an Official Plan Amendment.
e) A Block Plan has been prepared in accordance with the Block Plan policies of the OFFICIAL PLAN for the Northdale Neighbourhood Specific Provision Area, where applicable	N/A
f) Verification through Site Plan Control endorsement that the lot and development thereon will conform to: (i.) the Official Plan; (ii.) the Region's Official Plan; and (iii.) the City's Urban Design Manual in effect, including the Northdale Urban Design Guidelines.	Compliance of these policies is discussed in detail in this Planning Justification Report and the associated Urban Design Report. The proposed development will go through a future Site Plan application process to provide the required verification prior to Council consideration of the Zoning By-law amendment.
g) Demonstrate compliance with the Provincial D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses" where there are potential land use compatibility issues associated with existing and or planned industrial uses operating in proximity to residential or other sensitive land uses.	N/A

In summary, the criteria required to lift the holding provision have been met.

Zoning By-law Summary Opinion:

The proposed development and required Zoning By-law Amendment application implements the intended built form of the RN-6 zone. The proposed site-specific amendments are considered minor in nature or tailored to the development proposal to address site constraints. The proposed increase in density is compatible with the planned scale and character of the surrounding neighbourhood. It has been demonstrated through technical studies that the proposed density has no discernable impact on neighbourhood land uses.

The proposed Zoning By-law Amendment will more appropriately implement the PPS, Growth Plan, ROP and the City's policies and guidelines applicable to this Site.

6.0 Conclusion

This Planning Justification Report has been prepared by JV Planning & Development Consulting on behalf of Masri O Inc. Architects. in support of an Official Plan and Zoning By-law Amendment application pertaining to 83 and 85 Hickory Street West and 265 and 267 Hemlock Street in Waterloo. The proposed applications are necessary to redevelop the Subject Lands for the intended planned purpose, achieve the desired Northdale urban design objectives and realize an urban mid-rise built form that maximizes the full potential of the site. The proposal facilitates the development of a six-storey, 168-unit apartment building with a density of 652 bedrooms per hectare with a total of 57 vehicle and bicycle parking spaces.

This Planning Justification report concludes that the proposed Official Plan and Zoning By-law Amendment applications are appropriate and represents good planning for the following reasons:

- Consistent with the policies of the Provincial Policy Statement.
- Conforms with the 'A Place to Grow: Growth Plan for the Greater Golden Horseshoe'.
- Conforms with the Regional Official Plan which is supportive of intensification on underutilized sites that are well served by transit and municipal infrastructure.
- Conforms with the City of Waterloo Official Plan policies and implements the objectives of the Low Density Residential Northdale designation.
- The proposed height, density and massing are appropriate for the immediate context and are compatible

and complementary to the adjacent developments in the Northdale neighbourhood.

- The site-specific regulations are appropriate and will serve to enhance the Hickory Street West and Hemlock Street frontages by urbanizing an underutilized site with a well-designed mid-rise building.
- The Site can be serviced through connections to the existing sanitary, water and stormwater services.
- The proposed redevelopment will result in the appropriate intensification of the Site and is compatible with the existing and planned context of the Northdale neighbourhood.

This report has been prepared and respectfully submitted by,



Jennifer Voss, MCIP, RPP

Appendix A

Pre-consultation Meeting Record

RECORD OF CONSULTATION

Project Address: 83-85 Hickory St. W. and 265-267 Hemlock St.

Application Types: Official Plan Amendment and Zoning By-law Amendment

Date of Pre-Submission Consultation Meeting: Wednesday, April 13, 2022 at 2:00 pm

Applicant: DCB Development Canada Inc.

Agent: Reema Masri, Masri O Architects

Development Planner: Wendy Fisher, wendy.fisher@waterloo.ca, 519.747.8544

Meeting Attendees:

Reema Masri, Masri O Architects	David Welwood, Planning, Region of Waterloo
Jennifer Voss, JV Planning & Development Consulting	Wendy Fisher, Planning, City of Waterloo
Reza DaVoodi	

CONFIDENTIAL DOCUMENT

The contents of this document are confidential and are not part of a Planning Act Application.

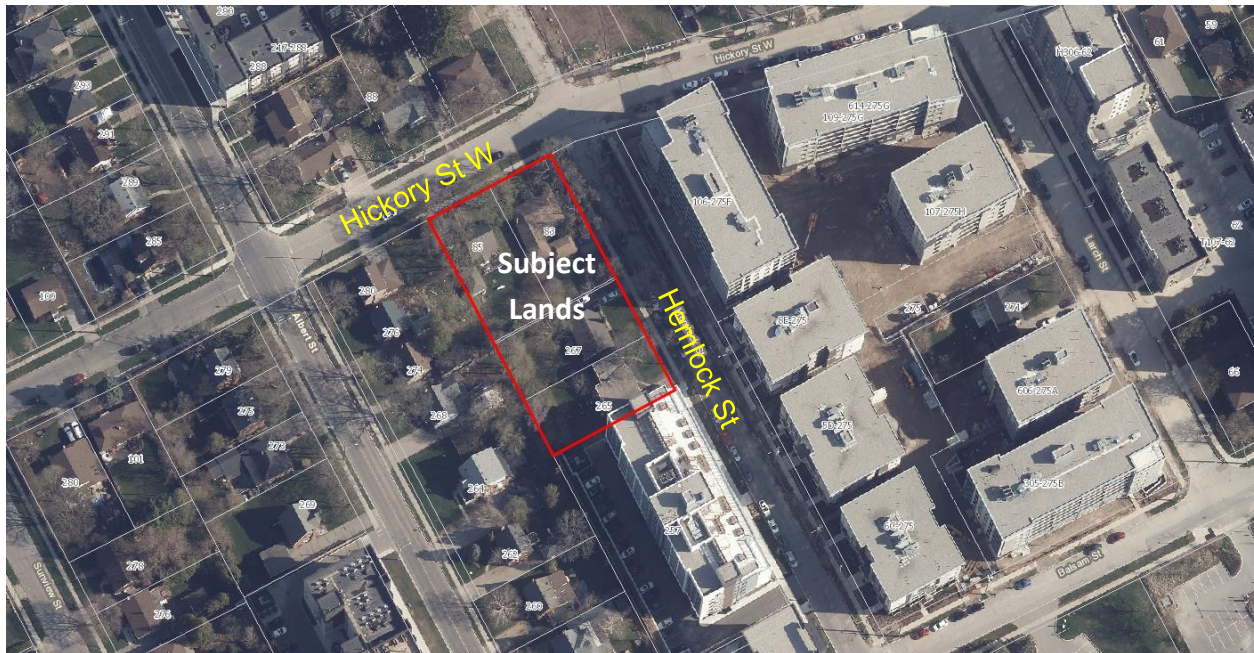
The purpose of the Pre-Submission Consultation is to review a proposed development and identify the need for, and scope of, the *other information and materials* required as part of a complete application under the Planning Act. The City will not accept an application for, including but not limited to, a Plan of Subdivision, an Official Plan Amendment, or a Zoning By-law Amendment for processing unless such development application is considered to be a complete application and in accordance with Section 12.2.14 of the City's Official Plan.

This Record of Pre-Submission Consultation only applies to the proposal as described and/or as provided for in the attached concept plan and shall be valid for two years from the date of the Pre-Submission Consultation Meeting, unless otherwise approved by the Director of Planning or Manager of Planning Approvals.

If you have any questions or concerns with this Record of Pre-Submission Consultation please contact the Development Planner.

PART A – DESCRIPTION OF SUBJECT PROPERTY

The subject lands are located in the Northdale neighbourhood, on the southwest corner of Hickory Street West and Hemlock Street. The lands consist of four separate lots (83 and 85 Hickory Street West, and 265 and 267 Hemlock Street) which have a combined area of approximately 3,115 sq. m. Each lot is currently occupied by a single detached dwelling.

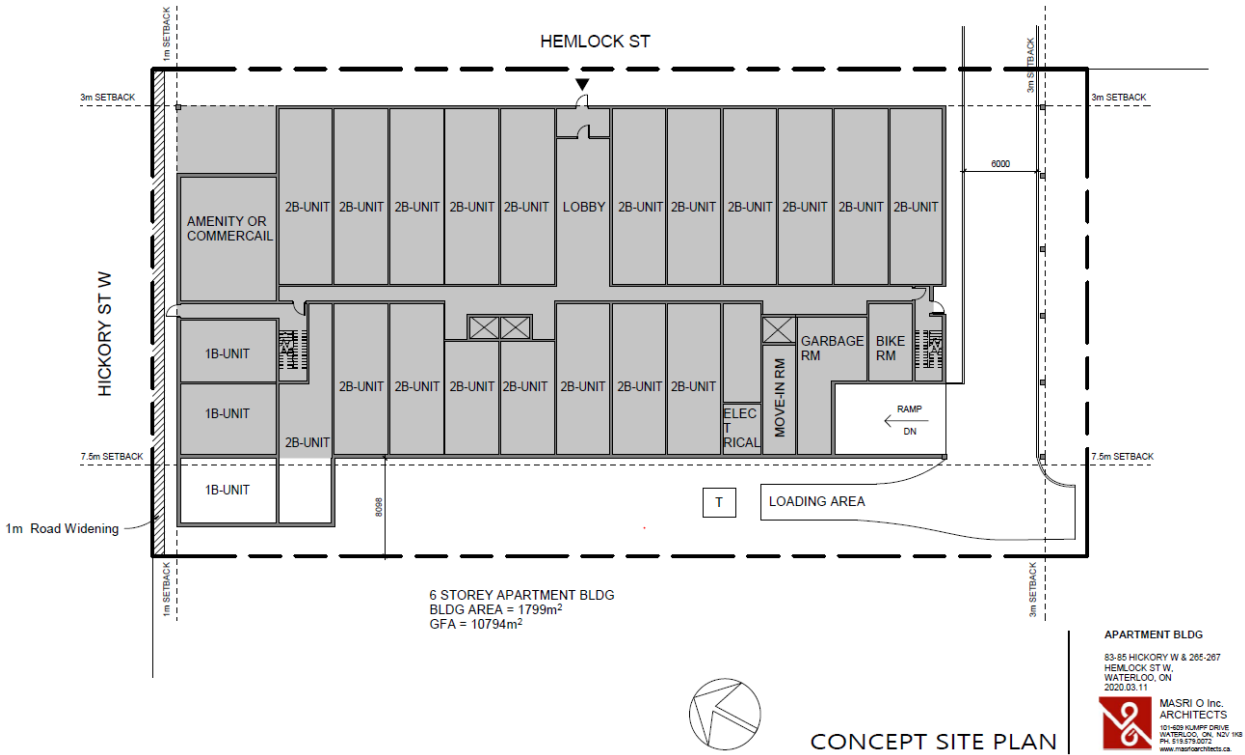


PART B – DESCRIPTION OF DEVELOPMENT PROPOSAL

The proposed development, submitted by Masri O Architects, consists of the following:

- 6 storey (20.5 metre) apartment building
- 144 units, 181 bedrooms (density of 581 beds/ha) – 104 additional bedrooms
- 47 parking spaces located in underground parking structure
- 50 bicycle parking spaces
- One vehicular access to/from Hemlock Street
- Primarily one-bedroom units, with some 2-bedroom and possibly studio units
- Ground floor units to have mezzanine floors (for possible live-work space) and rooftop garden is envisioned (size and location of rooftop garden not provided).

The development concept as submitted by the applicant, is appended below:



DETAILS OF DEVELOPMENT

DATA	REQUIRED	PROPOSED
ZONING		RN-6
LOT AREA (m ²)		3115
BUILDING AREA (m ²)		1799
AREA OF ROW (m ²)		40
NET LOT AREA (m ²)		3075
SETBACKS	FY (m)	3
	RY (m)	7.5
	N. SY (m)	1
	S. SY (m)	3
BUILDING HEIGHT (m)	21.5	20.5
DENSITY	250 BEDROOMS/ HECTARE	590/ HACTARE
NUMBER OF BEDROOMS	760	181
NUMBER OF UNITS		144
LANDSCAPE AREA (%)	30%	
PARKING REQUIRED .20 SPACE / UNIT	37	37
VISITOR PARKING REQUIRED .05 SPACE / UNIT	10	10
BIKE PARKING REQUIRED .25 SPACE / UNIT	46	50

BALCONY	BALCONY	BALCONY	BALCONY	BALCONY	BALCONY	BALCONY	BALCONY	BALCONY	BALCONY	BALCONY
2B-Unit	1B-Unit	1B-Unit	1B-Unit	1B-Unit	1B-Unit	1B-Unit	1B-Unit	1B-Unit	1B-Unit	2B-Unit
1B-Unit										1B-Unit
2B-Unit	1B-Unit	1B-Unit	1B-Unit	1B-Unit	1B-Unit	Room	Room	Room	Room	2B-Unit

PART C – COMMENT SUMMARY

The following section contains a summary of all preliminary comments received. Where applicable, additional information is attached as Appendices to this document.

C.1 PLANNING COMMENTS

Comments Of: Planning Division

Commenter's Name: Wendy Fisher & Ric Martins

Email: wendy.fisher@waterloo.ca & Ric.martins@waterloo.ca

Phone: 519-747-8544 & 519.747.8518

Date of Comments: April 8, 2022

C.1.1 Official Plan Designation

The City's Official Plan designates the site as follows:

Official Plan Schedule	Designation
Schedule A: Land Use	Low Density Residential (Northdale)
Schedule A6: Specific Provision Area	Specific Provision Area 45 (Northdale Neighbourhood)
Schedule A45a: Street Frontage Areas	Hickory St: Green Street & Convertible Frontage Area Hemlock St: Residential Street & Neighbourhood Frontage Area
Schedule B1: Height and Density	Northdale: Low Density, 6 storeys, 250 beds/ha; maximum of 600 beds/ha, subject to Section 11.1.45(38) of the Official Plan
Schedule B3: Designated Greenfield Area	Built-Up Area
Schedule C: District Boundaries	Columbia District
Schedule E: Road Classification System	Hickory St & Hemlock St - Local Roads
Schedule J: Station Areas	within the University of Waterloo Station Area

Note: Official Plan Schedules not included in the chart above are deemed not to apply.

Applicant's Request

The applicant is requesting the following site specific amendments to Zoning By-law 2018-050:

- To permit a density of 590 beds/ha, whereas the Zoning By-law limits density to 250 beds/ha (an additional 104 bedrooms), through a Section 37 (bonusing) agreement.
- To permit a partial reduction in the rear setback to 2.43 metres, whereas the RN-6 zone requires a rear yard setback of 7.5 metres.

Note, staff calculate the requested density to be 581 beds/ha based on information provided by the applicant (property size of 3115 sq. m. and 181 proposed bedrooms).

Process

The current planning framework allows for the consideration of an increase in density (above zoning permissions) through Height and Density Bonusing. However, the legislation which enables bonusing is set to expire in September 2022. The Province has introduced changes to the Planning Act which will replace Height and Density Bonusing with a Community Benefits Charge (CBC) By-law. The new CBC system will come into effect September 18, 2022 or upon the municipality enacting a CBC By-law.

As the bonusing framework may not be in place at the time this development is considered by Council, staff are of the opinion that the proposed development will require the approval of an Official Plan Amendment (OPA) and a Zoning By-law Amendment (ZBA). The applications should address the following:

- The OPA should present information to justify and evaluate the appropriateness of the requested density increase.
- The ZBA should evaluate the appropriateness of the requested zoning amendments.

If the density is deemed appropriate by staff and is approved by Council, and the bonusing policy framework is no longer available, staff envision the density increase to be implemented by creating a Specific Provision Area within the Official Plan.

Additional Official Plan Comments

The City's Official Plan designates the subject lands as Low Density Residential (Northdale) which is intended to accommodate primarily low to mid-rise residential land uses. This designation contemplates mid-rise apartment buildings with a maximum height of 6 storeys, and a maximum density of 250 bedrooms per hectare. Subject to Section 11.1.45(36-38) of the Official Plan, a maximum residential density of 600 bedrooms per hectare may be contemplated. The proposed use is contemplated in the Official Plan.

Requested Density Increase

The applicant will be required to provide compelling planning rationale in support of the requested increase in density and provide justification as to the appropriateness, suitability, and compatibility of such a request and how it meets the policy directives in the Official Plan and constitutes good planning.

Urban Design

The proposed development must have high quality urban design and shall comply with the urban design policies of the Official Plan as outlined in Section 3.11 and Northdale Urban Design guidelines.

Bedrooms Per Dwelling Unit

Based on the information provided by the applicant, the proposed development will contain mostly single bedroom units with some two bedroom and studio units. Official Plan Policy 11.1.45 (14)(e) strongly encourages a mixture in the number of bedrooms within each dwelling units to accommodate a diverse range and type of dwelling units. On this basis, staff strongly encourage the applicant to include more two bedroom and some three bedroom units in the proposed development.

Street Frontage Areas

Hickory Street is identified as a Convertible Frontage Area. Ground floor areas shall be planned and designed to accommodate: mixed commercial, retail, institutional, and/or community uses at the ground floor (where these uses may be supported).

Hemlock Street is identified as a Neighbourhood Frontage Area. Dwelling units located at grade shall have direct access to the street from the main dwelling units, and buildings shall be appropriately set back to provide sufficient space for entrances and on-site landscaping.

The applicant will be required to address Section 11.1.45(20)(b) and (c) relating to Street Frontage Areas.

Streetscape Elements

Hickory Street is identified as a Green Street. Green Streets give priority to pedestrian circulation and adjacent open space connections. Key design features include wide sidewalks, geometry that includes tight curb radii, traffic calming measures including increased side friction and elevated speed reducers where appropriate, consistent street tree establishment, integrated stormwater management that considers bioswales and rain garden boulevards, pedestrian scale lighting, and co-ordinated street furniture.

Hemlock Street is identified as a Residential Street. Residential Streets will be designed to retain or enhance the residential character of the street, having a more intimate streetscape scale than higher order streets such as Main Streets or Mixed Use Streets. Key design features include traffic calming measures such as increased side friction and elevated speed reducers where appropriate, differentiated paving patterns that emphasize pedestrian realm at crossing points and intersections, consistent street tree establishments, integrated stormwater management that considers bioswales and rain garden boulevards, and pedestrian-scale lighting.

The applicant will be required to address Section 11.1.45(28) relating to Streetscape Elements.

C.1.2 Zoning By-law Analysis

The Site is currently zoned (Holding) Residential Northdale Six ((H)RN-6). The proposed apartment building use is a permitted primary use under Section 7.11.1 of the RN-6 zone.

Details of the current land use zoning regulations are included in the following chart:

Table A – Zoning Schedules

Schedule A: Land Use	(Holding) Residential Northdale – 6 ((H) RN-6)
Schedule A1: Parking Overlay	N/A
Schedule A2: Station Area Street Frontages	N/A
Schedule A3: Floodplains and Restricted Areas	N/A
Schedule C1: Site Specifics	N/A

Table B – Zoning Regulations

	Applicable Regulations RN-6	Proposed	Compliance (Yes/No/TBD)
LOT AREA (minimum)	1,000 sq. m.	3,115 sq. m.	Y
LOT FRONTAGE (minimum)	20 m	40.27 m	Y
STREE LINE setback (minimum)			
<i>Convertible Frontage</i>	1 m	1 m	
<i>Neighbourhood Frontage</i>	3 m	3 m	Y
STREE LINE setback (maximum)			
<i>Convertible Frontage</i>	At least 75% of the STREET LINE BUILDING FAÇADE shall be within 5 metres of the STREET LINE	100% of the STREET LINE BUILDING FAÇADE shall be within 5 metres of the STREET LINE	Y
<i>Neighbourhood Frontage</i>	6 m	3 m	
SIDE YARD setback (minimum)	3 m	11.69 m	Y
REAR YARD setback (minimum)	7.5 m	2.43 m	N
BUILDING HEIGHT (maximum)	21.5 m	20.5 m	Y
Height of FIRST STOREY (minimum)	4.5 m	Not provided	TBD by applicant
Density (maximum)	250 BEDROOMS per ha (77 bedrooms)	581 BEDROOMS per ha (181 bedrooms)	N
Number of FIRST STOREY Entrances to the BUILDING (minimum)	1 per 15 metres of STREET LINE BUILDING FAÇADE	Hemlock = 6 Hickory = 3	N
AMENITY AREA, applicable to BUILDINGS constructed after the effective date of this BY-LAW (minimum)	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT	Not provided	TBD by applicant
LANDSCAPED OPEN SPACE (minimum)	30% (934.5 sq. m.)	Not provided <i>Note: Roof Top Amenity Areas cannot be included within Landscaped Open Space calculations</i>	TBD by applicant
PARKING SPACES (minimum)	Residential: 37 SPACES (0.2 per BEDROOM) Visitor: 10 SPACES (0.05 per BEDROOM)	Residential: 37 SPACES Visitor: 10 SPACES	Y

	Non-Residential: 0 (3.0 per 100 sq. m. Building Floor Area)		
BARRIER FREE PARKING SPACES (minimum)	1 Type A SPACE & 1 Type B SPACE		TBD by applicant
BICYCLE PARKING Spaces (minimum) (Section 6.6.2 shall not apply)	Residential: 46 SPACES (0.25 per BEDROOM)	50 SPACES	Y
Number of DRIVEWAYS per lot (maximum)	1	1	Y
LOADING Space (minimum)	1 Type A (Table 6L, Zoning By-law)	1	Y
DRIVEWAY	No. per LOT: 1	1	Y ¹

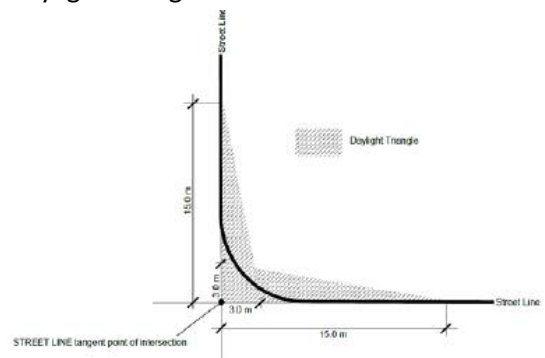
Note 1: The driveway measures approximately 6.0 m in width, whereas a minimum width of 6.1 m is required. See Section 6.8 of the Zoning By-law.

General Note 2: All other applicable regulations of By-law 2018-050 shall be deemed to apply.

General Note 3: The RN-6 zone contains Ancillary Use regulations. Ancillary Uses not proposed.

Additional Zoning Comments

1. *Mezzanines* – The mezzanines must comply with Section 3.M.2B of the Zoning By-law.
2. *Strip of Land (north of 267 Hemlock St.)* – The applicant may wish to confirm with MPAC whether this strip is owned by a third party.
3. *Daylight Triangle* – Daylight triangles are required at the Hickory Street/Hemlock Street corner of the site, for the safety and visibility of road users. The daylight triangle is defined as the area formed by two triangles, where:
 - a) the street lines form the legs of the triangle;
 - b) one leg of the triangle measures three metres (3m);
 - c) the other leg of the triangle measures fifteen metres (15m); and,
 - d) the triangles extend from the street line tangent point of intersection.



Buildings and structures are prohibited within a Daylight Triangle, and the maximum height of landscaping permitted is 0.5 metres. Refer to Section 3.D.1 of the Zoning By-law for more details.

Holding Provision

Council approval of the removal of the Holding (H) symbol is required. To lift the Holding (H), the applicant must satisfy all requirements of Section 7.13.17 of By-law 2018-050 to the satisfaction of City staff. This includes:

- a. Verification of sufficient servicing capacity (water, sanitary, and stormwater) to fully service the LOT and development thereon.
- b. Verification of sufficient transportation capacity and transportation infrastructure within the surrounding road network affected by the development and or use of the LOT.
- c. For known or suspected contaminated sites as identified by the REGION, verification from the REGION and or the Province of Ontario that the owner has completed a Record of Site Condition.
- d. Where an increase in BUILDING density is proposed pursuant to Section 37 of the PLANNING ACT, the completion and registration of an agreement pursuant to subsections 37.3 and 37.4 of the PLANNING ACT between the owner and the CITY.
- e. A Block Plan has been prepared in accordance with the Block Plan policies of the OFFICIAL PLAN for the Northdale Neighbourhood Specific Provision Area, where applicable.
- f. Verification through site plan control endorsement that the LOT and development thereon will conform to the:
 - i. City's Official Plan
 - ii. Regional Official Plan and
 - iii. City's Urban Design Manual in effect, including the Northdale Urban Design Guidelines.
- g. Demonstrate compliance with the Provincial D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses" where there are potential land use compatibility issues associated with existing and or planned industrial uses operating in proximity to residential or other sensitive land uses.

C.1.3 Site Design, Urban Design and Site Specific Considerations

1. Overall, the proposed development should achieve a high standard of urban design with a site and building design that complements and enhances the surround neighbourhood character in accordance with the City's Urban Design Manual and the Northdale Urban Design Guideline.
2. A mixture in the number of bedroom within each dwelling unit is strongly encouraged to accommodate a diverse range and type of dwelling units (see Official Plan policy 11.1.45 (14) (e.))

C.1.4 Formal Submission Requirements

1. Planning Justification Report, prepared and signed by a Professional Planner. The report should:
 - a. Describe in detail the requested Official Plan Amendment and Zoning By-law Amendment, including, but not limited to, performance regulations to be applied.
 - b. Provide planning evaluation on how the proposed development conforms to the policies of the Provincial Policy Statement (PPS), Growth Plan for the Greater Golden Horseshoe, and the policies of the Regional Official Plan, City of Waterloo Official Plan and the regulations of the City's Zoning By-law.
 - c. Provide planning rationale for any Official Plan Amendment(s) being requested.

- d. Provide planning rationale for all site specific zoning amendments requested, at both a technical level and within the context of the Official Plan policies.
 - e. Demonstrate the compatibility of the proposed development within the context of the Northdale neighbourhood area
 - f. Outline how amenity and outdoor space will be provided
 - g. Describe any proposed increase in density, and provide justification and supporting rationale for the proposed increase in density and its appropriateness for the subject lands and surrounding context.
2. Urban Design Brief, prepared and signed by a Professional Planner. The report should address, at minimum, how the proposed building:
- a. Achieves a high quality urban design and how it complements and enhances the surrounding neighbourhood character.
 - b. Conforms to the Urban Design Policies of the Official Plan and whether it is context sensitive.
 - c. Aligns or implements the applicable Urban Design Policies of the Urban Design Manual.
 - d. Aligns or implements the applicable policies of the Northdale Urban Design Guidelines.

C.1.5 Timing and Process

Below is an anticipated outline of the process for your reference.

Step 1:	OPA/ZBA Pre-Submission Record	<i>(No In-person Meeting Held due to Covid-19 Pandemic)</i>
Step 2:	Formal Submission of OPA and ZBA application	
Step 3:	Informal Public Meeting	
Step 4:	Site Plan Pre-Consultation Meeting	
Step 5:	Formal Site Plan Submission	
Step 6:	Formal Site Plan Meeting	
Step 7:	Site Plan Control endorsement	<i>(Must occur prior to Step 9)</i>
Step 8:	Formal Public Meeting - Staff Report with H Removal	<i>(Council Decision)</i>
Step 9:	By-law to Council – ZBL Amendment	
Step 10:	By-law to Council – Removal of Holding	
Step 11:	Final Site Plan Approval	

C.2 ENVIRONMENTAL PLANNING COMMENTS

Comments Of: Planning Division
 Commenter's Name: Robyn McMullen
 Email: robyn.mcmullen@waterloo.ca
 Phone: 519.747.8531
 Date of Comments: March 25, 2022

Urban Forest

1. With respect to any trees on site, Official Plan Policy 8.2.9(2) states:

“It is the City’s intent to protect existing trees and plant new ones where feasible and appropriate. When considering *development* applications and *site alteration* permit applications, the City will require that only the trees that directly impede the proposed work be removed and that the applicant replace them in reasonable amount, with trees of sufficient maturity. The amount and maturity of replacement trees will be determined based on the amount, maturity, species, and health of the trees to be removed. A Tree Preservation Plan may be required to provide an inventory of all trees on the site, an assessment of their health and condition, recommendations regarding which trees should be saved and which will be removed, tree protection measures, and replacement trees. As part of any Tree Preservation Plan, the City may require tree loss totals and corresponding compensation estimates. Tree Preservation Plans must be prepared by qualified professionals.”

Therefore, a Tree Preservation Plan or equivalent that addresses the above noted policy is required for any trees on site.

Sustainable Design

1. As submitted, the proposal would result in the development of a 6 storey building. Should the proposal change and contemplate a building that is 7 or more storeys, an Energy Strategy would be required. Requirements for the Energy Strategy can be provided if it becomes applicable.
2. The incorporation of sustainable design, construction and operational elements is strongly encouraged (e.g. cool or green roofs, on-site renewable energy, enhanced energy performance, etc.).

C.3 HERITAGE PLANNING COMMENTS

Comments Of: Planning Division

Commenter’s Name: Michelle Lee

Email: michelle.lee@waterloo.ca

Phone: 519.747.6068

Date of Comments: [Click or tap to enter a date.](#)

N/A

C.4 ENGINEERING SERVICES COMMENTS

Comments Of: Engineering Services

Commenter's Name: Mike DeFoa (Development Engineering) & Emily Brown (Landscaping)

Email: mike.defoa@waterloo.ca , Emily.brown@waterloo.ca

Phone: 519.747.8536

Date of Comments: April 29, 2022

Development Engineering has reviewed the preliminary concept plan submitted in support of the Zoning By-Law Amendment pre-consultation request, and provides the following comments. Note, further details will be required during the Site Plan process and detailed design stage for review by and acceptance from the Engineering Division.

1. A Functional Servicing Report will be required in support of a Zoning By-law Amendment application, detailing available storm sewer, sanitary and watermain availability and capacity.
2. A water distribution brief will be required. This brief should demonstrate the capability of the existing municipal watermain to supply the domestic and fire flow requirements for the development.
3. A report addressing Storm Water Management quantity and quality control for the 2, 5 and 100 year storms, post and pre-development attenuation. Confirmation by Professional Engineer that stormwater quality prior to leaving property will meet current standards.
 - a. Major stormwater flow must be directed to the municipal right of way and not a neighbouring property.
4. Sanitary sewer flow calculations must be submitted, demonstrating the existing infrastructure is capable of receiving the proposed flows.
5. As the property is situated within the Northdale area, there are servicing requirements within the holding provision the proposed design must satisfy, prior to removal of the Holding Symbol. The availability of municipal services must be demonstrated prior to Engineering Acceptance in support of lifting of the Holding Provision. Proposed municipal servicing infrastructure upgrades or new installations must be supported by a Servicing Agreement, complete with Plan and Profile drawings and Cost Estimate of the proposed works.

General Engineering Comments

1. All engineering submissions must be prepared by a Licensed Professional Engineer (in good standing working under a valid Certificate of Authorization from the Association of Professional Engineers of Ontario) with all plans and reports dated, stamped and signed.
2. Functional engineering plans i.e. Existing Condition, Functional Servicing Plan, Functional Grading Plan, are required with Site Plan submission. Please refer to the Functional Engineering Submission Checklist.
3. Functional engineering submissions must be coordinated with the Site Plan and Landscaping Plan. Provide note on plans.

4. Engineering acceptance of the Functional design is required prior to Site Plan Review Committee (SPRC) approval.
5. Once the functional design has been accepted and all items presented by SPRC are addressed, a 'Complete Engineering Package' must be submitted to Mike DeFoa, Development Engineering. A building permit cannot be issued prior to engineering acceptance of the detailed design.
6. The Owner shall not, at any time, encroach upon or otherwise use any lands owned or managed by the City for the purpose of any construction without written authorization from the Director of Engineering Services. A license agreement to permit permanent or temporary structures on lands owned or managed by the City may only be granted for the express purpose of geotechnical (soil) controls, at the discretion of the Director of Engineering Services.
7. Further information on engineering requirements is included in the City of Waterloo Development Engineering Manual. This document can be found online at the website as follows:
www.waterloo.ca/en/business/developmentengineeringmanual.asp
8. For streetscape works within the municipal right of way, refer to the Northdale Neighbourhood Streetscape Master Plan & Class Environmental Assessment, Schedule 'B'.
9. As per By-law 10-066, no work shall be completed on the subject property without a Building Permit, including pre-grading or tree removal. Should the developer or contractor wish to prepare the site for construction prior to Engineering Acceptance or issuance of the Building Permit, an application for a Site Alteration Permit shall be submitted to the Engineering Services Division for review and approval. Please refer to By-law 10-066 for all requirements of the permit. Note, the demolition permit only allows the existing building or portion of existing building to be demolished.
10. The complete engineering submission must be accompanied with an Engineers Cost estimate for the total cost of site servicing (i.e. undergrounds), surface and landscape works. As per the Council approved Development Services Fee Guide, 5% of the approved total cost estimate will apply as a non-refundable Engineering review fee, or a minimum as determined by the Director of Engineering Services or his/her designate. In addition, securities shall be posted in the form of a letter of credit for 50% of the approved estimate.
11. The consultant must provide an inspector on site during construction at the cost of the developer. Upon completion of site works construction, sealed as-recorded drawings must be provided to the City prior to reduction of any posted securities.
12. The consultant must field verify all existing on-site services and in the right of way prior to completing the proposed servicing design. Written verification must be included on the drawings.
13. Sidewalks fronting the development will require replacement at a cost to the developer. Refer to Northdale Neighbourhood Streetscape Master Plan for proposed sidewalk width and alignment. Existing sidewalks should remain in place through duration of construction and replaced following completion of building.

General Landscaping Comments:

1. A Vegetation Management Plan and a Landscape Plan, prepared by qualified professionals, will be required at site plan.

2. A Vegetation Management Plan, including trees within 6m of property, must be undertaken and approved prior to removal of any vegetation on site. It appears that many existing large trees will be removed due to redevelopment of the site. Staff have concerns that if trees cannot be realistically incorporated into the landscape buffer, this site will not meet the City standard 2:1 compensation rate. The applicant is encouraged to maximize large tree planting wherever possible on site.
3. Review potential conflicts with grading and servicing, early on in order to maximize tree planting across the site.
4. Provide a landscape design that will enhance and strengthen the streetscape quality along Hemlock Street and Hickory Street West including, but not limited to, tree planting, enhanced planting and paving, site furnishings, building entrance, etc. Refer to Northdale Neighbourhood Streetscape Master Plan for proposed sidewalk width and alignment.
5. Although final detail of the rooftop area are likely to be advanced through the Site Plan Approval Landscape Plans, a structural engineer should be involved with site plan development to ensure the podium is designed to provide structural support for adequate soil volumes for long term tree growth. Large canopy trees and other landscaping such as shrubs, perennials, etc., will greatly enhance this rooftop amenity space. Include Rooftop amenity space plan within landscape package.
6. Enhanced, all season landscape buffers are recommended to mitigate headlight glare and screen internal driveways wherever possible. Buffers should include both coniferous and deciduous trees and shrubs. Through the landscape strips, locate deciduous trees strategically to provide shade for driveways and buildings to help reduce urban heat island effect.

C.5 TRANSPORTATION SERVICES COMMENTS

Comments Of: Transportation Services

Commenter's Name: Ainsley Rego

Email: ainsley.rego@waterloo.ca

Phone: 519.747.2310 ext. 30336

Date of Comments: May 2022

1. A Transportation Impact Study will be required to verify whether there is sufficient transportation capacity and infrastructure within the surrounding road network, as per Section 7.11.17 of By-law 2018-050. Terms of Reference are to be established by City staff. In this regard, please contact the City's Transportation Services.
2. Please ensure the correct parking rate is being utilized. The parking rate in Northdale is typically 0.25 spaces/bedroom, not per unit.
3. Please refer to the Northdale Neighbourhood Study.
4. The City is planning road improvements on Hickory Street. This section of road will become one-way in the future.

5. Construction staging must be conducted on site. A Conceptual Workspace Management Plan should be provided to show how this would be managed.

C.6 AGENCY COMMENTS

Comments Of: Region of Waterloo

Commenter's Name: David Welwood

Email: dwelwood@regionofwaterloo.ca

Phone: 519-503-3870 (cell)

Date of Comments: May 3, 2022

See APPENDIX A.

PART D – REQUIRED SUBMISSION MATERIALS FOR FORMAL APPLICATION

The following is a list of submission materials that will be required for the subject Planning Act application(s) to be deemed complete. Please note that following the acceptance of an application as “complete” additional information and materials may be required following a more detailed review, as a result of changes to the proposal, or changes to policy.

Please note, all supporting information must be conducted by a qualified professional retained by and at the expense of the applicant. **Please ensure all information submitted is accurate, complete and consistent.** The City may refuse to accept any supporting information if it considers the quality of the submission unsatisfactory.

Other Information and Materials:		Subdivision / Zoning By-law Amendment			
REQ'D		#	To the Satisfaction of:	Notes:	✓
Standard Requirements					
☒	Cover Letter	1	Planning	Addressed to: Natalie Hardacre, Manager of Planning Approvals	
☒	Completed / Signed Application Form	3	Planning	One original and two copies.	
☒	Permission to Enter Form	2	Planning	One original and one copy.	
☒	Owner Authorization Form	2	Planning	One original and one copy.	
☒	Application Fee (Joint Official Plan and Zoning By-law Amendment)	1	Planning	\$32,930.00 <i>Please note that all City fees are subject to change annually on September 1st.</i>	
☒	Zoning Sign Fee(s)	2	Planning	\$704.00 (\$352.00 each) <i>Please note that all City fees are subject to change annually on September 1st.</i>	
☒	Application Fee (Official Plan Amendment and Zoning By-law Amendment)	1	Region	\$7,000 – Official Plan Amendment \$3,000 – Zoning By-law Amendment	
☒	Notice of Source Protection Plan Compliance	2	Region	https://taps.regionofwaterloo.ca/	
☒	Environmental Site Screening Questionnaire	2	Region		
☒	Digital copy of all submission materials	1	Planning	Digital submission must be AODA compliant and individual documents should not exceed 10 megabytes.	
Required Plans					
☒	Property Survey or Existing Conditions Plan	5	Planning		
☒	Site Plan	5	Planning		
☒	Building Elevation Drawings and Renderings	5	Planning		
☒	Floor Plans	5	Planning		
☒	Preliminary Grading Plan	5	Planning		

			Engineering		
☒	Tree Preservation Plan	5	Environmental Planning	Refer to comments above for details of necessary content.	
Required Reports and Studies					
☒	Planning Justification Report	5	Planning Region	Refer to comments above for details of necessary content.	
☒	Urban Design Brief	5	Planning	Refer to comments above for details of necessary content.	
☒	Functional Servicing Report	5	Engineering Region	Refer to comments above for details of necessary content.	
☒	Preliminary Stormwater Management Report	5	Engineering Region	Refer to comments above for details of necessary content.	
☒	Transportation Impact Study (TIS)	5	Transportation	Refer to comments above for details of necessary content.	
☒	Environmental and Stationary Noise Studies	5	Region	Refer to comments below for details of necessary content.	

D.1 POLICIES, STANDARDS AND RESOURCES

In addition to those noted above, it is strongly encouraged that the applicant be directed to additional City policies, guidelines and/or reference material to help guide the proposed development concept. These may include, but shall not be limited to:

- The City's Strategic Plan
- The City's Urban Design Manual
- Northdale Urban Design Guidelines
- The City's Engineering Manual

D.2 ANTICIPATED FEES

In addition to those fees noted above, fees may be required by other agencies including, but not limited to, the Region of Waterloo and Grand River Conservation Authority. Additional fees such as, but not limited to, Development Charges and Parkland Dedication may also apply.

D.3 FUTURE PROCESSES AND APPLICATIONS

Dependent upon the nature of the proposed development and anticipated tenure, additional Planning Act applications may be required. This includes Site Plan application(s) in accordance with Section 41 of the Planning Act. Additionally, if the proposed building(s) or unit(s) are to form part of a Plan of a Plan of Condominium, then the provisions of the Condominium Act shall apply, and related processes and approvals will be required.

PART E – SIGNATURES

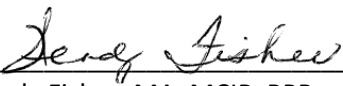
This Record of Pre-Submission Consultation only applies to the proposal as described and/or as provided for in the attached concept plan. This Record of Pre-Submission Consultation documents the required *other information and materials* that must be submitted in support of a complete Application made under the Planning Act.

If you have any concern with this Record of Pre-Submission Consultation please contact the Development Planner immediately.

Please note that the feedback provided at this Pre-Submission Consultation Meeting does not constitute a detailed review of the development application(s). Following the acceptance of an application as “complete” additional information and materials may be required as a result of the detailed review, or changes to the proposal, City policies, the zoning by-law, or standard City conditions of development.

APPROVAL OF THE RECORD OF PRE-SUBMISSION CONSULTATION

This Record of Pre-Submission Consultation shall be considered valid until **April 13, 2024** unless otherwise approved by the Manager of Planning Approvals.



Wendy Fisher, MA, MCIP, RPP
Senior Development Planner, Planning Approvals

May 5, 2022

Date

APPENDIX A - Region of Waterloo Comments**City of Waterloo Pre-Submission Consultation
May 3, 2022****Zoning By-law Amendment and Official Plan
Amendment
Masri O Architects / DCB Developments Canada Inc.
83-85 Hickory Street West and 265-267 Hemlock
Street**

The applicant is proposing an official plan amendment and zoning by-law amendment affecting four (4) properties located at 83-85 Hickory Street West and 265-267 Hemlock Street in the City of Waterloo. The subject properties each contain existing single-detached dwellings and have a combined lot area of 3,105.4 m². The proposal is to demolish the existing dwellings and develop the site with a 6-storey apartment building with 144 residential units at a density of 589 beds per hectare with 47 parking spaces proposed. The official plan amendment is required in order to increase the permitted density. The zoning by-law amendment is required in order to permit the requested density, to lift the Holding (H) provision on the site, and to enact any site specific provisions that arise through the review of the application. An agreement under Section 37 of the Planning Act is proposed in order to exceed the City of Waterloo Zoning By-law's maximum density of 250 beds/hectare.

The subject property is designated "Low Density Residential" on Schedule 'A' of the City of Waterloo Official Plan, which permits a maximum density of 250 bedrooms per hectare. The subject property is located in the "Residential Northdale 6" Holding [(H)RN-6] Zone in the City of Waterloo Zoning By-law. The subject lands are also identified as within the Waterloo University Station Area Plan on Schedule J4 of the City's Official Plan. The subject properties are located in the "Urban Area" and are designated "Built-Up Area" in the Regional Official Plan (ROP).

Community Planning**Planning Justification Report**

A Planning Justification Report (PJR) is required and must be submitted as part of the complete Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) applications. The Planning Brief must provide details on the proposed development and address the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan (ROP), the City of Waterloo Official Plan and the City's Zoning By-law.

In accordance with Section 7.13.17 of the City's Zoning By-law (2018-050), the Holding (h) provision for the subject lands can be removed once the following information is provided:

- a) Verification of sufficient servicing capacity (water, sanitary, and stormwater) to fully service the lot and development thereon.
- b) Verification of sufficient transportation capacity and transportation infrastructure within the surrounding road network affected by the development and or use of the lot.
- c) For known or suspected contaminated sites as identified by the Region, verification from the Region and or the Province of Ontario that the owner has completed a Record of Site Condition (see comments below on Land Use Compatibility).
- d) Where an increase in building density is proposed pursuant to Section 37 of the Planning Act, the completion and registration of an agreement pursuant to subsections 37.3 and 37.4 of the Planning Act between the owner and the City.
- e) A Block Plan has been prepared in accordance with the Block Plan policies of the Official Plan for the Northdale Neighbourhood Specific Provision Area, where applicable.
- f) Verification through Site Plan Control endorsement that the LOT and development thereon will conform to: (i.) the Official Plan; (ii.) the Region's Official Plan; and (iii.) the City's Urban Design Manual in effect, including the Northdale Urban Design Guidelines.
- g) Demonstrate compliance with the Provincial D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses" where there are potential land use compatibility issues associated with existing and or planned industrial uses operating in proximity to residential or other sensitive land uses.

The Planning Justification Report should therefore clearly identify how the above requirements for lifting the Holding provision on the site have been addressed to the satisfaction of the Region and the City.

Land Use Compatibility

Regional staff has reviewed the Region's "Guidelines for the Review of Development Applications on or Adjacent to Known and Potentially Contaminated Sites" and there do not appear to be any contaminated sites on or adjacent to the subject property that would require the submission of a Record of Site Condition (RSC). However, the Region's Environmental Site Screening Questionnaire, found on Pages 11 and 12 of the above-noted Guideline

(<https://www.regionofwaterloo.ca/en/resources/Applications/ImplementationGuidelinesContaminatedSites.pdf>), should be submitted to confirm as soon as possible.

Affordable Housing

The Region supports the provision of a full range of housing options, including affordable housing. The Region's 10-Year Housing and Homelessness Plan contains an affordable housing target for Waterloo Region. The target is for 30% of all new residential development between 2019 and 2041 to be affordable to low and moderate income households. Staff recommend that the applicant consider providing a number of affordable housing units on the site.

In order for affordable housing to fulfill its purpose of being affordable to those who require rents or purchase prices lower than the regular market provides, a mechanism should be in place to ensure the units remain affordable and establish income levels of the households who can rent or own the homes.

Staff further recommend meeting with Housing Services to discuss the proposal in more detail and to explore opportunities for partnerships or programs and mechanisms to support a defined level of affordability.

Staff recommend exploring the opportunity to further reduce the amount of parking onsite in exchange for additional residential density due to the proximity of the property to various transit options.

For the purposes of evaluating the affordability of an ownership unit, based on the definition in the ROP, the purchase price is compared to the least expensive of:

Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households	\$368,000
Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area	\$487,637

*Based on the most recent information available from the PPS Housing Tables (2020).

In order for an owned unit to be deemed affordable, the maximum affordable house price is \$368,000.

For the purposes of evaluating the affordability of a rental unit, based on the definition of affordable housing in the ROP, the average rent is compared to the least expensive of:

A unit for which the rent does not exceed 30 per cent of the gross annual	\$1,420
---	---------

household income for low and moderate income renter households	
A unit for which the rent is at or below the average market rent (AMR) in the regional market area	Bachelor: \$863 1-Bedroom: \$1,076 2-Bedroom: \$1,295 3-Bedroom: \$1,359 4+ Bedroom: \$1,359

*Based on the most recent information available from the PPS Housing Tables (2020)

In order for a unit to be deemed affordable, the average rent for the proposed units must be at or below the average market rent in the regional market area, as listed above.

Please do not hesitate to contact Housing Services staff directly by email at JMaanMiedema@regionofwaterloo.ca should you have any questions or wish to discuss in more detail.

Water Services

A Functional Servicing Report should be submitted with a complete application.

Salt Management

Regional staff has reviewed the proposed Zoning By-law Amendment application for 83-85 Hickory Street West, and 265-267 Hemlock Street in Waterloo.

If surface parking or driveway areas greater than 200m² are proposed, staff request that the developer enter into an agreement to complete a Salt Management Plan to the satisfaction of the Region at Site Plan Control. As part of the plan, staff encourage the proponent to incorporate design considerations with respect to salt management, including:

- Ensure that cold weather stormwater flows are considered in the site design. Consideration should be given to minimize the transport of meltwater across the parking lots or driveway. This also has the potential to decrease the formation of ice and thereby the need for de-icing.
- Directing downspouts towards pervious (i.e. grassy) surfaces to prevent runoff from freezing on parking lots and walkways.
- Locating snow storage areas on impervious (i.e. paved) surfaces in close proximity to catch basins.
- Using winter maintenance contractors that are Smart About Salt™ certified.
- Using alternative de-icers (e.g. pickled sand) in favour of road salt.

The proponent is eligible for certification under the Smart About Salt™ program for this property. Completion of the Salt Management Plan is one part of the program. To learn more about the program and to find accredited contractors please refer to:

<http://www.smartaboutsalt.com/>. Benefits of designation under the program include cost

savings through more efficient use of salt, safe winter conditions by preventing the formation of ice, and potential reductions in insurance premiums.

Environmental and Stationary Noise

At this location, the proposed residential development may encounter environmental noise sources, specifically road noise from the adjacent Municipal Roads, Hickory Street West, Albert Street and Hemlock Street. It is the responsibility of the applicant to ensure the proposed development is not adversely affected by anticipated noise impacts. In this regard the applicant must prepare an Environmental Noise Study. The noise level criteria and guidelines for the preparation of the study are included in the Region of Waterloo Implementation Guideline for Noise Policies.

The noise consultant must be pre-approved by the Region of Waterloo. The noise consultant is responsible for obtaining current information, applying professional expertise in performing calculations, making detailed and justified recommendations, submitting the Consultant Noise Study Declaration and Owner/Authorized Agent Statement along with one electronic copy of the report to the Region of Waterloo.

The noise consultant preparing the Environmental Noise Study must contact Region of Waterloo staff/Local Municipality staff for transportation data including traffic forecasts and truck percentages for Municipal roads. For the Transportation Planning Noise Assessment Fee Form and Traffic Data request, please refer to the Region's website <https://rmow.permitcentral.ca/> and select Data Requests option. There is a \$500 fee for this application if the data is provided by the Region of Waterloo staff.

Please note that a stationary noise impact assessment will be required to confirm that mechanical equipment sound emissions from the development itself and the impact from the adjacent high rise buildings comply with MECP Guideline NPC-300.

The environmental and stationary noise study could be provided as part of a complete application, or it can be deferred to site plan control.

Application Fees

In accordance with Regional Fee By-law 21-02, the following Regional fees are applicable:

- \$7,000 – Official Plan Amendment review fee to be submitted to the Region with the application
- \$3,000 – Zoning By-law Amendment review fee to be submitted to the Region with the application

Please note, the above fees are subject to change in accordance with the in-effect Regional Fees By-law. Furthermore, any submitted technical studies may be subject to peer review at the cost of the applicant.

Regional Development Charges

Any future development on the subject lands will be subject to provisions of Regional Development Charges By-law 19-037 or any successor thereof.

Contact Information

Community Planning

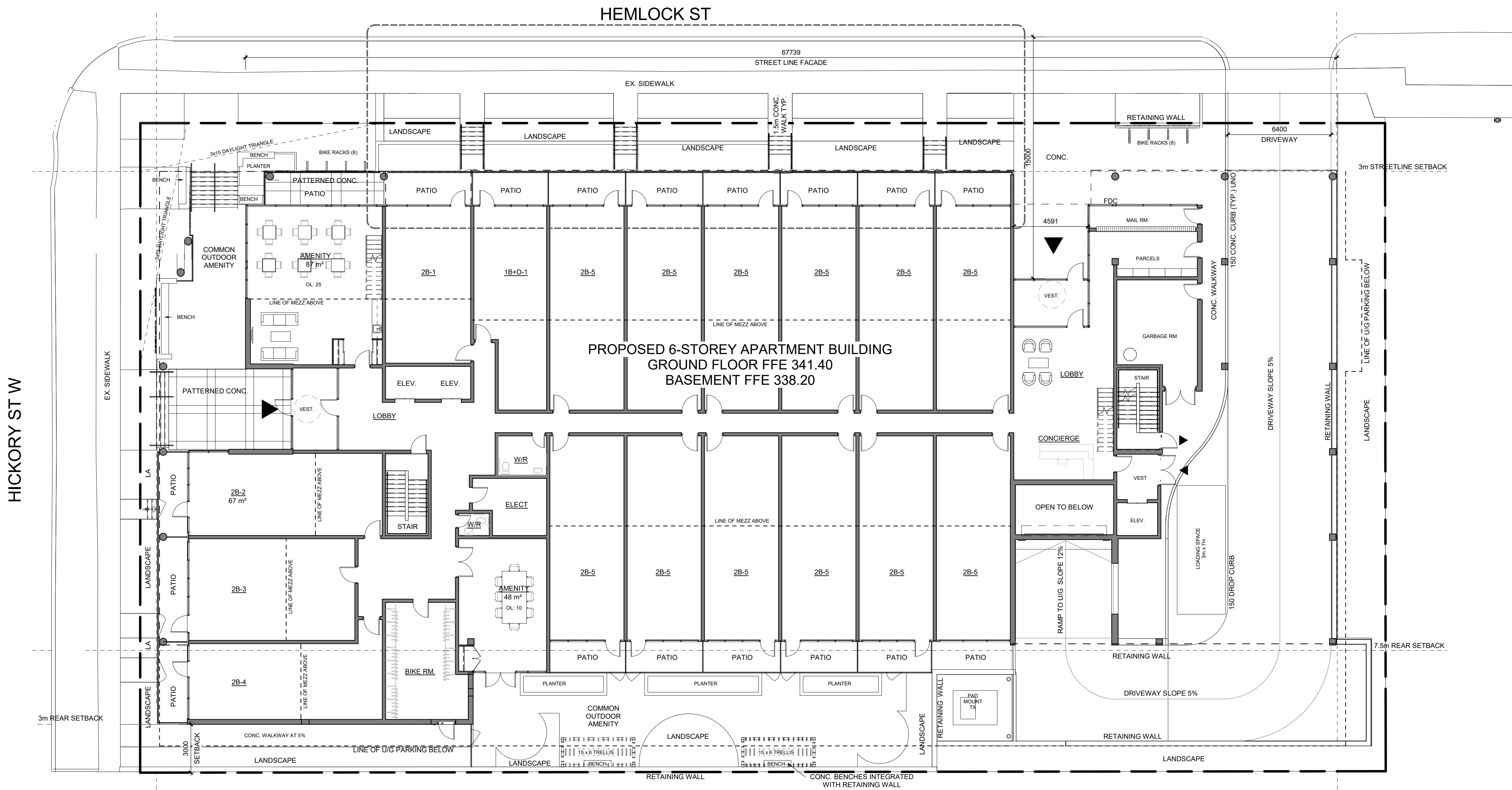
David Welwood, MES, MCIP, RPP
Principal Planner
519-503-3870
DWelwood@regionofwaterloo.ca

Monirul Islam
Transportation Planner
226-753-1275
MIslam@regionofwaterloo.ca

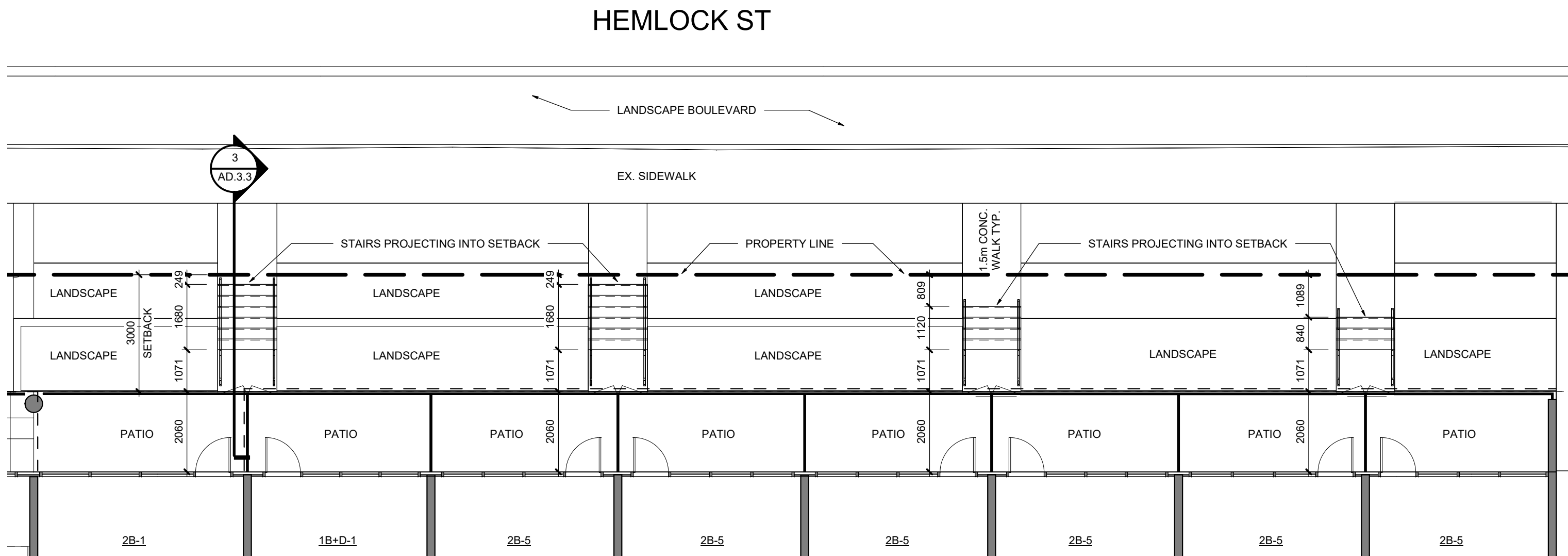
Please note: Comments and requirements are based on the information provided by the applicant during the pre-submission process. Should new details and/or information become available through the application process, the above-noted requirements are subject to change.

Appendix B

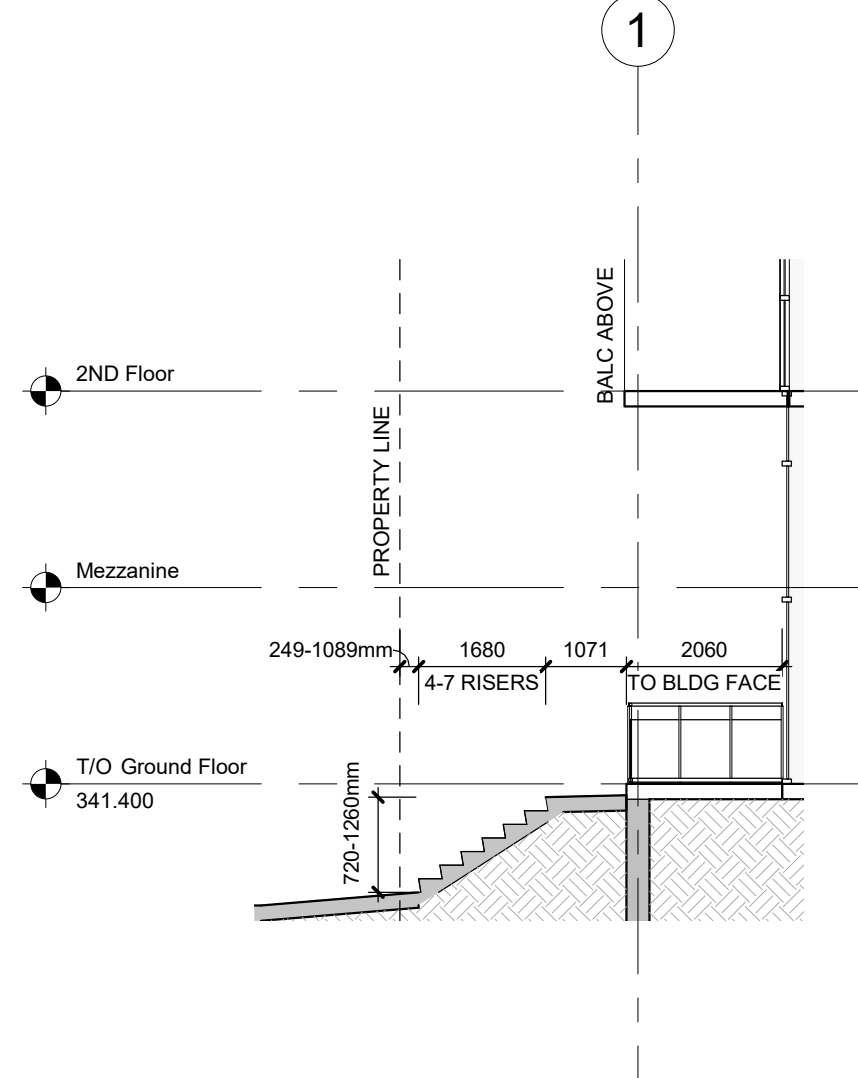
Proposed Site Plan



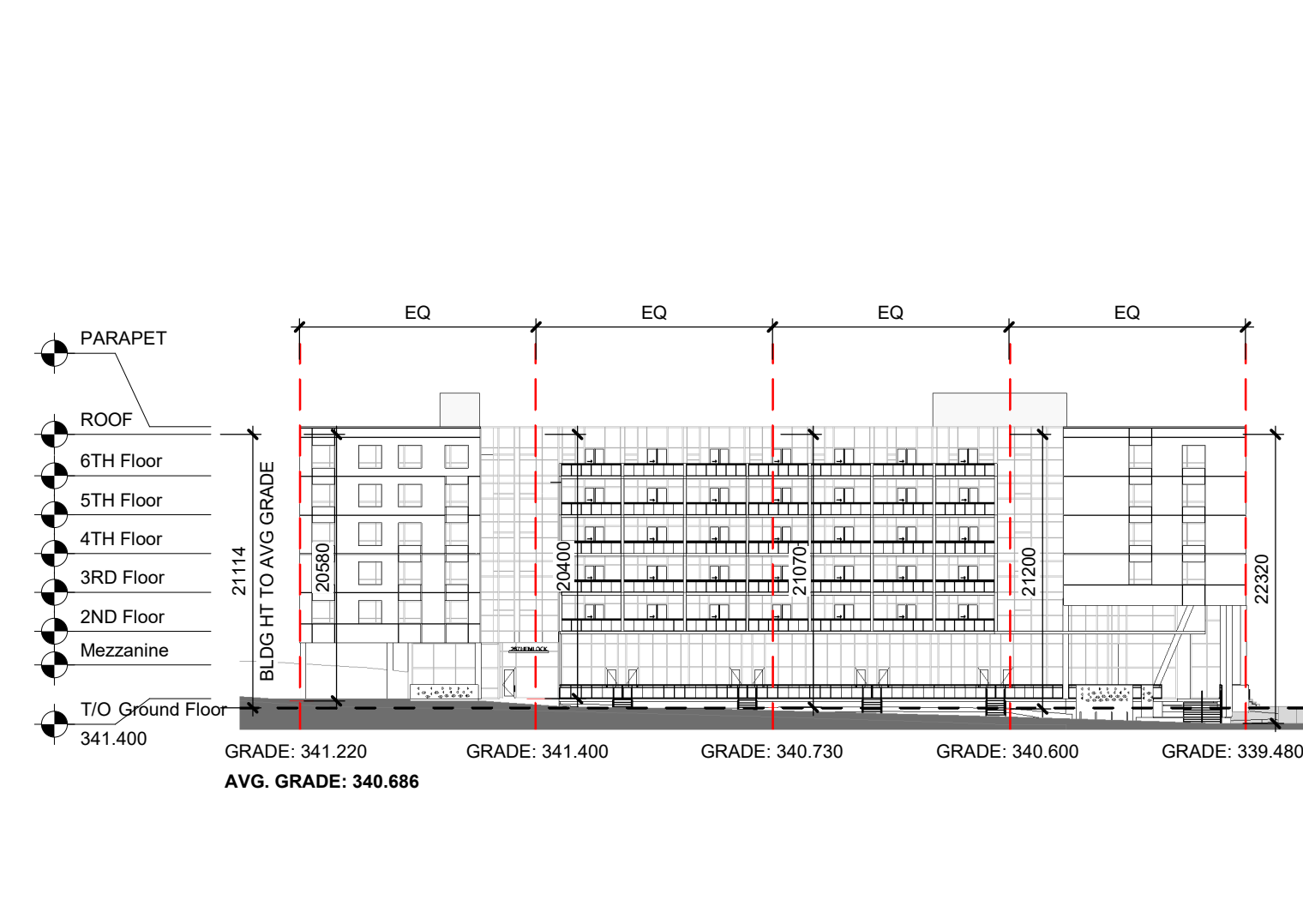
1 SITE PLAN
AD.3.3 SCALE: 1:150



2 SITE PLAN DETAIL - STAIRS AT PRIVATE PATIOS
AD.3.3 SCALE: 1:100



3 SECTION @ PATIO STAIRS
AD.3.3 SCALE: 1:100



4 BUILDING HEIGHT DIAGRAM
AD.3.3 SCALE: 1:500

DETAILS OF DEVELOPMENT

DATA	REQUIRED	PROVIDED
ZONING (By-law 2020-047)	RN-6	
GROSS LOT AREA (m²)	3113	
GROSS FLOOR AREA (m²)	11,493.5	
SETBACKS		
Neighbourhood Frontage	3.0-5.0	3.0
Convertible Frontage	1.0-5.0	1.0
SIDE YARD (m)	3.0	3.0
REAR YARD (m)	7.5	3.0
MIN. FRONTAGE (m)	20	77.2
MIN. ENTRANCES (1/15m)		
HICKORY HEMLOCK	3	4
	5	10
NUMBER OF STOREYS	6	6
BUILDING HEIGHT (m)	21.5	21.1
HEIGHT OF FIRST STOREY (m)	4.5	5.2
DENSITY CALCULATION	250 BEDS/ha	652 BEDS/ha
NUMBER OF UNITS	168	
NUMBER OF BEDROOMS	77	203
AMENITY AREA	504+70=574 m²	COMMON INDOOR - 138
3m² / UNIT + 2m² / ADDITIONAL BEDROOM		
30% OF REQUIRED AMENITY TO BE COMMON	30% = 172m²	COMMON OUTDOOR - 210
		BALCONIES - 625
		PRIVATE PATIOS - 148
		TOT: 1121m²
LANDSCAPE AREA (m²)	934.5	952
PARKING REQUIRED (0.2 SPACE / BED)		
ALL SPACES MEET MIN. DIMENSIONS PER 6.1.5.1		
ALL SPACES ARE 'DESIGNED ELEC. VEHICLE PARKING' PER 6.3.1.1		
VISITOR PARKING (0.05 SPACE / BED)	11	11
No. OF BARRIER FREE SPACES OF TOTAL	1 TYPE A and 2 TYPE B	1 TYPE A and 2 TYPE B
TOTAL PARKING	52	57
BIKE PARKING (0.25 / BR)	51	41
TYPE A (VERT. PER 6.6.1)		16
TYPE B (OUTDOOR)		TOT - 57
LOADING SPACE	1 X TYPE A	1 X TYPE A
DRIVEWAY (6.1 - 7.0m WIDTH)	1 PER LOT	1

BUILDING UNITS

FLOOR	STUDIO	1 BED	1 BED + DEN	2BED	UNITS PER FLOOR	BEDS PER FLOOR
BASEMENT						
GROUND (W/ MEZZ)	0	0	1	16	17	33
2ND	2	23	2	3	30	33
3RD	1	24	2	4	31	35
4TH	1	24	1	4	30	34
5TH	1	24	1	4	30	34
6TH	1	24	1	4	30	34
TOTALS	6	119	8	35	168	203

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND REPORT ALL ERRORS AND DISCREPANCIES TO THE CONSULTANT.

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REVISIONS:

NO.:	DATE:	ISSUED:
1	2022.08.30	ISSUED FOR ZBA

LEGEND

	PRINCIPAL ENTRANCE
	SECONDARY ENTRANCES & EXITS
	B.F. PARKING SYMBOL
	B.F. PARKING SIGN
	VISITOR PARKING SGN (SEE SITE PLAN NOTE #4)
	DESIGNED ELECTRIC VEHICLE PARKING SPACE ELECTRIC VEHICLE READY PER WATERLOO ZBL 6.3.1.1
	ELECTRIC VEHICLE PARKING SPACE PER WATERLOO ZBL 6.3.1.2
	VISITOR PARKING SPACE
	LINE CANOPIES ABOVE
	LINE OF STRUCTURED PARKING BELOW
	LINE OF BUILDING SETBACKS
	SIDEWALK TO BE REMOVED

SITE PLAN NOTES:

- GARBAGE SHALL BE STORED WITHIN THE GARBAGE ENCLOSURE.
- IF APPLICABLE, FIRE ROUTE TO BE DESIGNATED BY BY-LAW.
- ALL SNOW STORAGE SHALL BE STORED ON SITE. SURPLUS SNOW SHALL BE REMOVED OFF SITE AT OWNER'S EXPENSE BY PRIVATE REMOVAL SERVICE.
- SIGNAGE IS SUBJECT TO THE CITY OF WATERLOO SIGN BY-LAW AND IS CONCEPTUALLY SHOWN FOR SITE PLAN PURPOSES.
- THE PROPERTY OWNER IS RESPONSIBLE IN THE CITY RIGHT OF WAY REPLACEMENT OR REPAIR COSTS TO CITY STANDARDS.
- ALL SITE LIGHTING SHALL NOT RESULT IN ANY GLARE OR SPILL OVER TO SURROUNDING PROPERTIES OR PUBLIC VIEW.
- ALL ROOFTOP MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEW AND SURROUNDING RESIDENTIAL PROPERTIES.
- LIGHTING SHALL BE FULL CUT OFF LIGHT FIXTURES THAT ELIMINATE GLARE.
- LIGHTING SHALL BE LED OR EQUIVALENT FOR REDUCED ENERGY CONSUMPTION, UNLESS OTHERWISE AGREED TO BY THE CITY.
- ALL SITE PLAN DRAWINGS ARE FULLY COORDINATED WITH LANDSCAPE AND ENGINEERING DRAWING SUBMISSIONS.



MASRI O Inc. ARCHITECTS
101-609 KUMPF DRIVE
WATERLOO, ON, N2V 1K8
PH: 519.579.0072
www.masriarchitects.ca

PROJECT:

267 HEMLOCK STREET WEST, WATERLOO, ON

DCB DEVELOPMENT CANADA INC.

DRAWING TITLE:

SITE PLAN

DATE: 2022.08.29

SCALE: As indicated

DRAWN: BM

STATUS: ZBA

JOB NO.: 2209

DRAWING NO.:

AD.3.3