

PLANNING JUSTIFICATION **REPORT**

ZONING BY-LAW AMENDMENT

18-20 Hickory Street
City of Waterloo

Date:

May 2024

Prepared for:

1000646156 Ontario Ltd.

Prepared by:

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Our File 2430A

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1.0 INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning Limited (MHBC Planning) has been retained by 1000646156 Ontario Ltd. to assist with the planning applications for their properties located at 18-20 Hickory Street (the 'subject lands'), which are located in the City of Waterloo's Northdale Neighbourhood. The purpose of this Planning Justification Report is to provide a planning summary and analysis of the relevant policy framework, planning considerations, and technical studies involved to:

- To establish site specific regulations to permit the proposed 9 townhouse dwellings; and
- To remove the Holding 'H' provision that applies to the subject lands.

The subject lands comprise a total of 0.1065 hectares (1065m²), and currently contain two single-detached dwellings, each with private driveways with access from Hickory Street West. The subject lands are located in close proximity to both the University of Waterloo and Wilfrid Laurier University, and are within the Northdale community, an area with specific Official Plan policies and Zoning regulations to guide community wide intensification.

Specifically, the proposal is to intensify the subject lands by constructing 9 townhouse dwelling units. The proposed development includes outdoor amenity space for the future residents of the building. A driveway is proposed from Hickory Street West, which leads to a parking area with 9 surface parking spaces, including 1 Type 'A' accessible parking space. The parking area also contains 9 bicycle parking spaces.

This Planning Justification Report has been prepared in support of the Zoning By-law Amendment application to permit special provisions and to remove the Holding (H) symbol that applies to the lands. This Report will provide justification for the application, addressing relevant planning policies and regulations applicable to the subject property.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

2.1 Site Description

The subject property includes lands with frontage on both Hickory and Spruce Street. The eastern property line fronts Spruce Street, while the southern property line fronts Hickory Street West. The lands are municipally addressed as 18-20 Hickory Street West. The location of the subject lands is illustrated on **Figure 1**.

The entire site is comprised of approximately 0.1065 hectares (1065m²) and has approximately 36.57 metres of frontage on Spruce Street and 28.82 metres of frontage on Hickory Street West. Spruce Street is considered the front lot line in accordance with the Zoning By-law.

The subject lands are located within the Northdale Neighbourhood, an area of the City that is undergoing transition from primarily post-war single detached residential uses to a vibrant, more intensive, mixed-use community. The Northdale Neighbourhood is located between the University of Waterloo to the west, Wilfrid Laurier University to the south, King Street North to the east and Columbia Street West to the north. The surrounding neighbourhood is characterized by a broad mix of uses, including low, medium and high density residential, academic, commercial and institutional uses.

Columbia Street is a City Arterial road that provides a key east-west link in the City of Waterloo transportation network. Spruce Street provides a connection to Columbia Street travelling north from the subject lands. Additionally, King Street is a Regional Arterial road that provides a key north-south link in the City of Waterloo. Hickory Street provides a connection to King Street travelling east from the subject lands.

The lands are proximate to public transit services as the site is within a short walking distance to bus stops along Columbia Street, King Street and Hazel Street. Several bus routes are serviced from these transit stops including higher order iXpress routes (201 and 202) and several local transit routes that provide access to various parts of the City, including Uptown Waterloo and the Conestoga Mall. The ION Station within the UW campus is located to the west. The transportation network is shown on **Figure 2**.

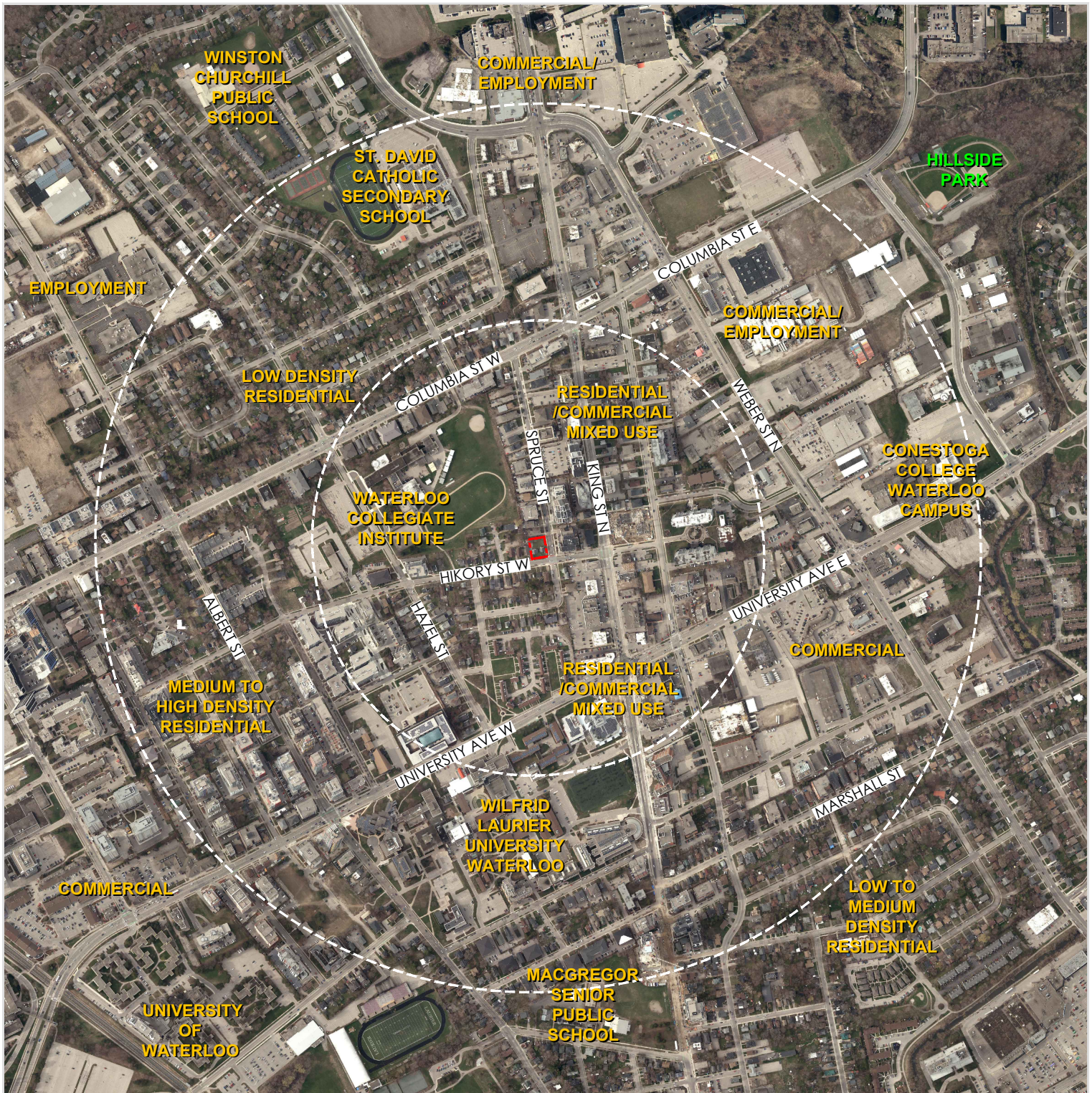


Figure 1:
Location of Subject
Lands and
Surrounding
Context

LEGEND



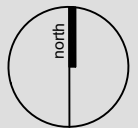
Subject Lands
5 min. & 10 min. Walking Distances
(400m & 800m)

DATE: March, 2024

SCALE: 1: 10,000

FILE: 2430A

DRAWN: PL



K:\2430A 18 & 20 HICKORY ST. W, WATERLOO\IPT\F1_LOCATION & CONTEXT.DWG

18-20 Hickory St. W
City of Waterloo
Region of Waterloo

Source: 2022 Region of Waterloo Satellite Imagery

MHBC PLANNING
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& LANDSCAPE
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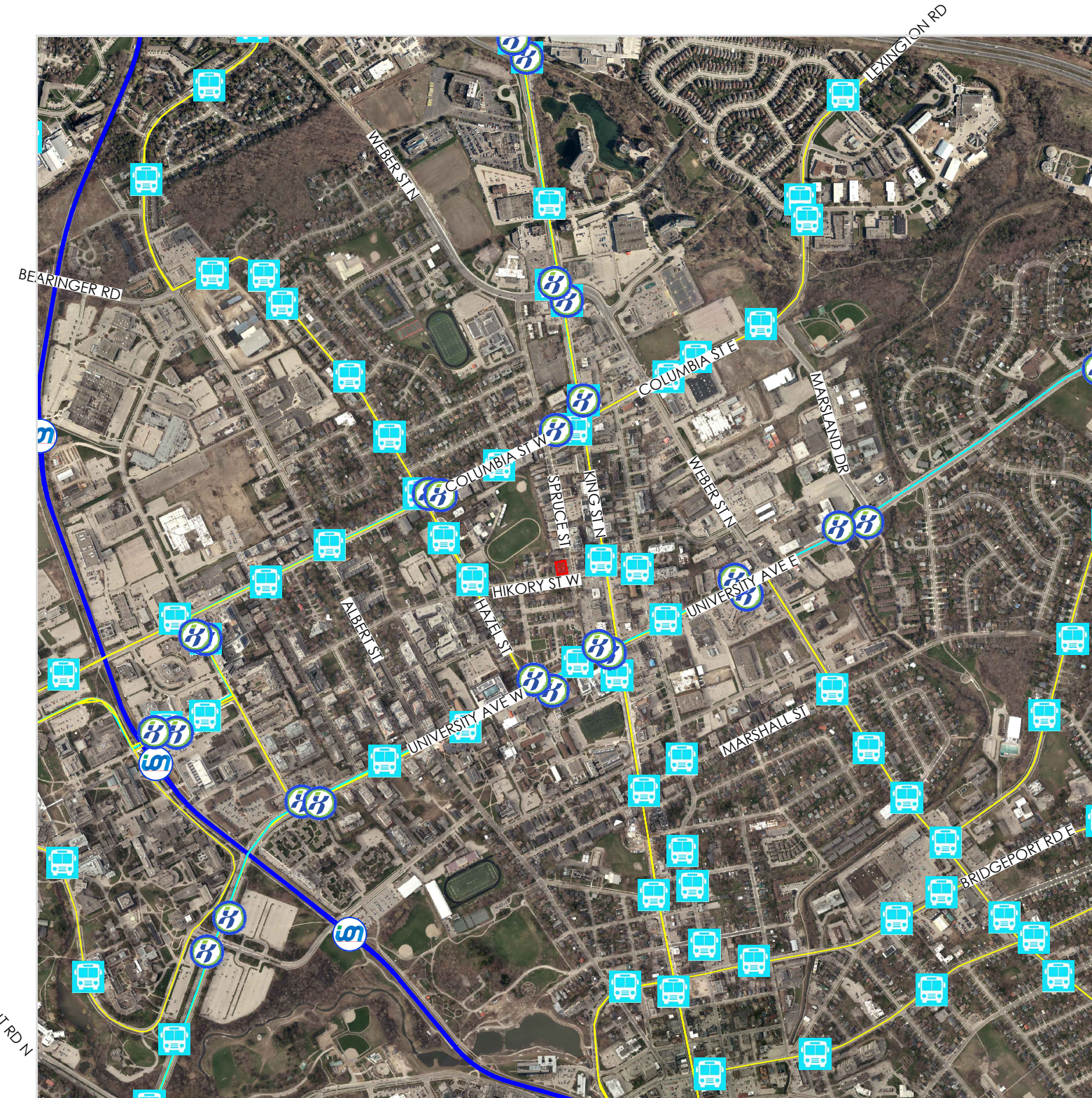


Figure 2:
Transportation
Network

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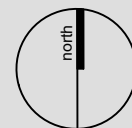
- Subject Lands
- ION routes
- iXpress routes
- GRT routes
- ION ION stops
- iX iXpress stops
- BUS GRT stops

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18-20 Hickory St. W
City of Waterloo
Region of Waterloo

Source: 2022 Region of Waterloo Satellite Imagery

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2.2 Surrounding Land Uses and Site Context

The surrounding land uses include the following, as illustrated on **Figure 1**:

North:	Spruce Street is characterized by multiple apartment buildings along the west side of the street. Waterloo Collegiate Institute is located to the northwest, include the athletic field which is accessed from Hawthorne Street.
West:	To the west of the subject lands are mainly single-detached residential dwellings, many of which were constructed prior to the introduction of the new zoning regulations in Northdale. Further to the west are 4-6 storey residential buildings along Hazel and Hickory Street, and Larch and Hemlock Street further west.
South:	To the south of the subject lands is a mix of development including low-rise development and the commercial plaza at King Street and University Avenue.
East:	Lands to the east are generally developed with high-rise building that either front on Spruce Street or King Street, including a high-rise building directly across the street from the subject lands.

2.3 Pre-Consultation

A pre-application consultation meeting was held on October 17, 2023, to discuss the proposed townhouse development. A list of the technical requirements for the submission of a complete Zoning By-law Amendment Application was provided by the City of Waterloo to support the application.

The following requirements to support the application are listed below:

- Cover letter outlining contents of complete submission;
- Zoning By-law Amendment Application Form;
- Zoning By-law Amendment Fee;
- Permission to Enter Form;
- Owner Authorization Form;
- Zoning Sign Fee Deposit;
- Zoning Sign Fee(s);
- Public Notice Advertising Fee;
- Notice of Source Protection Plan Compliance;
- Property survey or existing conditions plan
- Site plan
- Building elevations
- Floor plans
- Landscape plan
- Vegetation management plan/tree preservation plan

- Grading plan
- Planning justification report
- Urban design brief
- Functional servicing plan/report
- Preliminary SWM report
- Environmental noise study
- Traffic Impact Study/letter
- Environmental site screening questionnaire

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

3.0 DESCRIPTION OF PROPOSAL

The following is a review of the proposed development for 18-20 Hickory Street in Waterloo, Ontario.

3.1 Proposed Development

The proposed development proposes 9 townhouse dwellings oriented to Spruce Street and Hickory Street West, including a mix of 2 and 3-bedroom units totaling 26 bedrooms. Vehicular access is provided from Hickory Street West, leading to a parking area containing 9 surface parking spaces, including 1 Type 'A' accessible space. Additionally, the proposed parking area contains 9 bicycle parking spaces. The proposed site plan is enclosed as **Figure 3**.

The proposed development includes 105 m² of outdoor amenity area located on the corner of Hickory and Spruce Street as well as landscape areas to rear of the 6 units facing Spruce Street. Additionally, each townhouse unit includes a balcony, providing private amenity space. A garbage and recycling storage area is located at the northern property line, situated at the back of the parking lot, sheltering it from view from the street. Building massing has been used to screen the parking area to the extent possible, while still allowing for a driveway entrance. Each townhouse has an entrance from the public sidewalk.

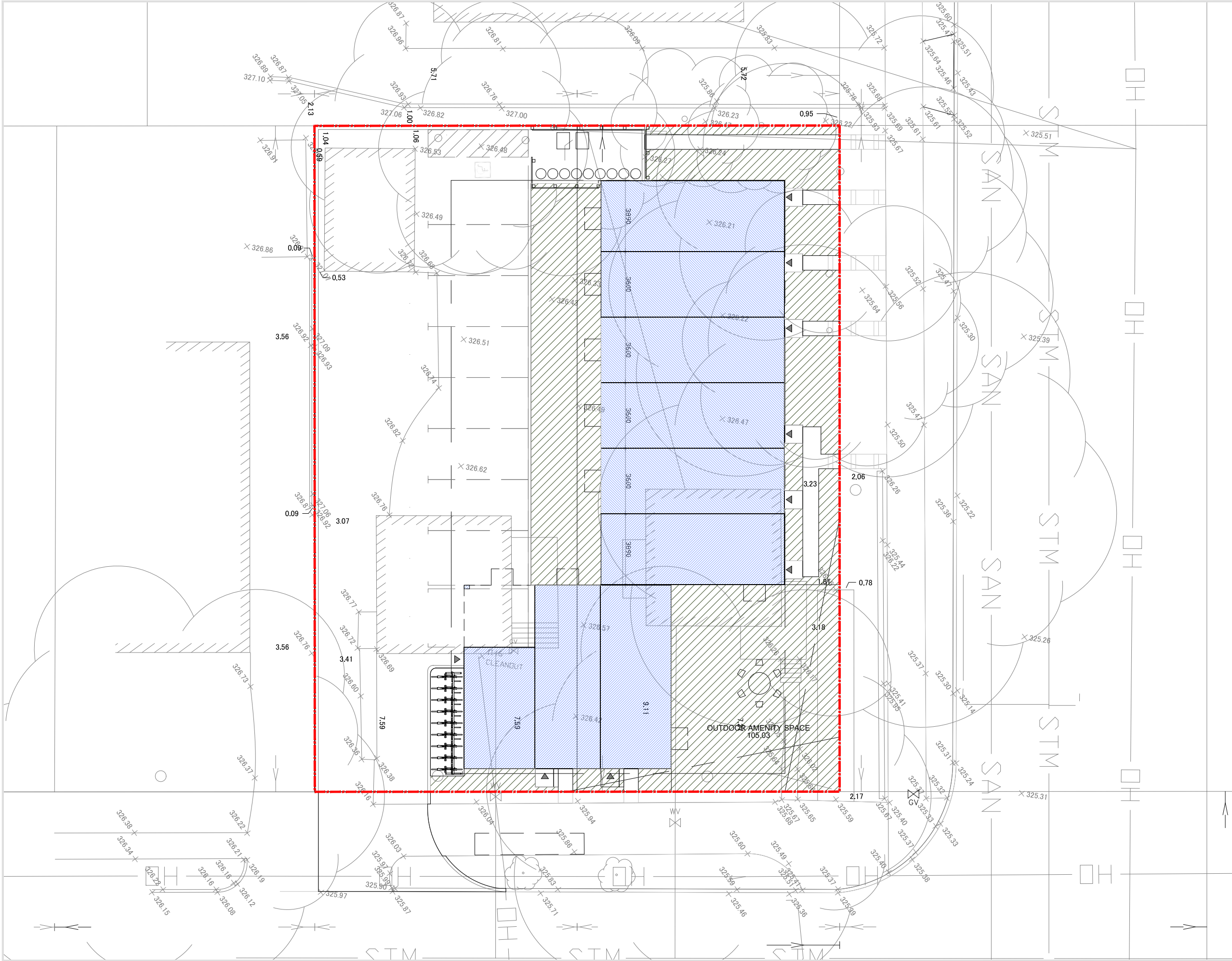


Figure 3:

Site Plan

18-20 Hickory St. W
City of Waterloo
Region of Waterloo

SITE AREA STATISTIC				
AREA LOT	COVERAGE	AREA BUILDING	AREA LANDSCAPE	LANDSCAPE %
1054.19	37.57%	324.89	316.32	30.01%

ZONING STATISTICS

ZONING - RN-6 USE - 9 UNITS TOWNHOUSE			
	REQUIRED	PROVIDED	NOTE
PERMITTED USE	TOWNHOUSE WITH MAX 6 UNITS	9 UNITS TOWNHOUSE	VARIANCE REQUIRED
LOT AREA (MINIMUM)	---	1054.18 SQM	COMPLIES
LOT FRONTAGE (MINIMUM)	5.50 M	32.28 M	COMPLIES
BUILDING AREA		324.89 SQM	COMPLIES
STREET LINE SETBACK (MIN) (SPRUCE ST.)	3.00 M	3.02 M	COMPLIES
STREET LINE SETBACK (MAX) (SPRUCE ST.)		3.02 M	COMPLIES
STREET LINE SETBACK (MIN) (HICKORY ST.)	1.00 M	1.26 M	COMPLIES
STREET LINE SETBACK (MAX) (HICKORY ST.)		1.26 M	COMPLIES
REAR YARD SET BACK	7.50 M	8.20 M	COMPLIES
SIDE YARD SETBACK	3.00 M	3.02 M	COMPLIES
HEIGHT OF FIRST STOREY (MINIMUM)	4.00 M	3.00 M	VARIANCE REQUIRED
BUILDING HEIGHT	21.00 M	13.00 M	COMPLIES
DENSITY	26 BEDROOMS	26 BEDROOMS	0.1051 X 250 = 26.275 COMPLIES
LANDSCAPE AREA	316.25 SQM (30%)	316.32 SQM (30%)	COMPLIES
AMENITY	3 SQM FOR THE FIRST BEDROOM AND 2 SQM FOR EACH ADDITIONAL BEDROOM IN THE DWELLING UNIT OR 61 SQM	105.03 SQM	COMPLIES
PARKING SPACE	9 SPACE	9 ONGROUND PARKING	1 PER UNIT COMPLIES
VISITOR PARKING	0 SPACE	N/A	N/A
BICYCLE PARKING	9 SPACE	9 SPACE	1 PER UNIT COMPLIES
NUMBER OF DRIVEWAYS PER LOT (MAX.)	1	1	COMPLIES
NUMBER OF MAIN BUILDINGS PER LOT	MORE THAN 1 PERMITTED	1	COMPLIES
PARKING AREA (CONFIGURATION)	PROHIBITED IN FRONT OR FRANKAGE LOT	PARKING IN REAR YARD	COMPLIES
ACCESSIBLE PARKING	1 TYPE A	1 TYPE A	COMPLIES

Note:

- Site plan from Kozlowski Architect (October, 2023)

DATE:	March 2024
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4.0 PLANNING ANALYSIS

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

4.1 Provincial Policy Statement, 2020

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

The subject lands currently contain two existing detached dwellings, with existing municipal services. The redevelopment of the subject lands will make more efficient use of land and services within the Urban Area. The lands are also well served by the Regional and City transportation networks. The proposed development will make optimal use of the site and provide for a mix of housing in the Northdale neighbourhood that will provide housing choice for the surrounding community, both students and non-students.

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

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

The PPS promotes healthy living and safe communities which are sustained by promoting efficient development and land use patterns, and accommodating an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs. The development will contribute to the mix of residential uses and housing choice in the Northdale neighbourhood and the City of Waterloo by provide new townhouse units in an area that includes multiple apartment buildings.

The proposed development will utilize existing services and infrastructure, which is consistent with the PPS objective for efficient development patterns that optimize the use of land, resources and public investment in infrastructure. The PPS also encourages the integration of land use planning and transit-supportive development, infrastructure planning with the goal of achieving cost-effect development patterns that optimize transit investments and minimize land consumption and servicing costs. The proposed townhouse development is within close walking distance to a number of bus stops and the University of Waterloo ION station that provides connections across the City of Waterloo and Kitchener.

Section 1.1.3 Settlement Areas

The PPS policy 1.1.3.1 states that “Settlement Areas” shall be the focus of growth and development, and their vitality and regeneration shall be promoted. The subject lands are located within the City’s Built-Up Area within the Urban Area as delineated on Map 3a of the Region of Waterloo Official Plan, which is considered a ‘Settlement Area.’

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

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

The proposal is for redevelopment of an existing site, with existing roads, services and transit service which makes more efficient use of land and services. The proposed development will intensify the use of the subject lands, by making more efficient use of the lands, consistent with provincial and municipal planning objectives. The development also includes large, landscaped areas which will assist in ensuring new vegetation can be accommodated. The proposed development is within walking distance of a number of bus stops and the ION Light Rail Transit station within the UW campus, promoting transit-supportive development.

Section 1.4.3 Housing

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

The proposed redevelopment supports residential intensification. The redevelopment of two existing detached dwellings with 9 unit townhouse dwellings represents a more efficient use of land, resources and infrastructure. The proposed development offers a mix of two bedroom unit and three bedroom units in a compact housing form. While the Northdale neighbourhood attracts a large number of students, these units will be desirable to a range of residents given their location in close proximity to many commercial and employment uses along King and Columbia Street, and University Avenue. The lands are also well supported by existing transit (including iXpress and ION) and active transportation.

Section 1.6.7 Transportation Systems

This PPS promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. The proximity of the site to transit services, including iXpress and the UW ION Station, which together provide access throughout Waterloo and into Kitchener further support the proposed development. Future residents will have many nearby amenities and commercial services that can be accessed without use of a vehicle, further reducing impacts on the surrounding road network.

In consideration of the above, in our opinion, the proposed Zoning Amendment is consistent with the Provincial Policy Statement (2020).

4.2 Growth Plan for the Greater Golden Horseshoe, 2020

Pursuant to the *Places to Grow Act, 2005*, the Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) was approved and first came into effect on June 16, 2006. The current version of the Growth Plan came into effect in August 2020 and applies to the Greater Golden Horseshoe (which includes the City of Waterloo). The Growth Plan establishes a vision for the Greater Golden Horseshoe based on the principles of: building compact, vibrant and complete communities; economic competitiveness; protecting natural heritage resources and employment areas; wise use of land and resources; optimizing infrastructure and transit and directing growth to and intensifying existing Built-up Areas. The *Planning Act* requires that decisions respecting planning matters conform to the Growth Plan.

The Growth Plan identifies a planned structure for the area known as the Greater Golden Horseshoe. The Plan directs growth to Settlement Areas, with a specific focus on Strategic Growth Areas, including Urban Growth Centres and Major Transit Station Areas.

The subject lands are designated ‘Built Up Area’ on Map 3a –Urban Area of the Growth Plan and within a Major Transit Station Area, as identified in the City and Regional Official Plans.

Section 2.2.1 Managing Growth

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

- a) The vast majority of growth will be directed to settlement areas that:
 - i) have a delineated built boundary,
 - ii) have existing or planned municipal and wastewater systems; and
 - iii) can support the achievement of complete communities.
- c) Within settlement areas, growth will be focused in:
 - i) delineated built-up areas;

- ii) strategic growth areas;
- iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
- iv) areas with existing or planned public service facilities.

The subject lands are located within the 'Built Up Area' in the Urban Area as delineated on Map 3a of the Region of Waterloo Official Plan, as well as a Major Transit Station Area (MTSA). The Built-Up Area and MTSA are to be a focus area for growth. The redevelopment of the subject lands will result in the more efficient use of the lands, replacing two detached structures, with a townhouse block consisting of 9 dwelling units, and 26 bedrooms.

Section 2.2.1.4 states that applying the policies of the Growth Plan will support the achievement of complete communities. Complete communities feature a diverse mix of uses, including residential and employment, and convenient access to local stores, services and public service facilities. The proposed development will assist in contributing towards a complete community, by providing housing choice in an area that has significant commercial and employment uses within walking distance.

Section 2.2.2 Delineated Built-up Areas

Section 2.2.2 states that, by the time the next municipal comprehensive review is approved and in effect, the Region of Waterloo will be subject to a minimum intensification target of 50% - meaning the development of lands within the delineated Built-Up Area. The subject lands are located within the delineated Built-Up Area and will assist the City and Region in achieving the Growth Plan targets.

Section 2.2.4 Transit Corridors and Station Areas

Section 2.2.4 provides policy direction, and minimum density targets for lands with Major Transit Station Areas. The Northdale neighbourhood is located within an identified Major Transit Station Area, for which the Growth Plan identifies a minimum density target of 160 persons and jobs per hectare. The density is measured across the entire Major Transit Station Area. The proposed development will contribute towards the overall objective of achieving a minimum density of 160 persons and jobs per hectare within the transit station area.

Development within Major Transit Station Areas should be planned to be transit supportive and provide a diverse mix of uses and residential units. The proposed development is within short walking distance to a number of bus stations and ION Light Rail Transit stations located at the University of Waterloo and Waterloo Park. The townhouse development will contribute to the wide range of housing types located within the Northdale community.

In summary, in our opinion, the proposed Zoning By-law Amendment conforms to the Growth Plan for the Greater Golden Horseshoe, 2020.

4.3 Regional Official Plan, 2015

The Region of Waterloo's Official Plan (ROP) was approved by the Ministry of Municipal Affairs and Housing, with modifications, on December 22, 2010 and approved with amendments by Oral Decision of the Ontario Municipal Board on June 18, 2015.

4.3.1 Urban Areas and Urban Growth Centres

The subject lands are located within the Urban Area of the City of Waterloo (please see **Figure 4**). Section 2.B of the Plan indicates that the lands included within the Urban Area are intended to accommodate the majority of the Region's growth, with a substantial portion directed to the existing Built-up Area through re-urbanization. Focal points for re-urbanization include the Urban Growth Centres, Major Transit Station areas, Re-urbanization Corridors and Major Local Nodes. These focal points will make better use of existing urbanized land and infrastructure and reduce development pressure on farmland and other sensitive areas.

Section 2.D.1 of the ROP sets out general development policies for the Urban Area. In summary, development occurring within the Urban Area is to be planned and developed in a manner that: supports the Planned Community Structure; is serviced by a municipal drinking-water supply system and a municipal wastewater system; contributes to the creation of complete communities with development patterns, densities and a mix of land uses that supports walking, cycling and the use of transit; protects the natural environment; conserves cultural heritage resources; and respects the scale, physical character and context of established neighbourhoods where re-urbanization is planned to occur.

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

- The subject lands will result in the re-urbanization of lands located within a Major Transit Station Area, which is planned to accommodate intensification;
- The proposed development will contribute to a pedestrian friendly environment by locating the buildings along both Spruce and Hickory Street with the inclusion of pedestrian connections to both streets;
- The proposed development supports the use of transit as the subject lands are well-located with respect to existing Grand River Transit bus routes, including iXpress, and within walking distance of the UW or Laurier-Waterloo Park ION Station;
- The proposed development will benefit from convenient access to community open space, including a new park at the corner of Hickory and Hemlock Streets within close walking distance.

4.3.2 Transit Oriented Development

As the subject lands are located within an identified Major Transit Station Area, the Transit Oriented Development policies of the ROP apply. Section 2.D.2 of the ROP sets out specific Transit Oriented Development ("TOD") provisions to be considered in the review of a development application on or near existing or planned rapid transit. These policies ensure that development addresses the following objectives:

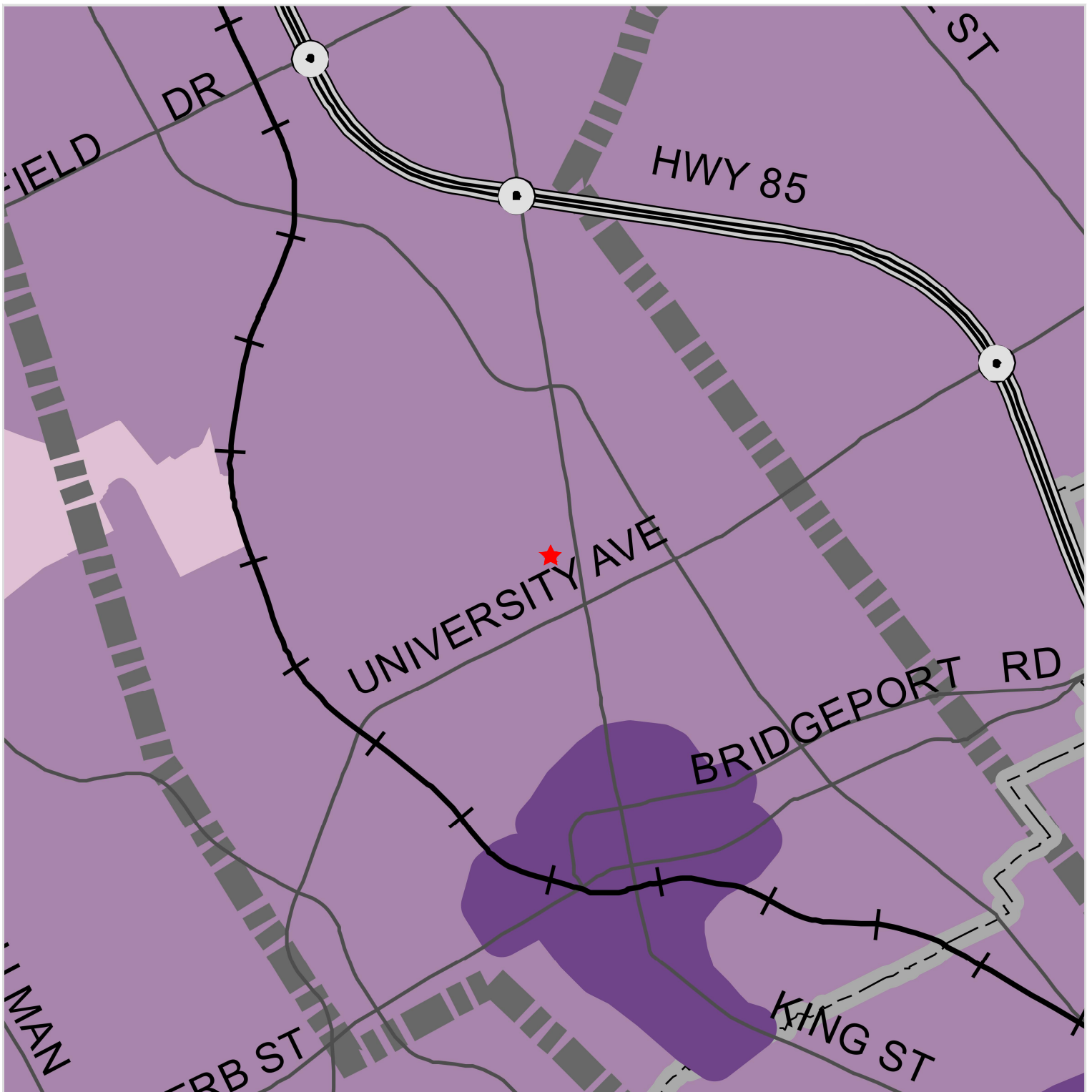


Figure 4:
**Region of Waterloo
 Official Plan Map 3a
 - Urban Area**

18-20 Hickory St. W
 City of Waterloo
 Region of Waterloo

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★ Subject Lands

Urban Area

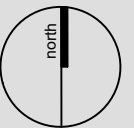
-  Built-Up Area*
-  Urban Designated Greenfield Areas
-  Prime Industrial/Strategic Reserve (Served)
-  Urban Growth Centres
-  Reurbanization Corridors **
-  Major Transit Station Areas **
-  Central Transit Corridor Environmental Assessment Study Area
-  Planned Highway 7

DATE: March, 2024

SCALE: 1: 25,000

FILE: 2430A

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- Creates an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed-use development;
- Supports a more compact urban form that locates the majority of transit supportive uses within a comfortable walking distance of the transit stop;
- Provides an appropriate mix of land uses that allows people to walk or take transit to work and provides for a variety of services and amenities;
- Promotes medium and higher density development as close as possible to the transit stop; fosters walkability by creating pedestrian-friendly environments; and
- Supports a high quality public realm to enhance the identity of the area and create gathering points; and provides access from various transportation modes to the transit facility.

The proposed development will result in residential uses within walking distance of the UW and Laurier-Waterloo Park ION Stations and multiple GRT bus stations. Convenient pedestrian connections to the municipal sidewalk on Hickory Street and Spruce Street will also be provided on the site to ensure future residents enjoy safe access to transit stops on Columbia Street, King Street and Hazel Street. Pedestrian access to the ION Station is provided via Columbia Street or University Avenue to the UW campus or Waterloo Park station. Further, the subject lands are located in a mixed-use area of the City so future users of the site will have the option to walk or cycle to a range of destinations, including commercial, employment and institutional uses. Accordingly, in our opinion, the proposal is consistent with the aforementioned TOD objectives.

4.3.3 Livability in Waterloo Region

The Region of Waterloo identifies objectives which will contribute to enhancing livability within the Region with the overall goal to create vibrant urban and rural places. Among these objectives include planning for an appropriate range and mix of housing choices for all income groups and increase transportation opportunities for pedestrians, cyclists and transit users.

The proposed townhouse development contributes to providing an appropriate mix of housing choices within the Northdale Neighbourhood. The Northdale Neighbourhood includes a diverse population including both students and non-students. The proposed development offers an alternative housing option for both students and non-students. Additionally, the proposed development is located within a Major Transit Station Area, with access to public transit and active transportation connections throughout the neighbourhood.

4.3.4 Region of Waterloo Official Plan Summary

In consideration of the above, in our opinion, the Zoning By-law Amendment conforms to the Regional Official Plan.

4.4 City of Waterloo Official Plan, 2012

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

- Schedule A – Land Use Plan: Low Density Residential
- Schedule A6 – Specific Provision Areas: SPA 45
- Schedule B1 – Height and Density: Low Density, 6 storeys
- Schedule A45a-Street Frontage Areas and Streetscape Elements:
 - Street Hierarchy:
 - Green Street (Hickory Street) and Residential Street (Spruce Street)
 - Street Frontage Areas:
 - Convertible Frontage Area (Hickory Street) and Neighbourhood Frontage Area (Spruce Street)
- Schedule J – Major Transit Station Areas

4.4.1. City of Waterloo Low Density Residential (Northdale)

The subject lands are designated Low Density Residential on Schedule 'A' to the City of Waterloo Official Plan (please see **Figure 5**). Schedule B1 designates the lands as "Low Density, 6 storeys.", as they are located within Northdale. The Low Density Residential (within Northdale) designation permits low to mid-rise development, including townhouses, with a maximum density of 250 bedrooms per hectare. The proposed townhouse development has proposed density of 248 bedrooms per hectare and at 3.5 storeys, is well below the permitted height.

4.4.2 Northdale Specific Provision Area 45 Policies

The Official Plan includes specific policies for the Northdale neighbourhood, which are intended to implement the findings and recommendations of the Northdale Land Use and Community Improvement Plan Study. The specific policies apply to the Northdale neighbourhood in its entirety, which is bounded by Columbia Street West, King Street North, University Avenue West and Phillip Street.

Northdale is a neighbourhood in transition and is anticipated to accommodate a significant portion of the City's future growth in the form of infill and intensification, specifically because of its central location within the City, excellent access to the City's two universities and college, the Major Node at King and University and as part of a Major Transit Station Area (UW ION Station). The Official Plan envisions that the area will become a complete neighbourhood, accommodate a diverse demographic, with a range of land uses, housing types and other uses. The area is intended to be supported by a network of pedestrian-oriented streets and pathways, cycling facilities that are supportive of active transportation and increased densities. The vision for Northdale is accompanied by 10 principles, and preferred neighbourhood elements which are discussed in the associated Urban Design Brief.

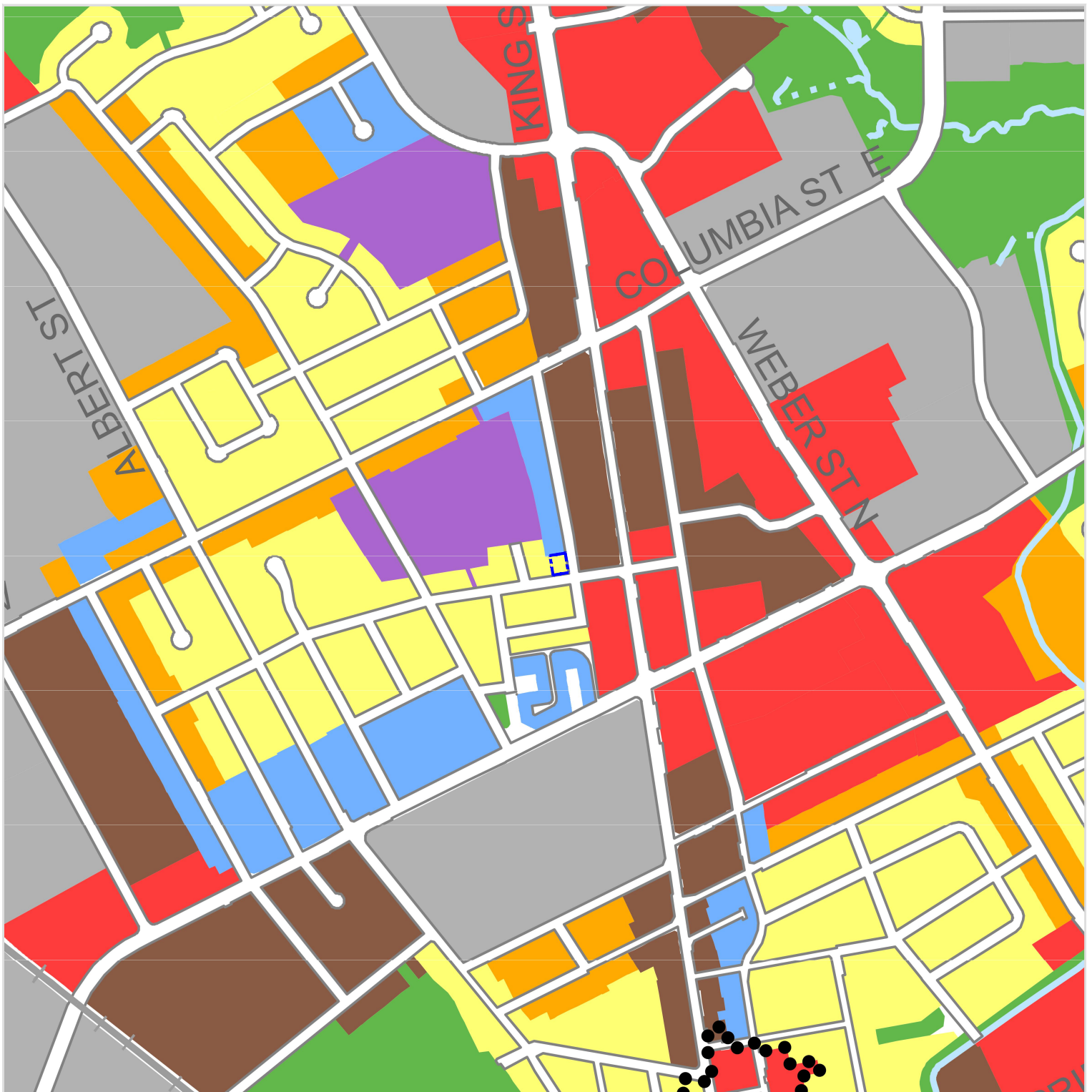


Figure 5:
City of Waterloo
Official Plan
Schedule A - Land
Use Plan

18-20 Hickory St. W
 City of Waterloo
 Region of Waterloo

LEGEND



Subject Lands

Land Use Designations

- Low Density Residential
- Mixed-Use Medium Density Residential
- Mixed-Use Medium High Density Residential
- Mixed-Use High Density Residential
- Commercial
- Employment
- Major Institutional
- Open Space
- Rural

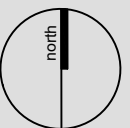
Uptown Waterloo
Urban Growth
Centre

DATE: March, 2024

SCALE: 1: 10,000

FILE: 2430A

DRAWN: PL



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The proposed development supports the policies of the Northdale Neighbourhood by proposing a 9-unit townhouse block that complements the existing housing forms, while offering choice in recognition of the significant new supply of apartment dwelling units. The townhouse development will contribute to the diversity of housing options for both students and non-students. The proposed townhouse development will provide direct sidewalk access to Hickory and Spruce Street from the townhouse units, supporting a pedestrian friendly community.

4.4.3 Street Typologies and Street Frontage Areas

The Northdale Specific Provision Area policies identify a hierarchy of streetscapes to enhance public streets and rights-of-way. Schedule A45a (Street Frontage Areas and Streetscape Elements) designates Hickory Street as a Green Street and Spruce Street as a Residential Street, as shown on **Figure 6**.

Hickory Street – Green Street

Green streets will be designed to give priority to pedestrian circulation and adjacent open space connections with an aim to increase public open space within Northdale. Key design features include wide sidewalks, differentiated paving patterns that emphasise pedestrian realm, consistent street tree establishment and pedestrian scale lighting.

The proposed development is orientated towards both Hickory and Spruce Street, with pedestrian entrances connecting to the sidewalk on both streets. Other elements of the streetscape would form part of the municipal right of way.

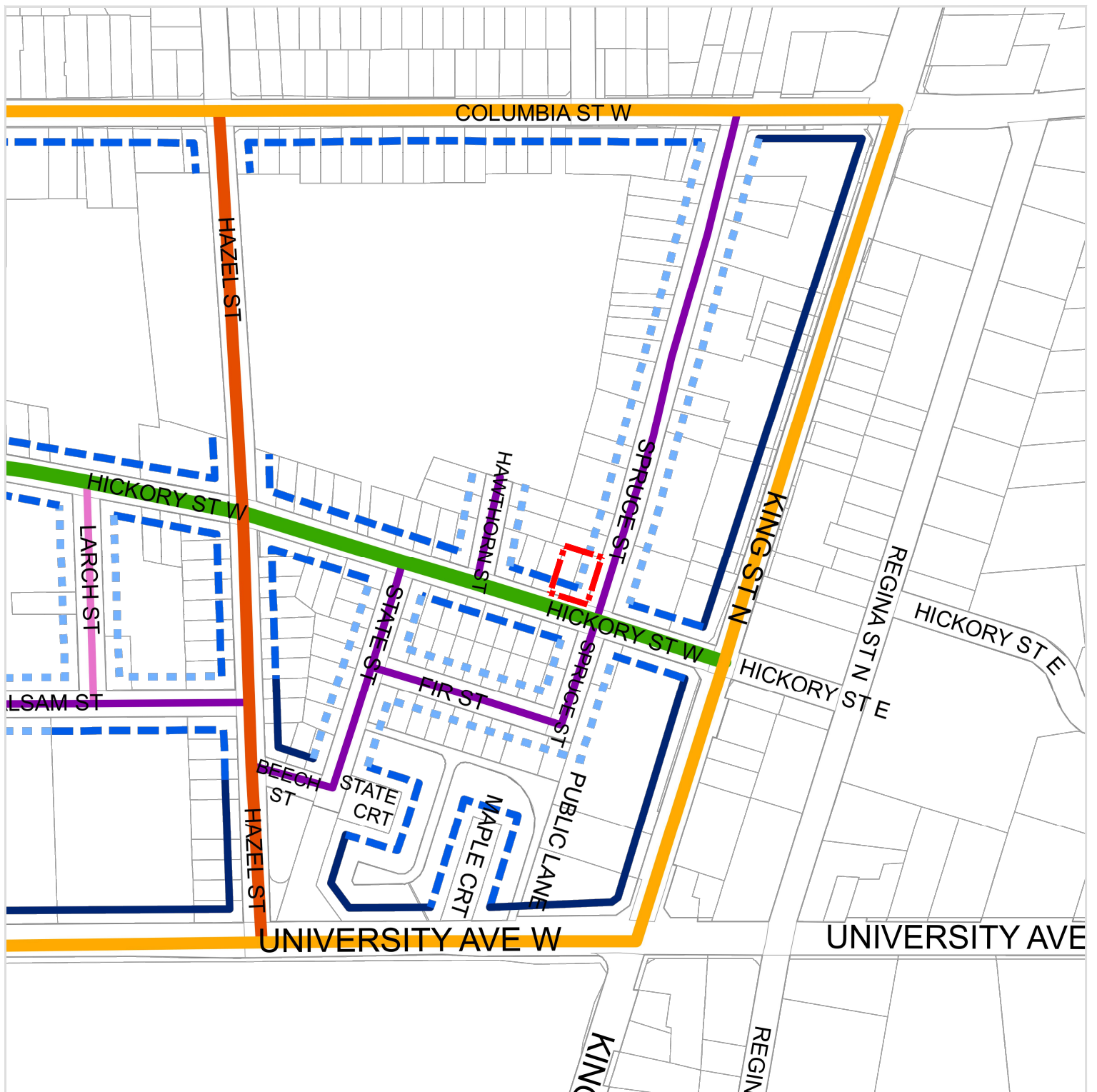
Spruce Street - Residential Street

Residential streets will be designed to retain or enhance the residential character, with a more intimate streetscape scale. Key design features will include traffic calming measures, different paving patterns to emphasize pedestrian realm at crossings and intersections, consistent street trees, integrated stormwater management and pedestrian scale lighting.

The proposed development is oriented to both streets, with pedestrian entrances facing the public realm on both Hickory and Spruce Street. Sidewalks are available on both fronting streets and the design ensures a clear pedestrian connection from the sidewalk to the building. Other elements of the streetscape would form part of the municipal right-of-way.

Convertible Frontage Area (Hickory Street)

For development proposed on lands identified as having a “convertible frontage”, notwithstanding the permitted uses in the applicable land use designation, the ground floor shall be planned and designed to accommodate a range of non-residential uses for the future, by providing taller ground floors and larger window areas and entrances. In this case, the planned low-rise built form, which is permitted in the Official Plan and Zoning By-law is not conducive to ground floor commercial uses. Notwithstanding this, the lands



are located in very close proximity to both King Street and University Avenue, which contains numerous commercial uses within walking distance of the lands.

Neighbourhood Frontage Area (Spruce Street)

For lands with a Neighbourhood Frontage, dwelling units located at grade shall provide direct access to the street from the main dwelling unit entrance. Buildings should be appropriately setback and provide sufficient space for landscaping and provide windows to provide street overlook. The proposed development provides pedestrian entrances to the fronting streets at grade level. Appropriate setbacks are provided to ensure sufficient space is available for landscaping. Additionally, 105 m² of outdoor amenity space is proposed on the corner of Hickory and Spruce Street.

4.4.4 University of Waterloo Major Transit Station Area

The subject lands are located within the University of Waterloo Station Area (please see **Figure 7**). Section 3.8 of the Official Plan contains the policies for development within Station Areas. Major Transit Station Areas are planned to achieve a gross density target of 160 persons and jobs per hectare by 2041. This will be achieved by, amongst other matters:

- Accommodating a mix of transit supportive land uses that create both origins and destinations for transit users;
- Becoming focal points for active transportation networks, with connections to other destinations;
- Support the unique character of each of the station areas and create attractive places for working, learning, living and recreation;
- Stimulate new investment and promote economic development by encouraging job growth and commercial vitality;
- Support place-making through public and private realm improvements, public art, new open spaces and enhanced amenity.

The proposed development will contribute towards achieving the minimum density target for the station area. Furthermore, the pedestrian focused design, which provides street access from each unit will assist in providing connections to the surrounding transit and active transportation networks. The proposed development is in a location which provides future residents with the option to use the ION network to reach key destinations in Kitchener and Waterloo.

In summary, in our opinion, the proposed Zoning By-law Amendment conforms to the City of Waterloo Official Plan.

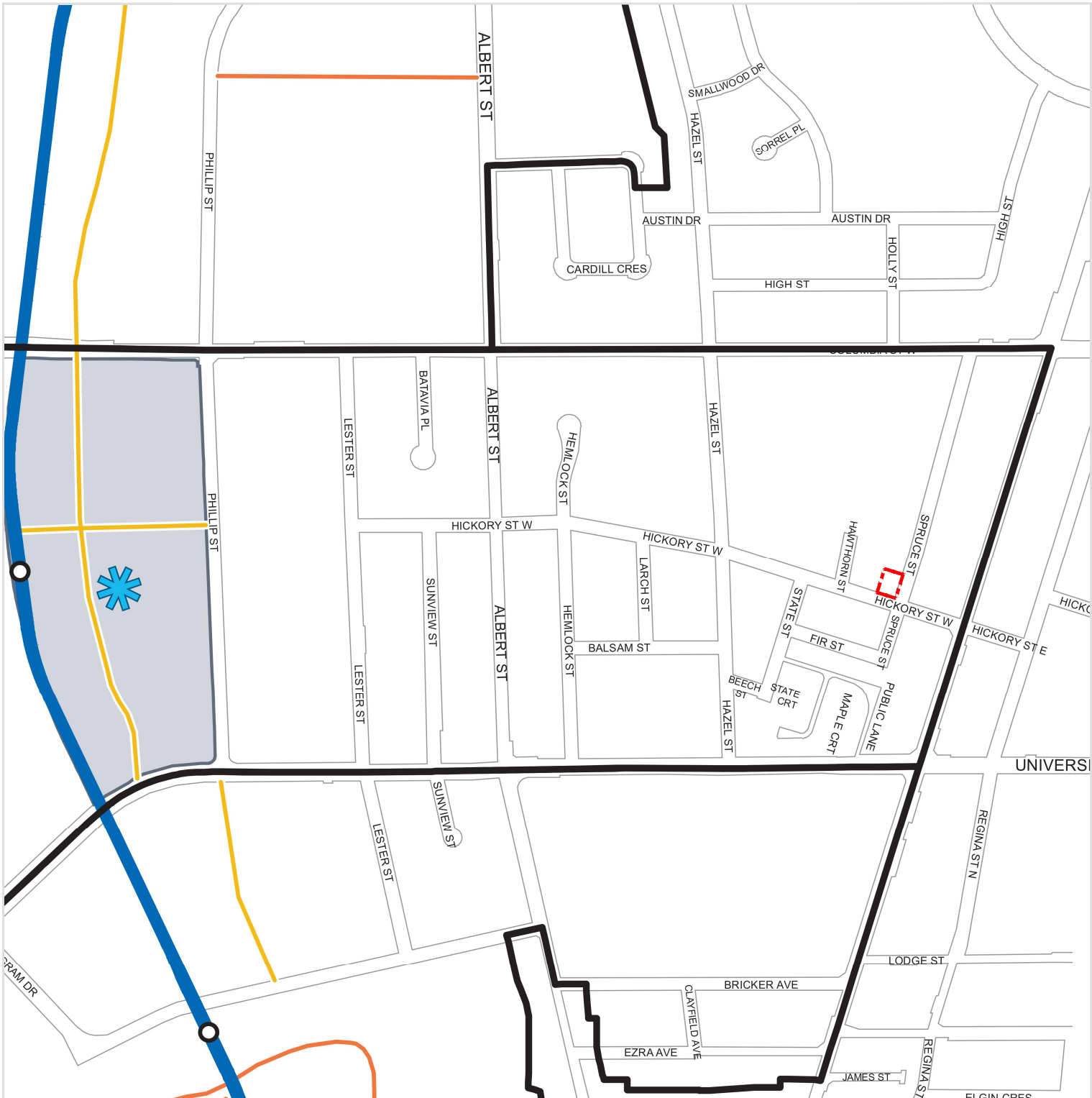


Figure 7:
**City of Waterloo
 Official Plan
 Schedule J4:
 University of
 Waterloo Station
 Area**

18-20 Hickory St. W
 City of Waterloo
 Region of Waterloo

LEGEND

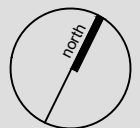
- Subject Lands
- ION Rapid Transit Station
- ✱ Potential Priority Public Space
- ION LRT
- Active Transportation Connection
- Potential Priority Connection
- Station Area Boundary
- Area A
- Area B

DATE: March, 2024

SCALE: 1: 800

FILE: 2430A

DRAWN: PL



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4.5 City of Waterloo Zoning By-law 2018-050

The City of Waterloo approved a new Zoning By-law in September 2018 (By-law 2018-050). The subject lands are zoned (Holding) Residential Northdale-Six ((H)RN-6) (please see **Figure 8**). The majority of the other properties on Hickory Street are also zoned RN-6 (with or without a Holding provision). On Spruce Street, many of the other properties are zoned RN-12 or RN-6.

The RN-6 zone permits a variety of residential uses including townhouse, stacked townhouse and apartment dwellings. The proposed townhouse building is a permitted use.

The following table summarizes the regulations of the RN-6 zone, and whether the proposed development complies with the regulation. Regulations where an amendment to the By-law is required are noted in **bold**.

Regulation	Required in RN-6 Zone	Proposed
Minimum Lot Frontage	5.5 metres	36.57 metres (Spruce St)
Minimum Lot Area	N/A	1,054.18 square metres
Street Line Setback (minimum)	Convertible Frontage (Hickory Street) – 1 metres	Hickory Street – 1.675 metres
	Neighbourhood Frontage (Spruce Street) – 3 metres	Spruce Street – 3.435 metres
Street Line Setback (maximum)	Convertible Frontage (Hickory Street) – 75% of the Street Line Building Façade within 5 metres of the Street Line	Hickory Street – 100% * we note that the 9 units are technically connected and an interpretation of the Bylaw may be such that a the south facing wall of the last unit facing Spruce Street forms part of the Hickory Street façade – if this is the interpretation, a site specific regulation would be required.
	Neighbourhood Frontage (Spruce Street) – 6 metres	Spruce Street – 3.435 metres * we note that the east facing wall of the first unit facing Hickory Street technically forms part of the building facing Spruce Street – if this is the interpretation, a site-specific provision will be required.
Side Yard Setback (minimum)	3 metres	3.026 metres
Rear Yard Setback (minimum)	7.5 metres	8.202 metres

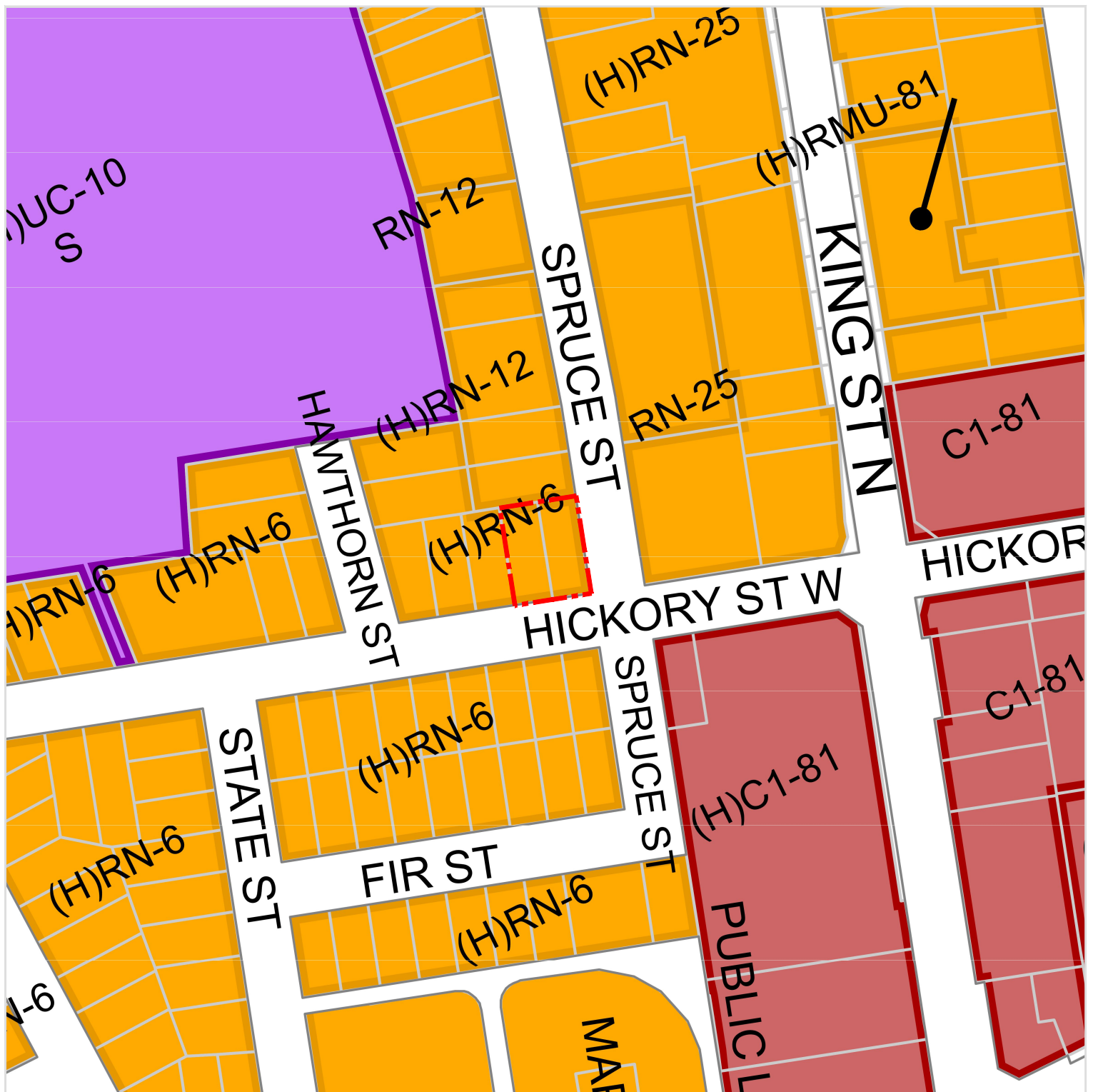


Figure 8:
City of Waterloo
Zoning By-Law
Zoning Map
Schedule A

18-20 Hickory St. W
 City of Waterloo
 Region of Waterloo

LEGEND

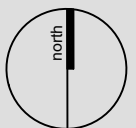
- Subject Lands
- RN Residential Northdale
- RMU Residential Mixed-Use
- UC University College
- C1 Mixed-Use Community Commercial
- (H) Holding

DATE: March, 2024

SCALE: 1: 2,000

FILE: 2430A

DRAWN: PL



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Regulation	Required in RN-6 Zone	Proposed
Height of the First Storey (minimum)	4.0 metres	3.0 metres
Building Height (maximum)	21.5 metres	13.0 metres
Density (maximum)	250 bedrooms per hectare	248 bedrooms per hectare
Number of First Storey entrances to the Building (minimum)	1 per dwelling unit	1 per dwelling unit
Amenity Area (minimum)	3 square metres for the first bedroom and 2 square metres for each additional bedroom in the dwelling unit. Total = 61 m ²	105 m ²
Landscape Open Space (minimum)	30% 316.25 m ²	30% 316.32m ²
Residential Parking Spaces (minimum)	1 per dwelling unit (9 required)	9 spaces
Visitor Parking Spaces (minimum)	none	N/A
Accessible Parking Spaces (minimum)	1 Type 'A' Accessible Parking Space	1 Type 'A' Accessible Parking Space
Bicycle Parking Spaces (minimum) (section 6.6.2 shall not apply)	1 per dwelling unit (9 required)	9 spaces
Number of driveways per Lot (maximum)	1	1
Number of main Buildings per Lot (maximum)	More than one (1) permitted	complies

4.5.1 Site Specific Regulations

The proposed development requires a Zoning By-law Amendment to permit Site Specific Regulations in the Residential Northdale Six (RN-6) zone. The following site-specific regulations are requested:

Regulation	Required in RN-6 Zone	Proposed
Townhouse Building	Residential Building Containing three (3) to six (6) dwelling units	Nine (9) dwelling unit townhouse block although the units have been designed to appear as a block of 3 and a block of 6
Height of First Storey (minimum)	4.0 metres	3.0 metres

Regulation	Required in RN-6 Zone	Proposed
Spruce Street (maximum setback)	6 metres	A portion of the building technically is 9.242 metres from the Spruce Street lot line. The design of the building is such that the units facing Hickory Street are attached to the units facing Spruce Street – out of an abundance of caution, we are noting this setback
Hickory Street (minimum % of the building façade within 5 metres of Street Line)	75%	66% - for the same reason noted above – technically, the outside wall of townhouse unit #6 faces Hickory Street and is more than 5 metres from the Hickory Street lot line

4.5.2 Ground Floor Height

As discussed, the lands are planned for townhouse dwellings, which by their nature are not designed as mixed-use buildings. There are amply mixed-use buildings in the immediate area, as well as multiple commercial developments within a short walk along King Street and University Avenue. In our opinion, requiring a 4.0 m high ground floor is not necessary to establish an appealing townhouse dwelling.

4.5.3 Number of Units in a Block

The Zoning By-law limits townhomes to 3 to 6 units in a Block and the proposed 'building' contains 9 units. The design has intentionally situated 3 of the units facing Hickory Street and 6 of the units facing Spruce Street. In this regard, in our opinion, although a technical amendment is required, the development achieves the intent of the regulation.

4.5.4 Street Line Setbacks

As discussed above, there are two setbacks for the building that may require site specific regulations, depending on the interpretation/application of the By-law. Out of an abundance of caution, we are proposing that they be recognized, if required. More specifically, these relate to:

1. The maximum setback from Spruce Street; and
2. The minimum building façade % requirement along Hickory Street.

The Bylaw regulates both the minimum and maximum setback from Spruce Street. The project complies with the minimum setback in that the building is 3.4 metres from the Street Line (the minimum setback is 3 metres). The maximum setback is 6 metres. The building also complies with this requirement, in that the entirety of the Spruce Street facing façade, which contains Units 1-6 is less than 6 metres from the Street Line. However, as the Hickory Street facing units are partially attached to the Spruce Street facing units, the east facing façade of townhouse Unit 7 may be interpreted to be part of the 'building' facing Spruce Street and subject to the same setback maximum as Units 1-6. If that is the interpretation, the building would not comply, as that wall is 9.25 metres from the Spruce Street lot line. In our opinion, this would only be a technicality if required, as the units that are intended to address Spruce Street all comply with the Bylaw.

Similarly, Hickory Street has a regulation related to maximum setback. The Bylaw requires that 75% of the façade be located within 5 metres of the Hickory Street lot line. In this case, all of the Flankage Façade (Units 1-3) is located within 5 metres of the Hickory Street lot line – as such, the project would comply. However, if the south facing wall of Unit 6 is interpreted to be part of the Flankage Building Façade, that part of the wall is more than 5 metres from the Hickory Street lot line, reducing the overall percentage from 100% to 66% (total façade length 17.487 m – Hickory portion is 11.68 m).

In both cases the intent of the Bylaw is met – the building is located close to both streets and the building addresses both streets.

4.5.5 Lifting of the Holding (H) Provision

The following table analyzes the required criteria for the removal of a Holding provision as outlined in Section 7.11.17 of the RN-6 Zone.

CRITERIA	SATISFIED
a) Verification of sufficient servicing capacity (water, sanitary and stormwater) to fully service the lot and development thereon.	Functional Servicing Brief prepared by K Smart Associates Ltd confirms there is sufficient capacity to accommodate the development.
b) Verification of sufficient transportation capacity and transportation infrastructure within the surrounding road network affected by the development and or use of the lot.	Traffic Assessment Letter prepared by Julia Salvini confirms the traffic generated can be accommodated by the surrounding road network.
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 of the lands and the City.	N/A
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	Site Plan approval is not required in accordance with the Planning Act. The submitted Urban Design Brief demonstrates the development is consistent with the City's guidelines.

CRITERIA	SATISFIED
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.	N/A

In summary, the criteria required to lift the holding provision have been met and it is appropriate to lift the holding provision at this time.

4.5.6 Zoning By-law Amendment Summary

The subject lands are zoned (Holding) Residential Northdale-6, which permits townhouse dwellings with maximum height of 21.5 metres. The proposed development includes a 9 unit, 3 storey townhouse block, with units oriented towards both Hickory and Spruce Street. The development complies with the majority of the regulations in the RN-6 zone, except for a decrease in the minimum height of first storey, and maximum number of townhouse dwelling units permitted in a continuous block. The requested decrease in height of the first storey is a direct result of the planned built form, which we believe assists in broadening the supply of new housing within the neighbourhood. There are already multiple existing mixed-use high rise buildings in the neighbourhood, as well as commercial uses along King Street and University Avenue. As discussed, visually, the towns will appear as 3 units facing Hickory Street and 6 units facing Spruce Street, which is consistent with the regulation in the By-law.

In summary, the development complies with the majority of the regulations in the RN-6 zone and By-law 2018-050 and the development is appropriate for the lands.

5.0 SUMMARY OF SUPPORTING STUDIES

Functional Servicing Report

K. Smart Associates Limited prepared a Functional Servicing Report in support of the development. The Report concludes that the site will be serviced with municipal watermains, sanitary sewers, and storm sewers. The watermain on Hickory Street West will be extended to provide water supply to the townhouses. The sanitary sewer will discharge to the existing sanitary sewer in Hickory Street West and a storm sewer connection will be provided to Hickory Street West.

Stormwater management will be achieved through the use of parking lot storage and underground storage with controlled discharge. The total stormwater discharge from the subject property will be controlled to the existing discharge rates to Hickory Street West. An oil grit separator unit will be installed the storm outlet to provide quality control to an enhanced, 80% removal, level.

Traffic Impact Study/Letter

Salvini Consulting prepared a Traffic Assessment in support of the development. The Assessment concluded that the proposal is likely to generate six (6) or fewer trips in each of the weekday morning and afternoon peak hours. The additional traffic is minimal – less even than the daily variation in traffic on Hickory Street West. Salvini Consulting was of the opinion that the incremental increase in traffic will not have a significant impact on transportation capacity and the transportation infrastructure within the surrounding road network.

6.0 CONCLUSION

This Planning Justification Report concludes that the proposed Zoning By-law Amendment to permit the development of nine townhouse units and lift the Holding provision is in the public interest and represents good planning for the following reasons:

1. The Zoning By-law Amendment is consistent with the *Provincial Policy Statement* and conforms to the *Growth Plan for the Greater Golden Horseshoe*.
2. The proposed development includes intensification within the Built-Up Area and within a Major Transit Station Area. The Zoning By-law Amendment conforms to the *Region of Waterloo Official Plan* and *City of Waterloo Official Plan*.
3. The proposed townhomes are permitted in the Official Plan and Zoning By-law and will broaden the range of new housing available within the Northdale neighbourhood.
4. The proposed development is consistent with the *Northdale Urban Design and Built Form Guidelines*, and the City's *Urban Design Manual* as detailed in the associated Urban Design Brief.
5. The development can be accommodated within existing municipal servicing and transportation infrastructure.

Respectfully submitted,

MHBC



Trevor Hawkins, M.P.L, MCIP, RPP
Partner

