



PLANNING JUSTIFICATION REPORT

277 - 279 Hazel Street, Waterloo, ON



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PLAN
SERVICES**

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EXECUTIVE SUMMARY

This report has been prepared in support of an Official Plan Amendment and Zoning By-law Amendment to permit the proposed development of residential lands located in the City of Waterloo at 277 and 279 Hazel Street. The proposal seeks to consolidate the two properties and develop a 6-storey, 40-unit purpose-built rental apartment building intended primarily for student housing.

The proposed development has been thoughtfully designed to respect the surrounding context by aligning with the trend of development and built form emerging in the Northdale neighbourhood. It maintains compatibility with adjacent low-rise properties through appropriate massing, modest setbacks, and orientation toward Hazel Street, while reinforcing the planned transition toward higher-density, pedestrian-friendly housing in proximity to major institutions and transit infrastructure.

The proposed density and site-specific provisions are supported by the Urban Design Brief prepared by KBA Inc., the Shadow Study prepared by Khalsa Design Inc., the Functional Servicing and Stormwater Management Report prepared by Luban Engineering Ltd., and the Transportation Impact Brief, prepared by Paradigm Transportation Solutions Ltd.

The following summary highlights the key benefits to the City and the community if the proposed development were to be approved:

- The proposal will add 40 rental dwelling units, addressing housing demand in the City and contributing to housing availability for a range of residents, including serving the surrounding student population.
- The proposal will contribute to a range of housing options, including studio and one-bedroom units.
- The proposal is compatible with the surrounding land uses and provides an increase in density as is contemplated by the MTSA policies and the policies pertaining to the Northdale neighbourhood.
- The proposal will contribute to efficient land use by redeveloping an underutilized site within the Urban Growth Boundary, minimizing urban sprawl.
- The proposal will support active transportation by providing 18 bicycle parking spaces (including 12 covered and secure spaces), exceeding the bicycle parking requirements as per the Zoning By-law.

The proposed development is consistent with the policy direction of the Provincial Planning Statement (2024) and conforms to the Region of Waterloo Official Plan (2015), as well as most of the City of Waterloo Official Plan (2012), with the only requested amendment being an increase in density. The proposal satisfies the criteria to remove the holding symbol from the “(H)RN-6” zone, and seeks site-specific provisions to increase the density, reduce the south side yard and rear yard setbacks, and the ground floor height requirements. The amendments being requested seek to better implement Provincial policies, as well as MTSA policies, regarding intensification, compact form, and transit-oriented development in a strategic growth area.

Overall, the proposed redevelopment represents good planning, makes efficient use of underutilized land within a designated intensification area, and contributes to the City’s goals for transit-oriented and compact development as contemplated in the Official Plan.

1.0 INTRODUCTION

This Planning Justification Report has been prepared in support of a development application under the Planning Act, R.S.O Chapter p.13 as amended, for an Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) for the lands in the City of Waterloo municipally known as 277 and 279 Hazel Street (the “Subject Property”). A Pre-Submission Consultation meeting was held with City staff on July 5, 2023. Based on the Record of Consultation, issued by the City on November 5, 2023, a Planning Justification Report is required, along with other supporting documents and submission materials, to form a complete application. The application, if approved, would result in 6-storey residential building made up of 40 units. The 6-storey residential building will consist of a total gross floor area of 3,230 square metres, with unit sizes ranging from studios to 1-bedrooms. The proposed residential development will be rental tenure and is intended for student housing. This Planning Justification Report has been prepared in conjunction with the architectural plans prepared by Khalsa Design Inc., dated March 17, 2025, as well as other supporting reports, documents, and drawings prepared for this proposal.

The purpose of this Planning Justification Report is to support the OPA and ZBA being requested, and to review and evaluate the proposal based on the applicable planning documents and policies listed as follows:

- Provincial Planning Statement, 2024;
- Region of Waterloo Official Plan, 2015 (consolidated October 2024);
- City of Waterloo Official Plan, 2012 (consolidated February 2024);
- City of Waterloo Official Plan Amendment 58; and
- City of Waterloo Zoning By-law 2018-050.

2.0 SITE CONTEXT & PROPOSAL

2.1 Description of the Subject Properties

The Subject Property consists of 2 abutting properties municipally known as 277 and 279 Hazel Street in the City of Waterloo. As per the Survey prepared by Van Harten Surveying Inc., dated February 2023, the legal description of the Subject Property is Lots 81 & 82, Registered Plan 710, City of Waterloo (see Schedule A). It is located on the east side of Hazel Street, south of Hickory Street West and north of University Avenue West. As per the Site Plan prepared by Khalsa Design Inc., the lot area of the Subject Property is 1,050.06 square metres, with a lot frontage along Hazel Street of 29.8 metres. The Subject Property is generally rectangular in shape. 277 Hazel Street currently contains a duplex dwelling and 279 Hazel Street currently contains a single-detached dwelling. The existing dwellings are 2-storeys in height and are proposed to be demolished. Figure 1 shows the general location and outline of the Subject Property boundary.

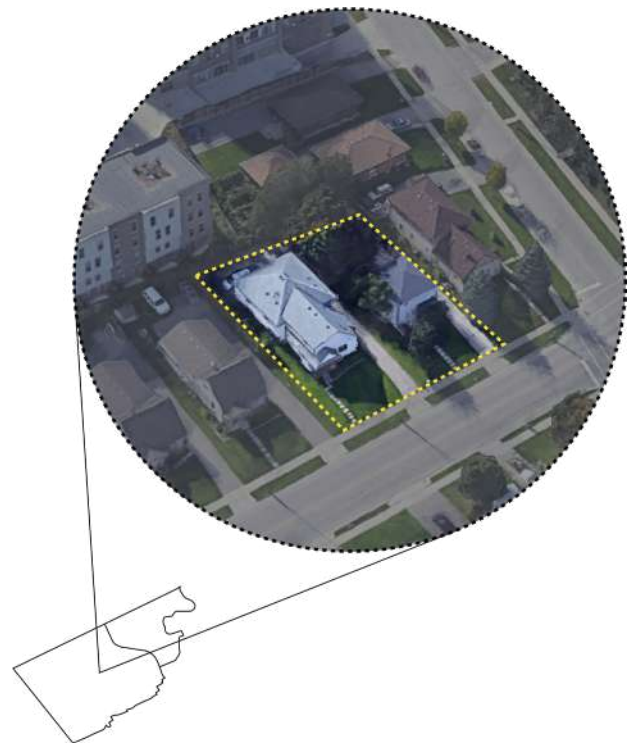


Figure 1 - Subject Site Context Map

Source: DPS



Figure 2 - Existing Buildings

Source: Google Maps

2.2 Surrounding Context

The Subject Property is in an area surrounded by predominantly low- to mid-rise residential and institutional uses. Land uses surrounding the subject property include:

North – Immediately north of the Subject Property is a single-detached dwelling. There is a 4-storey residential building located on the northeast corner of Hickory Street and Hazel Street, and a 6-storey residential building on the northwest corner of Hickory Street and Hazel Street. Further north, on the east side of Hazel Street is a secondary school, Waterloo Collegiate Institute, and on the west side of Hazel Street is Wilfred Laurier University (Northdale Campus).

South – Immediately south of the Subject Property are mostly 2-storey single-detached dwellings and duplexes. Further south along University Avenue West is the Wilfred Laurier University campus. Additionally, commercial uses, including restaurants, retail stores, personal care services, and grocery stores can be found along University Avenue West.

East – East of the Subject Property consists of mainly 1- to 2-storey single-detached dwellings.

West – Immediately west of the Subject Property appears to be the rear yard of a single-detached dwelling located at 59 Hickory Street West. Further west along Larch Street and Hemlock Street, significant redevelopment has occurred

over recent years including new multi-unit and mixed-use buildings, ranging from 3- to 6-storeys in height. The commercial units located on the ground floor of these mixed-use buildings include uses such as grocery stores, restaurants, and personal care services. Continuing west towards Philip Street and Ring Road, there are high-rise buildings and commercial plazas consisting of grocery stores, restaurants and shops.

The University of Waterloo Transit Station serves as a hub for the ION LRT, GRT bus routes, and GO Transit services and is located approximately 1000 metres away from the Subject Property. The nearest GRT bus stops are located approximately 300 and 350 metres away from the Subject Property at Columbia Street West and University Avenue West respectively. The University of Waterloo Transit Station offers a variety and frequent transit services. The ION LRT line is considered a rapid transit service, which travels from Conestoga Mall in Waterloo connecting to Fairview Park Mall in Kitchener and has a frequency of every 15 minutes on weekdays and 30 minutes on weekends. The University of Waterloo Transit Station provides access to seven GRT bus routes and offers a frequency averaging between 18 to 30 minutes. The University of Waterloo Transit Station also provides access to GO Transit service, more specifically Route 25, which travels between Square One in Mississauga to the University of Waterloo at a frequency of every hour.

2.3 Description of the Proposal

The proposal is to consolidate 277 and 279 Hazel Street and construct a new 6-storey residential building (see Schedule B). Through the approval of this proposal, the existing single-detached dwelling and duplex will be demolished and replaced with the proposed new 6-storey residential building, with 40 rental units. The proposed density, based on the total

of 40 bedrooms, is approximately 381 bedrooms per hectare. The proposed units are intended for student housing to support the nearby post-secondary institutions – Wilfred Laurier University and the University of Waterloo. Specifically, the Subject Property is 650 metres away from Wilfred Laurier University campus and 2200 metres away from the University of Waterloo campus.

As per the floor plans prepared by Khalsa Design Inc. (see Figure 3), levels 2 to 6 will each contain 2 studio units and 6 1-bedroom units for a total of 8 units per floor, and a total of 10 studio units and 30 1-bedroom units in the proposed building. There are balconies proposed on 3 of the units per floor, 1 of the balconies face Hazel Street and the remaining 2 face the rear of the Subject Property. The ground floor of the proposal will consist of the lobby, bike storage, utility space, and shared amenity space. The proposed building is designed with a drive aisle on the north portion of the Subject Property, leading to the rear of the building where there are 4 parking spaces, 1 of which is an accessible parking space. There are also 6 outdoor bicycle parking spaces located at

the rear of the proposed building, and 12 indoor bicycle parking spaces located on the ground floor. The rear yard also contains landscaped area and a screened waste storage area, along with a secondary entrance to the building. A dedicated pedestrian pathway connects this rear entrance to the principal entrance located at the front of the building along Hazel Street, ensuring clear and convenient access. The entrance area has a recessed covering, providing a visually interesting design and covering from sun or other environmental factors. The proposed building is 19.2 metres in height and has a total of 3,230 square metres in building floor area.

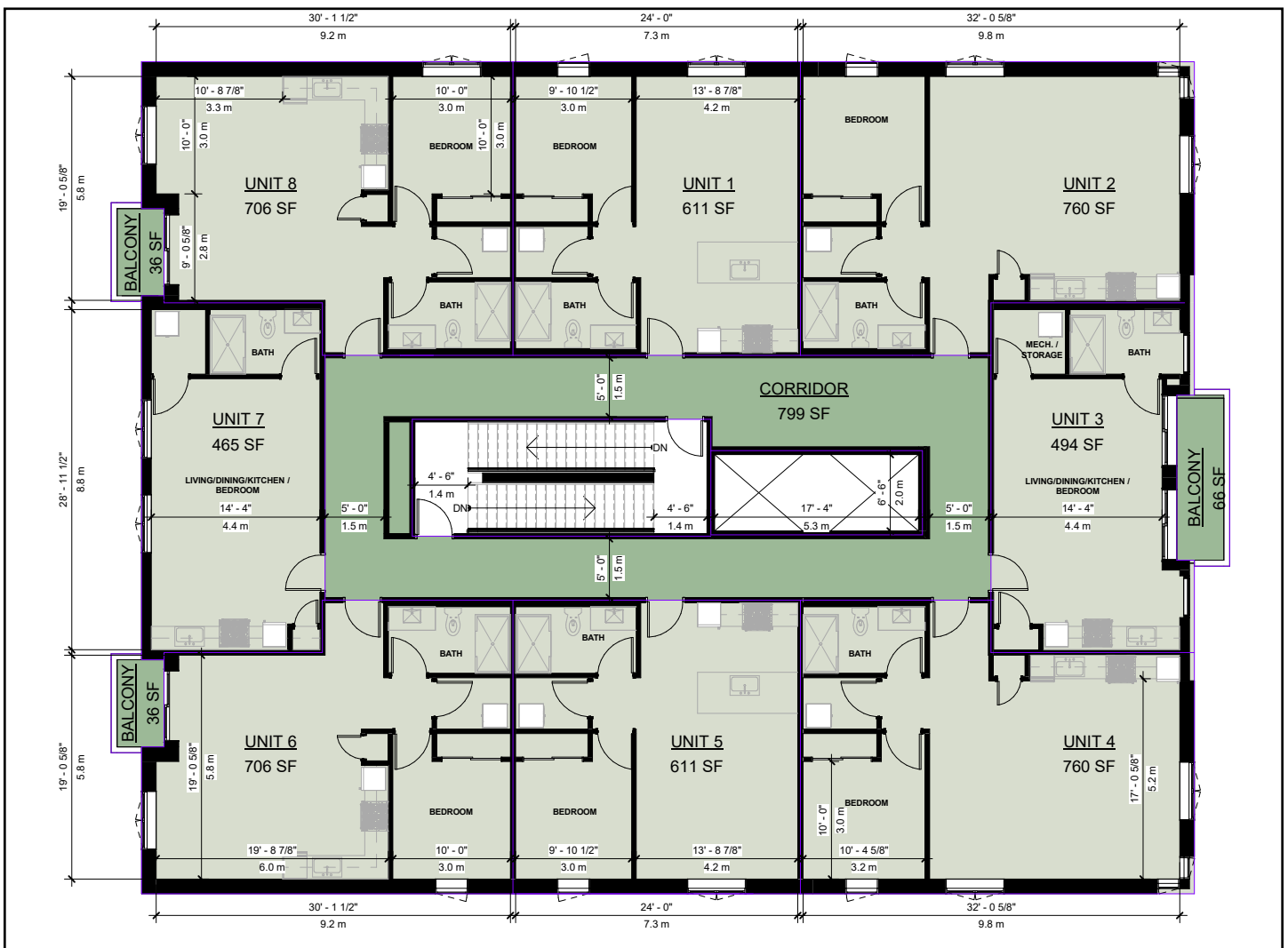


Figure 3 - Standard Floor Plan

Source: Khalsa Design Inc.

In the City of Waterloo Official Plan, the Subject Property is designated “Low Rise Residential”, which generally permits low-rise, ground-oriented residential uses, including townhouses and low-rise apartment buildings. An OPA is required to permit an increased density of 381 bedrooms per hectare, where a maximum of 250 bedrooms per hectare is permitted. The Subject

Property is zoned “Holding Residential North – Six (HRN-6)” in the City of Waterloo Zoning By-law. The primary uses in this zone are multi-unit residential buildings and mixed-use buildings. A ZBA is required to remove the holding symbol on the Subject Property and introduce site-specific performance standards to permit the proposed residential development.

2.4 Surrounding Development Activity

Table 1 displays the development activity around the Subject Property, including ongoing applications and recent approvals. This

information is based on the City of Waterloo’s interactive development application maps.

	Address	Application Summary	Status	Residential/ Commercial Units	Density (maximum)	Height (storeys/m)
1	275 Larch Street	ZBA to increase the permitted density from 250 bedrooms per hectare to 350 bedrooms and construct 8 5 to 6-storey residential buildings.	Approved (Constructed)	488 bedrooms	350 bedrooms per hectare (Site Specific Exception C141)	4-storeys and 6-storeys
2	62 & 64 Balsam St., 63 & 65 Hickory St., and 270, 272, 274 Larch Street	ZBA to permit site specific provisions related to reduction in commercial parking requirement, ground floor storey height along the Convertible Frontage Area, side and rear yard setbacks, maximum building height, and to permit “restaurant” and “restaurant (take out)” uses.	Approved (Constructed)	98 Residential Units/ 1396 sq.m of commercial space	N/a (Site Specific Exception C119)	4-storeys and 6-storeys
3	34-38 Hickory St. W	ZBA to remove the “H” Holding provision from the subject lands to permit a new 6-storey mixed-use building.	Approved	47 Residential Units/ 1 Commercial Unit (92.68 sq.m.)	N/a	6-Storeys
4	309-311 Hawthorn St.	OPA and ZBA to permit increase the permitted density from 250 bedrooms per hectare to 535 bedrooms per hectare and ZBA to remove the “H” Holding provision from the subject lands.	Approved	55 Residential Rental Units	535 Bed- rooms per hectare	6-storeys

	Address	Application Summary	Status	Residential/ Commercial Units	Density (maximum)	Height (storeys/m)
5	290-298 Hemlock St.	ZBA to remove the “H” Holding provision from the subject lands.	Approved	92 Residential Units	N/a	6-storeys
6	251 Hemlock Street	This proposal consists of rezoning the lands from (Holding) Northdale Mixed-Use-12 ((H)NMU-12) and (Holding) Northdale Mixed-Use-6 ((H)NMU-6) to Northdale Mixed-Use-12 (NMU-12) and Northdale Mixed-Use-6 (NMU-6) with site specific provisions.	Approved (Constructed)	n/a	Area 1: 250 bedrooms per hectare Area 2: 600 bedrooms per hectare (Site specific exception C135)	6 storeys/ 20.9 metres
7	257, 259, 261, 263 Hemlock Street	This proposal consists of rezoning the lands from (Holding) Northdale Mixed-Use-6 ((H)NMU-6) to (NMU-6) with site specific provisions.	Approved (Constructed)	147 bedrooms	508 Bedrooms per hectare (Site specific exception (C167))	21.8 metres
8	84, 86 Hickory St. W & 284,286 Albert St.	ZBA to rezone property, remove the “H” Holding provision from the subject lands, and permit site specific provisions related to setbacks, ground floor height and density bonusing.	Approved	115 Residential Unit	497 Bedrooms per hectare in exchange for Community Benefits	6-storeys
9	310,330 & 332 Albert St & 291, 293 & 295 Hemlock St.	OPA and ZBA. Lifting the Holding (H) symbol to facilitate the development. The Property is designated “Low Density Residential” and zoned Residential Northdale Six ((H) RN-6)”.	Active (Going to council May 12th, 2025)	140 Residential Units/229 sq.m of commercial space	430 Bedrooms per hectare	6-Storeys
10	85-89 Columbia St. W and 300 Hemlock St.	ZBA to remove the holding (H) symbol from the property and add site specific amendments.	Approved	136 Residential Units. 309.6 sq.m of Commercial Floor Area	450 Bedrooms per hectare	8-storeys / 27.5 m

	Address	Application Summary	Status	Residential/ Commercial Units	Density (maximum)	Height (storeys/m)
11	253, 255, 257, 259 & 263 Albert Street	ZBA To permit the use of stacked towns and to increase the maximum density requirements, along with other regulations.	Approved (Constructed)	128 Bedrooms	255, 257, 259, 263 Albert Street: 300 Bedrooms per hectare 253 Albert Street: between 250- 600 Bedrooms per hectare (Site specific exception C132)	4-storeys
12	250-256 Albert Street	ZBA to rezone the lands from (Holding) Northdale Mixed-Use-6 ((H)NMU-6) and (Holding) Northdale Mixed-Use-12 ((H)NMU-12) to ((H)NMU-6) and ((H)NMU-12) with site specific provisions	Approved (Constructed)		Area 1: 250 Bedrooms per hectare Area 2: 600 Bedrooms per hectare (Site specific exception C187)	
13	262-268, 274, 276, 280 Albert St.	ZBA to remove the holding (H) symbol from the subject land.	Approved	185 Residen- tial Units	N/a	6-storeys
14	314-316 Batavia Pl. & 295-297 Albert St.	ZBA to remove the holding (H) symbol from the subject land and permit site specific provisions related to lot area and frontage	Approved	100 Residen- tial Units	340 Bedrooms per hectare	6-storeys
15	250 to 266 Sunview Street	ZBA to rezon the lands from (Holding) Northdale Mixed-Use-6 ((H)NMU-6) and (Holding) Northdale Mixed-Use-12 ((H)NMU-12) to Northdale Mixed-Use-12 (NMU-12) with site specific provisions.	Approved (Constructed)	340 Bedrooms/400 sq.m. of commercial space	Area 1: 250 Bedrooms per hectare Area 2: 600 Bedrooms per hectare (Site specific exception C142)	One 6-storey building and two 12-storey building.

	Address	Application Summary	Status	Residential/ Commercial Units	Density (maximum)	Height (storeys/m)
16	329 and 331 Spruce St	A minor zoning by-law amendment Zoning bylaw to removal of the “H” Holding provision from the subject lands from “Residential Northdale Twelve (H)(RN-12)” to “Residential Northdale Twelve (RN-12)”. The property is designated “Medium High Density Residential”.	Approved	64 Residential Units	587.4 Bedrooms per hectare	9-storeys

Table 1 - Recent Development Activity

Source: DPS



Figure 4 - Map of Recent Development Activity

Source: DPS

Located just west of the Subject Property, Larch and Balsam Streets have experienced significant redevelopment in recent years, transforming from low-density residential areas into vibrant urban corridors. This transformation aligns with the policy direction identified in the City's Specific Provision Area 45 Northdale Neighbourhood, which encourages intensification, modern built forms, and a mix of uses to support a complete community.

275 Larch Street has been developed into a multi-building residential complex known as "The Block", consisting of several buildings ranging from 5 to 6 storeys. The Block previously consisted of 20 individual lots, which were consolidated in 2014. The buildings in The Block offer a mix of one- and two-bedroom units, catering primarily to students from nearby universities. The development includes amenities such as fitness centers, study rooms, and rooftop terraces, enhancing the living experience for residents. The project received site plan approval in 2014, and later received ZBA approval in 2016 for site-specific exception "C141" to permit an increase in density from 250 bedrooms per hectare to 350 bedrooms per hectare. The Block also surrounds one single-detached dwelling located at 271 Larch Street, demonstrating how the varying building types can co-exist within the Northdale neighbourhood.

62 Balsam Street previously contained 5 lots, which were consolidated and have since been developed into two 6-storey mixed-use buildings and two blocks of 4-storey stacked townhouses. The development includes both residential and commercial units, with ground-floor spaces accommodating businesses like an acupuncture clinic and restaurants. The project received ZBA approval in 2014 for site-specific exception "C119", which permits provisions related to a reduction in commercial parking requirement, first storey height in a designated "Convertible Frontage Area", side and rear yard setbacks, maximum building height, and to permit "restaurant" and "restaurant (take out)" uses. This development also co-exists with the remaining single-detached dwellings located at 227 Larch Street and 66 Balsam Street.

These examples of redevelopment along Larch and Balsam Streets demonstrate the successful implementation of Specific Provision Area 45 Northdale Neighbourhood's vision for compact intensification.

3.0 POLICY & REGULATORY FRAMEWORK

3.1 Provincial Planning Statement, 2024

The new Provincial Planning Statement (“PPS”) came into effect on October 20, 2024. The Provincial Planning Statement consolidates the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020. This Plan proposes that all municipalities should support intensification throughout the built-up area, align development with infrastructure to build a strong and competitive economy, foster the long-term viability of rural areas, and protect agricultural lands, the environment, and public health and safety. The policies of the PPS in respect of the proposal have been addressed as follows:

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
- b. maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

The proposal contributes to providing an appropriate range and mix of housing options and density by introducing a higher-density rental housing built form within a designated residential area of the City of Waterloo. It supports the accommodation of residential need, particularly by addressing demand for student-oriented rental housing in proximity to Wilfrid Laurier

University and the University of Waterloo. The Subject Property is located within an area with existing municipal servicing that is designated for residential development, which assists the City in maintaining the ability to accommodate residential growth. Based on the Stormwater Management and Functional Servicing Report (“SWM & FSR”) prepared by Luban Engineering Ltd., dated March 2025, there is existing water, sanitary and storm infrastructure along Hazel Street. The SWM & FSR confirms that there is adequate capacity for the proposed increase in density, and no negative impacts are anticipated in regard to sanitary servicing. By making efficient use of existing land, infrastructure, and community resources, the proposal supports a compact urban form and aligns with the objectives of intensification and sustainable growth outlined in the PPS.

2.2 Housing

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- b. permitting and facilitating:*
- 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

- c. *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d. *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

should be based on densities and a mix of land uses which:

- a. *efficiently use land and resources;*
- b. *optimize existing and planned infrastructure and public service facilities;*
- c. *support active transportation;*
- d. *are transit-supportive, as appropriate.*

- 3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

The proposal supports a mix of housing types by contributing purpose-built rental units tailored to students, a key demographic group within the City of Waterloo, thereby responding to social, economic, and demographic needs. The proposal facilitates residential intensification by replacing the existing single-detached dwelling and duplex with a 6-storey, 40 rental units, residential building within an existing urban area, resulting in a net increase in residential units. Located within a designated residential area that is supported by existing municipal servicing and well serviced by public transportation, the development promotes an efficient use of land, infrastructure, and public services. Its design, which includes bicycle parking spaces, pedestrian pathways, and proximity to nearby universities and transit, supports active transportation and transit-oriented development. In doing so, the proposal aligns with provincial objectives for compact, transit-supportive intensification and efficient use of land in an already developed area in the City of Waterloo.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Area

- 1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
- 2. *Land use patterns within settlement areas*

The proposed development is consistent with Section 2.3.1 of the PPS, which directs growth and development to occur within settlement areas. The Subject Property is located within the built-up area of the City of Waterloo, which is a designated settlement area, as well as the University of Waterloo Major Transit Station Area ("MTSA"), which is an appropriate location for intensification. The proposal contributes to a land use pattern that supports a compact urban form by introducing a 6-storey residential building on an underutilized site. It makes efficient use of existing land and municipal services, optimizes public infrastructure, and supports active transportation through the inclusion of bicycle parking and walkable connections to the street. The Subject Property is located in proximity to rapid transit services and major institutions, further enhancing its transit-supportive character.

The Subject Property is located within a built-up area in the City of Waterloo, providing a variety of housing types, including single-detached dwellings, duplexes, and apartment buildings. The proposal introduces the replacement of the 2 existing low-density, ground related dwellings to construct a new 6-storey, 40-unit residential rental apartment building, contributing to the range and mix of housing options in the area to support the achievement of a complete community.

The proposal supports broader intensification objectives and aligns with the Province's policy direction to prioritize planning and investment in areas that are supported by existing municipal infrastructure and strategically positioned for growth.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

- 1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*
- 2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*
 - a. to accommodate significant population and employment growth;*
 - b. as focal areas for education, commercial, recreational, and cultural uses;*
 - c. to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
 - d. to support affordable, accessible, and equitable housing.*
- 3. Planning authorities should:*
 - a. prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
 - b. identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
 - c. permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
 - d. consider a student housing strategy when planning for strategic growth areas;*

The proposed development is consistent with Section 2.4.1 of the Provincial Planning Statement, which encourages growth and intensification within strategic growth areas (University of Waterloo MTSA) to support the development of complete communities. The Subject Property is located within the built-up area of Waterloo, in close proximity to Wilfrid Laurier University and the University of Waterloo, which positions it within an area that functions as a local hub for education, culture, and economic activity. The proposal contributes to intensification by introducing a 6-storey, 40-unit, purpose-built rental building, adding to the range of housing options available in the vicinity, specifically addressing the housing needs of students, an important demographic in the region. The location of the Subject Property supports the existing transit network and active transportation connections, helping to reinforce the area's role as a transit-supportive growth area. The development also aligns with provincial direction to prioritize investment and infrastructure in strategic growth areas, and contributes to a compact built form.

2.4.2 Major Transit Station Areas

- 1. Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800- metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.*
- 2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:*
 - b. 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit.*
- 3. Planning authorities are encouraged to promote development and intensification*

within major transit station areas, where appropriate, by:

- a. planning for land uses and built form that supports the achievement of minimum density targets;*
- 6. All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:*
 - a. connections to local and regional transit services to support transit service integration;*
 - b. infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
 - c. commuter pick-up/drop-off areas.*

The Subject Property is located within the University of Waterloo MTSA, an area identified for significant growth due to its proximity to key transit corridors and major post-secondary institutions. This location is ideal for intensification, as it supports a compact, transit-oriented built form that contributes to the development of a complete community. The proposal introduces purpose-built rental housing, specifically targeting students, thereby addressing a key housing need within this strategic growth area. The proposal meets and exceeds the minimum density target of 160 people and jobs per hectare by proposing approximately 671 people per hectare, based on a ppu of 1.76 as identified in the SWM & FSR. The development enhances the residential mix and density, promotes active transportation, and is well-positioned to support the existing transit network, which provides connections to both inter- and intra-regional transit routes.

Summary Opinion:

The proposal is consistent with the policies set out in the PPS and effectively supports the Province's goals for sustainable growth, intensification, and housing development. The proposal is well-situated within the University of Waterloo MTSA, a designated strategic growth area, where development and intensification are encouraged to accommodate future population and employment growth. By introducing purpose-built rental housing, and an increase in density, the development addresses an identified housing need.

The development makes efficient use of an underutilized site in a built-up area, optimizing existing infrastructure and public services while promoting active transportation. The SWM & FSR concludes that there is existing infrastructure along Hazel Street and there is adequate capacity to support the proposed increase in density. The proposed building's proximity to transit routes and post-secondary institutions further supports its role in facilitating a transit-supportive, compact urban form. Additionally, the proposal is consistent with provincial policies to support a range of housing options, including rental and student housing, and fosters the creation of a complete community by introducing increased density in a strategic location for growth. Furthermore, the proposal prioritizes intensification in a well-served, built-up area, and exceeds the minimum density target of 160 people and jobs per hectare. The proposed development is consistent with the PPS policies.

3.2 Region of Waterloo Official Plan, 2015 (Consolidated 2024)

The Region of Waterloo Official Plan (“ROP”) was adopted by Regional Council on June 16, 2009 and came into effect June 18, 2015. The latest consolidation, dated October 31, 2024 of the ROP incorporates all Regional Official Plan Amendments approved and in effect to date. The ROP sets out the Region’s framework for growth and development to the year 2051. It seeks to implement the Regional Council’s long-term vision for an inclusive, thriving, and sustainable community.

Pursuant to Bill 23 (More Homes Built Faster Act, 2022), the Region of Waterloo became an upper-tier municipality without planning responsibilities as of January 1, 2025. As a result, the ROP now functions as the Official Plan of the area municipalities, including the City of Waterloo.

The Subject Property is designated “Urban Area” as per Map 1: Regional Structure (see Figure 5), and “Built-Up Area” as per Map 2: Urban System (see Figure 6) of the ROP. As per Figure 4d (see Figure 7) of the ROP, the Subject Property is within the University of Waterloo Major Transit Station Area. The following ROP policies are applicable to the Subject Property and are addressed below:

1.5 Guiding Principles

Support the achievement of 15-minute neighbourhoods designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;

Consider the wellbeing and belonging of all residents, including children and youth, and work towards only making investments that benefit everyone;

Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and prioritize walking, cycling, and rolling, and taking transit over automobile trips;

Support a range and mix of housing options,

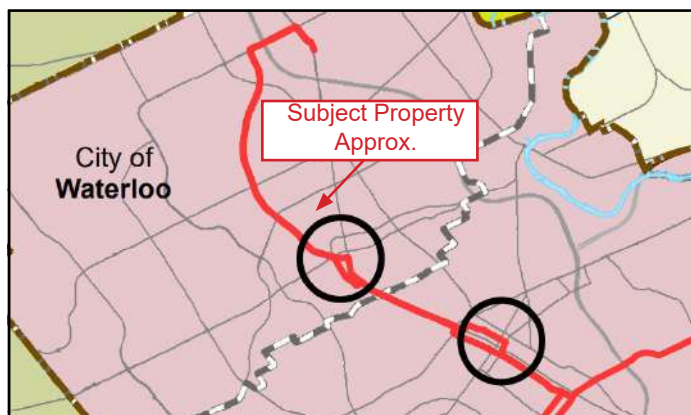


Figure 5 - Map 1: Regional Structure
Source: Region of Waterloo Official Plan

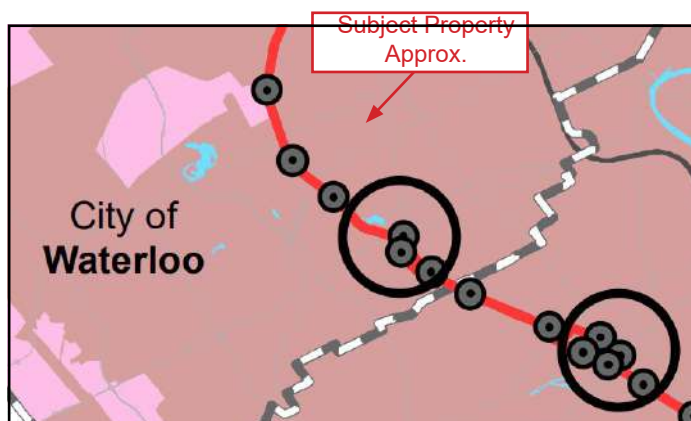


Figure 6 - Map 2: Urban System
Source: Region of Waterloo Official Plan

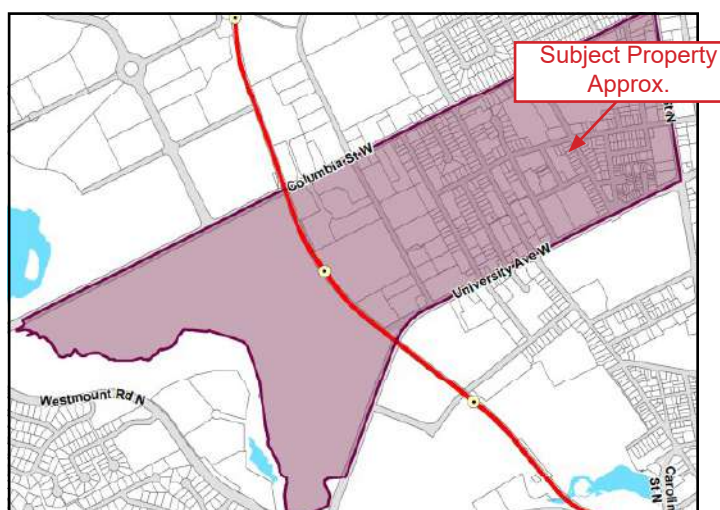


Figure 7 - Figure 4d: Major Transit Station Areas
Source: Region of Waterloo Official Plan

including additional residential units, and affordable and missing middle housing, to serve all sizes, incomes, and ages of households in all residential areas;

Located within the University of Waterloo MTSA and within walking distance of two universities, the proposal promotes the development of a 15-minute neighbourhood by providing student-oriented housing close to essential services, institutions, and active transportation networks. The development contributes to the well-being and belonging of all residents by offering rental housing intended for students, and by increasing the range of housing options available in the area. More specifically, by replacing the existing single-detached dwelling and duplex with a 6-storey, 40-unit purpose-built rental apartment building, offering studio and 1-bedroom units. The proposal intends to provide intensification and higher density than what currently exists on the Subject Property, making efficient use of land and servicing. Walking, cycling, and transit use will be promoted through the proposal by offering bicycle parking spaces, proximity to transit and reducing car parking spaces to minimize car dependence.

Note that according to Section 34(1.1) of the Planning Act, a Zoning By-law may not require an owner to provide parking facilities on land that is “located within an area delineated in the official plan of the municipality surrounding and including an existing or planned higher order transit station or stop, within which area the official plan policies identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated”. The University of Waterloo MTSA boundary has been delineated in the City’s OP with the minimum number of residents and jobs per hectare identified. As such, the minimum parking requirement as identified under the Zoning By-law is no longer applicable to the Subject Property.

Furthermore, there is existing municipal infrastructure available along Hazel Street as identified in the SWM & FSR to support the

proposed development.

Section 2: Where and How to Grow

2.B Urban System

2.B.1.1

- a. *the Urban Area and Township Urban Areas as shown on Map 1;*
- b. *strategic growth areas as shown on Map 2, where the highest levels of growth and development will generally be directed based on the following hierarchy;*
 - i. *Downtown Cambridge, Downtown Kitchener, and Uptown Waterloo Urban Growth Centres;*
 - ii. *Major Transit Station Areas;*
 - iii. *Regional Intensification Corridors;*
 - iv. *Local Centres and Intensification Corridors; and*
 - v. *Township Urban Growth Centres.*

The Subject Property is within the University of Waterloo MTSA, which is the second highest in the hierarchy to accommodate growth and development. The proposal conforms to this policy by providing intensification and increased density on the Subject Property.

2.C Urban Area

2.C.2.1 The Urban Area is designated as shown on Map 1. This designation contains the primary urban areas of the Cities of Cambridge, Kitchener and Waterloo, and also extends into portions of the Township of Woolwich. The lands included within this designation are intended to accommodate the largest share, almost 90 percent, of the Region’s population and employment growth within the planning horizon of this Plan, and will be planned and developed in accordance with the policies of this Chapter and other

applicable policies in this Plan.

2.C.2.2 Area municipalities will develop official plan policies and implementing zoning by-laws, and other planning documents or programs to ensure that development occurring within the Urban Area is planned and developed in a manner that:

- a. implements the Regional urban system described in this Plan;*
- b. advances the community's transition into an energy-efficient, resilient, lowcarbon community by:*
 - i. promoting a more compact built form that enables a modal shift to most trips being made by walking, cycling, and rolling;*
 - ii. contributing to the creation of 15-minute neighbourhoods;*
 - iii. reducing air pollution and achieving the greenhouse gas emission reduction targets of this Plan;*
 - iv. improving resilience to extreme heat, increased precipitation, increased frequency of extreme weather events and other impacts of a changing climate;*
- c. is serviced by a municipal water and wastewater system, except where specified in accordance with Policy 2.J.8;*
- e. provides a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes, in accordance with all the applicable policies of this Plan;*
- g. avoids development and land use patterns that may pose a risk to public health, safety and the environment;*
- i. ensures the development of high quality urban form through site design and urban design standards that create an attractive*

and vibrant public realm;

- j. expands residents' convenient access to:*
 - i. a range of transportation options, including to a mobility network that is safe, comfortable and convenient for walking, cycling, and rolling for people of all ages and abilities and at all times of year;*
 - ii. public service facilities, co-located and integrated in community hubs*

The Subject Property contributes to accommodating population and employment growth within an identified primary growth area (MTSA). The proposal supports a more compact urban form, and promotes active and sustainable transportation options, including walking, cycling, and transit. The proposal helps create a 15-minute neighbourhood by adding new rental housing within walking distance of educational, commercial, and transit services. It is fully serviced by municipal infrastructure and contributes to a diverse housing mix, helping to meet the needs of various household types and income levels, including students and young adults. As per the Urban Design Brief, prepared by KBA Inc., the development's built-form and design will contribute to a high-quality, vibrant streetscape, while respecting the scale of nearby developments. The design of the proposed development provides internal walkways to comfortably navigate the Subject Property, as well as sufficient bicycle parking spaces to encourage active transportation options.

2.D Strategic Growth Areas

2.D.2.1 Major Transit Station Areas are identified on Map 2 and further delineated on Figures 4a to 9d of this Plan. These station areas identify lands along the Stage 1 and planned Stage 2 ION light rail transit route that are typically located within a 500 to 800 metre radius of the transit stop, representing about a 10-minute walk.

2.D.2.2 Area municipalities will undertake detailed planning and establish official plan policies and zoning by-laws to ensure that Major Transit Station Areas are planned and designed in a manner that:

- a. achieves the minimum density targets set out in Table 2;
- b. is transit-supportive, supports planned transit service levels, and prioritizes access to the station area and connections to any nearby major trip generators by providing:
 - i. connections to regional and provincial transit services to support transit service integration; and
 - ii. mobility networks for walking, cycling, and rolling, including sidewalks, bicycle lanes, and secured bicycle parking;

- c. provides for a diverse mix of uses, including additional residential units and affordable housing, where residential uses are permitted, to support existing and planned transit service levels;
- e. provides alternative development standards, such as reducing or eliminating minimum automobile parking standards, or providing maximum parking standards, for uses near transit routes, to maximize intensification opportunities and minimize surface parking areas;

Major Transit Station Area Name	Location	Minimum Density Targets*
City of Waterloo		
Conestoga	Figure 4a	160
Northfield	Figure 4b	160
Research and Technology	Figure 4c	160
University of Waterloo	Figure 4d	160

*Minimum density target is calculated in terms of people and jobs combined per gross hectare measured over the entire station area.

Table 2 - Minimum Densities of Major Transit Station Areas

Source: Region of Waterloo Official Plan

2.D.2.4 Area municipalities are encouraged to plan lands adjacent to or near a Major Transit Station Area to support transit-supportive development, prioritize walking, cycling, and rolling, taking transit over automobile trips, and provide for a broad mix of uses and activities.

2.D.6.1 In addition to the general development policies described in this Chapter, the Region and the area municipalities will apply the following transit-supportive development criteria in reviewing and evaluating

development applications or site plans, within strategic growth areas and other intensification areas identified by the area municipality:

- a. creates an interconnected, multimodal street pattern that prioritizes walking, cycling, and rolling, and taking transit over automobile trips, and supports vibrant mixed-use developments;
- b. supports a more compact built form that locates the majority of transit supportive uses within a comfortable walking distance

of a transit stop or Major Transit Station Area;

- c. provides an appropriate mix of land uses, including a range of food destinations, local services and amenities to meet peoples' daily needs for living;*
- d. promotes medium and higher-density development as close as possible to the transit stop to support higher frequency transit service and optimize transit rider convenience;*
- e. supports a high quality public realm to enhance the identity of the area and create gathering points for social interaction, community events and other activities; and*
- f. provides access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking, and where applicable, passenger transfer and commuter pick-up/drop off areas.*

The Subject Property is located within the University of Waterloo MTSA (approximately 1000 metres from the LRT station). Furthermore, the transit-oriented nature of the Subject Property is supported by its proximity to nearby bus stops located just 300 and 350 metres away, offering convenient access to different types of public transit. The proposed development exceeds the minimum density target of 160 people per hectare outlined in Table 2, achieving a density of 671 people per hectare based on a ppu of 1.76, as identified in the SWM & FSR. The University of Waterloo station area provides City and Region-wide connections via the ION LRT line, GRT bus routes, as well as connection to the GTA via the GO transit.

Furthermore, the development supports active transportation by being in a walkable neighbourhood with direct connections from the Subject Property to the existing sidewalk along Hazel Street. 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 bicycle parking spaces. Its compact built form and the proposed 40 residential units contribute to a diverse mix of housing in the area to support transit services. Therefore, the proposed development conforms to the ROP policies as outlined above.

Section 3: Liveability in Waterloo Region

3.A.2 Area municipalities, in collaboration with the Region, will plan to provide a diverse range and mix of housing options with an overall target of a minimum of 30 percent of new ownership and rental housing being affordable to low and moderate income households. The range and mix of housing options provided will vary in terms of form, tenure, density, and number of bedrooms to accommodate the needs of all sizes, incomes, and ages of households.

3.A.17 Development applications proposing residential uses will be required to indicate if and how they are contributing to meeting the affordable housing target set out in Policy 3.A.2, and include an assessment of mix and range of types, bedroom mix, unit sizes, tenures, and accessibility requirements.

3.B.2 The Region will ensure, whenever feasible, the provision of facilities to encourage walking and cycling, and to address the needs, safety and convenience of pedestrians and cyclists when constructing or reconstructing Regional transportation facilities and public buildings.

While the proposal does not include “affordable” units as defined by the Province, it introduces smaller-format units, including studios and 1-bedrooms, which are generally more attainable for moderate-income households and student populations. The proposed density is 381 bedrooms per hectare, which aligns with the Region’s policies to provide housing options that vary by form, tenure, density, and bedroom count.

In addition, the proposal supports active transportation by incorporating secure indoor and outdoor bicycle parking and being located within walking distance to existing transit routes, consistent with the Region's aim to promote walkability and cycling infrastructure in new developments.

Summary Opinion:

The proposed development conforms to the ROP by providing transit-supportive development, housing diversity, and sustainable mobility. Located within the Urban Area and the University of Waterloo MTSA, the Subject Property contributes to accommodating the Region's population growth in a designated strategic growth area. The Subject Property is transit-supportive due to its proximity to the LRT station and nearby bus stops, and exceeds the minimum density target of 160 people per hectare by achieving a density of 671 people and 381 bedrooms per hectare.

The development supports the creation of a 15-minute neighbourhood by introducing compact, rental housing within walking distance of educational institutions, commercial services, and transit routes. This aligns with the Regional policies to prioritize intensification and reduce reliance on automobiles. The inclusion of secure indoor and outdoor bicycle parking and reduced vehicle parking promotes active transportation, consistent with the Region's policies to prioritize walking and cycling.

The proposal contributes to providing a diverse range and mix of housing by offering rental units, including studios and one-bedrooms, which are intended to be attainable for the nearby student population. The proposal is also supported by existing municipal infrastructure, as confirmed in the SWM & FSR, and incorporates architectural design elements that foster a safe, comfortable, and walkable environment.

3.3 City of Waterloo Official Plan, 2012 (Consolidated 2024)

The Waterloo Official Plan ("OP") was adopted in 2012, and sets out policies that direct growth and change until 2031. The latest consolidation of the OP incorporates all Official Plan Amendments approved and in effect up to February 2024. The Subject Property is identified as:

- "Low Rise Residential" as per Schedule A: Land Use Plan (see Figure 8)
- "Area Specific Policy 45" as per Schedule A6: Area Specific Policies (see Figure 12)
- "Convertible Frontage Area" and "Mixed-Use Street" in Schedule A45a: Street Frontage Areas and Streetscape Elements (see Figure 13)
- "Northdale Low Density 6 storeys" as per Schedule B1: Built Form (see Figure 10)
- "Built Up Area" as per Schedule B3: Designated

Greenfield Area

- "Columbia District" as per Schedule C: District Boundaries
- Hazel Street is identified as a "Minor Collector Road" as per Schedule E: Road Classification System
- Hazel Street is identified as a "City-Wide Cycling and Multi-Use Route" as per Schedule F: Active Transportation System (see Figure 11)
- "University of Waterloo Station Area" as per Schedule J4 (see Figure 9)

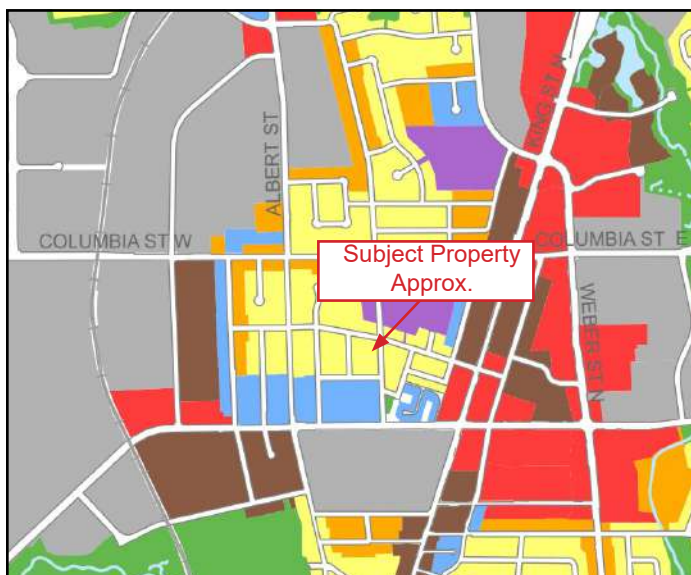


Figure 8 - Schedule A: Land Use Plan
Source: City of Waterloo Official Plan

intensification within the existing Built-up Area, resulting in changes to height and density in existing areas. Focal points for intensification include the Uptown Waterloo Urban Growth Centre, Major Transit Station Areas and other designated Nodes and Corridors.

4. Waterloo will be planned as a complete community that provides opportunities for people at all stages of life to live, work, learn, shop, and play in close proximity. Planning for compact, mixed-use communities helps to reduce infrastructure and service duplication costs, preserves rural lands, encourages social interaction and a greater sense of community, supports alternative transportation modes, and reduces travel needs and commuting times.

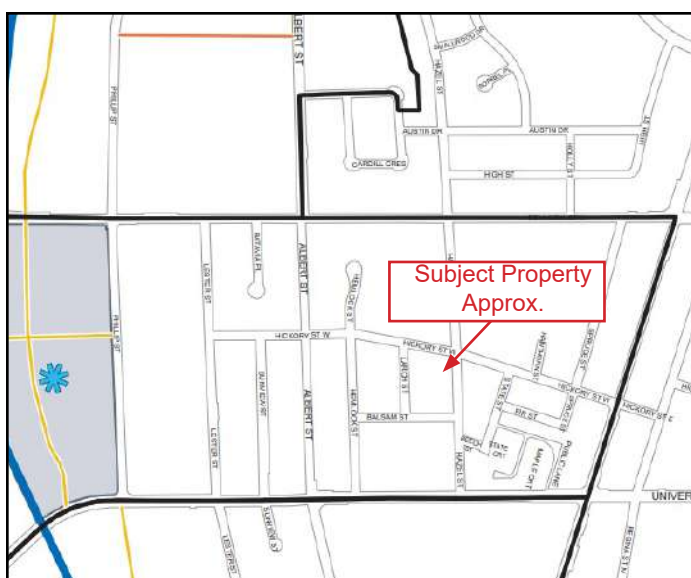


Figure 9 - Schedule J4: University Of Waterloo Station Area
Source: City of Waterloo Official Plan

6. Active forms of transportation provide alternatives to the automobile and this Plan places a high priority on encouraging active transportation. Objectives and policies in this Plan recognize the strong relationship between transportation and land use by planning for a transportation network that supports designated Nodes and Corridors and their planned intensification, thereby providing people with the opportunity to live closer to where they work, learn, shop and play.

10. The City will plan for the extension or expansion of existing services to ensure contiguous growth, minimize the under-utilization of municipal services and to support the achievement of minimum intensification targets within the Built-up Area.

Section 2.3 Basis of the Plan

1. There is a limited supply of vacant land for future urban growth. To ensure that population and economic growth can be accommodated; land within the City must be used more efficiently. A significant proportion of the City's population and employment growth is expected to be accommodated through

The proposal efficiently uses underutilized land within the Built-up Area and is located in a MTSA, supporting the City's focus on intensification in strategic growth areas. The proposal contributes to a complete community by providing housing near educational institutions, reducing the need for long commutes. Additionally, it promotes active transportation by integrating bicycle parking and pedestrian pathways, supporting alternative

transportation. By utilizing existing municipal infrastructure, the development minimizes the need for new services, aligning with the OP policies for sustainable growth and compact urban development.

Section 3: City Form

3.1(1) Plan for growth that:

- a. Accommodates future population and employment within the existing Urban Area Boundary through intensification primarily within designated Nodes and Corridors, including the Uptown Waterloo Primary Node, Major Transit Station Areas and through the development of appropriate vacant lands, including Designated Growth Areas;*
- b. Is environmentally responsible;*
- c. Supports the complete community concept at the City level and provides for the day to day needs of residents and employees at the Planning District level.*

3.1(2) Develop an urban form that:

- a. Provides for an appropriate mix of land uses in close proximity to one another, increasing the opportunity for people to walk, bike or take public transit to where they work, shop, learn and play;*
- b. Provides for compact urban growth to facilitate reduced reliance on the automobile while supporting transit and promoting walking and cycling as active forms of movement;*
- c. Accommodates all people at all stages of life;*
- d. Promotes high quality architecture and landscape;*
- e. Provides for a community of unique neighbourhoods that offer a range of safe, comfortable, lively and accessible spaces for people to interact;*

The proposal aligns with the OP policies for growth and urban form. The development supports intensification within the Urban Area Boundary and a MTSA, helping accommodate future population growth. It promotes a complete community by providing housing near major institutional uses such as Wilfrid Laurier University and the University of Waterloo. The Subject Property is also close to commercial uses, including restaurants, personal care services, and grocery stores along University Avenue W and Columbia Street W, reducing the need for cars and encouraging active transportation through bicycle parking and pedestrian pathways.

The proposal contributes to a vibrant, accessible, and high-quality urban environment through a thoughtfully designed building that activates the streetscape with balconies, large ground-floor windows, and a prominent front entrance that reinforces pedestrian orientation. Landscaping elements, including new plantings in the front yard and a rear yard greenspace, enhance visual appeal and provide areas for social interaction. The design fosters safety and comfort through natural surveillance features, such as street-facing balconies and well-lit pedestrian pathways, while the inclusion of indoor and outdoor amenity areas promotes social connection and community building among future residents.

3.3(1) Provide for residential intensification opportunities within the Uptown Waterloo Urban Growth Centre, other designated Nodes and Corridors and Major Transit Station Areas. Intensification opportunities will be planned for within these locations as set out in policies 3.6, 3.7 and 3.8 of this chapter. Minimum and maximum residential densities will be applied as set out in Section 3.4 of this Plan;

3.3(2) Recognize the strong interdependence between transportation and land use, plan for a transportation system that complements the planned land use patterns;

3.3(3) Place a high priority on encouraging

active transportation and, over the long-term, strengthening the active transportation network

3.3(4) Plan for a transportation network and land use pattern that supports the Region of Waterloo in the provision of an efficient and effective public transit system

The proposed development supports intensification within a delineated MTSA, conforming to the City's policies for accommodating population growth in strategic locations. The proposal aligns with policies for minimum residential densities, as it proposes to generate 671 people per hectare, based on a ppu of 1.76 as identified in the SWM & FSR, and is designed to support the surrounding transportation system.

By encouraging active transportation, the proposal includes bicycle parking and pedestrian pathways, promoting walking, biking, and transit use, and reducing car dependence. The proposed development's proximity to public transit also supports the City's efforts to strengthen the active transportation network and enhance the efficiency of the Region of Waterloo's public transit system.

3.4(2) Where the Official Plan permits residential uses within a land use designation, the applicable height and density category on Schedule 'B1'– Height and Density shall dictate the minimum and maximum density permissions as follows, subject to provisions as may be set out in individual land use designations:

b. b) Low Density, maximum 150 bedrooms per hectare;

3.4(3) The Zoning By-Law may further define or restrict the minimum or maximum height or density for any property based on considerations that are unique to individual sites or areas.

Based on OP Schedule 'B1'– Height and Density (see Figure 10), the permitted maximum heights

for the Northdale neighbourhood are specified in storeys and not metres. In this case the maximum permitted height for the Subject Property is 6-storeys which the proposal conforms to.

While Section 3.4(2)(b) of the OP generally limits density in "Low Density" designations to 150 bedrooms per hectare, the applicable Area Specific Policy (ASP 45) and Zoning By-law 2018-050 permit a higher maximum density of 250 bedrooms per hectare. The proposed development seeks a density of 381 bedrooms per hectare, and therefore requires both an OPA and ZBA to accommodate the proposed increase in density.

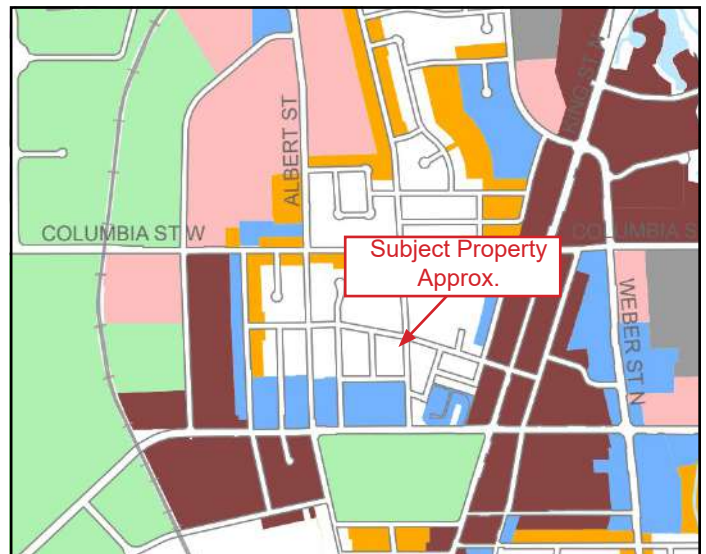


Figure 10 - Schedule B1: Built Form
Source: City of Waterloo Official Plan

3.8(1) Major Transit Station Areas will be planned to:

a. Achieve, by 2041 or earlier, a minimum gross density target of 160 residents and jobs combined per hectare, which will be achieved by:

i. Establishing minimum residential and non-residential densities in the Zoning By-law;

b. Accommodate a mix of transit supportive

land uses that create both origins and destinations for transit users.

- c. Be focal points for active transportation networks, with connections to other destinations.*

The proposal will require a ZBA to increase the permitted maximum density from 250 bedrooms per hectare to the proposed 381 bedrooms per hectare. The proposed development supports the MTSA policies by achieving and exceeding a minimum gross density target of 160 residents and contributes meaningfully to meeting the intensification targets established in the OP. The purpose-built rental units, located in proximity to Wilfred Laurier University and the University of Waterloo, create a strong residential base for transit users, while nearby institutional and commercial amenities along University Avenue W and Columbia Street W provide complementary destinations, supporting a balanced and transit-supportive land use mix. The development is also integrated into the City's active transportation network, offering secure indoor and outdoor bicycle parking and direct pedestrian connections to Hazel Street, a designated cycling and multi-use route, enhancing access to nearby transit stops and other key destinations.

3.8.1(3) Station Area Plans provide the framework for land use change in the areas around LRT stops using a proximity-based approach, meaning that a high degree of intensification, activity and connectivity will be planned in activity nodes that are closest to the LRT stops. Within close proximity to an LRT stop, lands will develop according to transit-oriented development principles. As the distance from the LRT stop increases, planned land uses and development standards will generally support less intensive uses, while maintaining connectivity and place-making objectives throughout the station area.

3.8.1(7) Lands within a Station Area that are furthest from the LRT stop, shall generally be planned as transit-supportive nodes of the

least intensity, relative to other lands within the Station Area, while retaining a focus on connectivity to the stop. The following provisions shall be reflected in the Zoning By-law:

- a. Parking regulations shall address appropriate types and ranges of automobile and bicycle parking to be provided, and in all cases, automobile and bicycle parking standards will reflect the desire to reduce reliance on the automobile in favour of transit usage and active forms of transportation. In all cases, automobile and bicycle parking standards will reflect the desire to reduce reliance on the automobile in favour of transit usage and active forms of transportation.*

3.8.2(1) Station Area Plans identify opportunities for new public and privately owned parks, plazas and open spaces to enhance public interaction, green the stations and serve as focal points as areas evolve to accommodate larger numbers of residents and workers.

The Subject Property is located approximately 1000 metres from the University of Waterloo transit station. As outlined in Policy 3.8.1(3), this area falls within the outer edge of the Station Area Plan boundary, where development is expected to be less intense than nodes located in closer proximity to the LRT stop, while still maintaining strong connectivity and adhering to transit-oriented development principles. The proposed 6-storey, 40-unit residential building reflects an appropriate level of intensification for this location, providing moderate density while aligning with the character and trend of development in the surrounding area. For the full list of development activities in the surrounding area, see Section 2.4 of this report. Some examples of similar development in the area include but not limited to the following:

- 275 Larch Street, which was approved for a ZBA to increase the permitted maximum

density from 250 bedrooms per hectare to 350 bedrooms per hectare. This site previously contained 20 lots, which were consolidated. The site now contains eight 5- to 6-storey apartment buildings, some of which are mixed-use.

- 62 Balsam Street consolidated 5 residential lots and was approved for a ZBA to permit provisions related to a reduction in commercial parking requirement, ground floor storey height along the Convertible Frontage Area, side and rear yard setbacks, and maximum building height. This property now consists of two 6-storey mixed-use buildings and two blocks of 4-storey stacked townhouses.
- 309-311 Hawthorne Street, which consolidated 2 residential lots and was approved for an OPA and ZBA to increase the permitted maximum density from 250 bedrooms per hectare to 535 bedrooms per hectare. This property consists of 2 single-detached dwellings, and will be redeveloped as a 6-storey, 55-unit apartment building.

The proposed density of 381 bedrooms per hectare on the Subject Property exceeds the permissions currently in place, but supports the MTSA's broader goals of intensification and achieves a compact urban form. The inclusion of 12 indoor and 6 outdoor bicycle parking spaces, which exceeds the minimum requirement in the Zoning By-law, and a reduced provision of vehicle parking is consistent with Policy 3.8.1(7)(a), which directs that appropriate parking standards be set out to support the use of active transportation and reduce car dependence. Further, according to Sections 16(22) and 34(1.1) of the Planning Act, an Official Plan and Zoning By-law may not require an owner to provide parking facilities on land located within an area identified in the municipality's Official Plan as surrounding and including an existing or planned higher-order transit station or stop, where the plan also specifies a minimum density target for residents and jobs per hectare. The University of Waterloo MTSA boundary has been delineated in the

City's OP with the minimum number of residents and jobs per hectare identified. As such, the minimum parking requirement as identified under the Zoning By-law is no longer applicable to the Subject Property.

3.9.2(3) The City will plan for the provision of an appropriate range and mix of housing types, sizes, costs and tenure within neighbourhoods by:

- a. Encouraging intensification and infill within designated Nodes and Corridors, and Major Transit Station Areas;*

3.9.2(4) The City will plan for neighbourhoods that foster a sense of community and identity by:

- a. Planning for development that is consistent with the urban design policies set out in this chapter, ensuring coordinated development and a high standard of design that enhances neighbourhood identity and improves the pedestrian environment. Special attention shall be paid to major intersections and areas adjacent to community infrastructure.*

The proposed development supports Policy 3.9.2(3)(a) by contributing to a greater range and mix of housing types and tenures within the MTSA, through the introduction of 40 purpose-built rental units in the form of studios and one-bedrooms. These unit types are particularly well suited to student and young adult populations and help address the growing need for smaller, more attainable rental housing in proximity to major institutions and transit infrastructure. The development makes efficient use of an underutilized site, providing intensification and infill within a MTSA.

The proposal also fosters a sense of community and neighbourhood identity by incorporating a high-quality built form and architectural design, as demonstrated in the accompanying Urban Design Brief, prepared by KBA Inc.

3.11.1 The following General Urban Design policies are intended to support the design objectives established in policy 3.1(4) of this chapter and define the primary design elements and expectations that will apply to all development in the City in the public and private realm:

3.11.1(1) Intensification: In decisions to consider intensification, the City of Waterloo shall address the integration, compatibility, built-form (including massing), and relationship of new development to existing buildings and to the surrounding neighbourhood character and context, based on the principles of good urban design practice. Policies outlined in this Section may be further augmented through supplemental design policies and guidelines.

The proposed development maintains the existing street and block pattern in the Northdale neighbourhood while contributing to its planned intensification. It involves the consolidation of two lots, which is a common and appropriate strategy for achieving intensification in this neighbourhood. As previously discussed in Section 2.4 of this report, developments with similar built form and residential density to the proposal have been approved and/or constructed in the surrounding area, which forms part of the existing character of the neighbourhood. This approach is consistent with examples such as the previously mentioned 6-storey apartment building at 309–311 Hawthorn Street, which consolidated two lots and was approved through an OPA and ZBA to increase the permitted density to 535 bedrooms per hectare. Similarly, the development at 290–298 Hemlock Street involved the consolidation of two lots formerly occupied by single-detached dwellings to accommodate a new 6-storey apartment building. These examples illustrate a clear pattern for lot consolidation as a means of achieving appropriate infill. The proposed 6-storey residential rental apartment building has been thoughtfully designed to respect the existing neighbourhood character through compatible massing, setbacks, landscaping, and

architectural elements. Therefore, the proposed development will be compatible and consistent with the development trend identified in the area. Thoughtful urban design elements such as balconies, a prominent entrance, and active ground-floor contribute to a vibrant and safe public realm. Overall, the proposal conforms to Policy 3.11.1(1) of the OP.

3.11.1(2) Character: To reinforce and maintain the architectural, visual, and thematic integrity of structures, streetscapes, neighbourhoods and planned development by planning and designing new sites, buildings and additions that create and maintain sensitive designs in terms of the planned physical context into which such development is located and through the coordination of design elements. The physical design of the public and private realm shall be coordinated to fit within the existing character and context.

The proposed development reinforces the architectural and visual character of the Northdale neighbourhood by introducing a rental apartment building that reflects the area's evolving urban form while maintaining the planned 6-storey height limit. Its design is sensitive to the surrounding context, incorporating elements such as a pedestrian-scaled frontage, articulated balconies, and a prominent entrance to enhance street presence and support a cohesive streetscape.

3.11.1(4) Streetscapes: Streetscape design is the combination and coordination of physical elements that give character to the street, which includes the built form, façade treatment, landscaping and street furnishings within the public and private realm. The City shall promote a coordinated approach to streetscape design that results in an attractive and coordinated character with emphasis given to green and complete streets, pedestrian (and non-vehicular) friendly design, coordinated landscape and building design elements and features that animate the street in the public and private

realm. It shall be a general policy of this Plan to discourage blank walls along public streets and to integrate above ground utilities (such as roof top mechanical equipment, hydro transformers and gas meters) away from public view and well screened through the development approvals process.

The proposal supports a coordinated and attractive streetscape along Hazel Street by incorporating active ground-floor elements such as large windows, a prominent main entrance, and balconies that animate the street and promote pedestrian engagement. Landscaping in the front yard contributes to a green, complete street character that prioritizes walkability and visual interest. The development avoids blank walls and proposes a transformer location at the rear of the Subject Property screened from public view, consistent with good design practices.

3.11.1(8) Gateways: A gateway is a special location or entry point that establishes a formal entrance from one area to another. Design sites and buildings with coordinated features and elements at designated gateways, which may include major transportation corridors and major street intersections, to establish a sense of place or identity. Gateways may also include primary entrances into intensification sites and neighbourhoods that contribute towards a distinctive or recognizable character and sense of arrival.

The proposed development helps establish a sense of arrival through its prominent building entrance, which has a recessed covering, and increased ground floor height, providing a visually distinctive and vibrant design.

3.11.1(10) Safety and Security: Site and building design that promotes safe, comfortable and accessible environments for all users with emphasis on pedestrians and bicyclists through the universal principles of CPTED (Crime Prevention Through Environmental Design). Design amenity and park spaces to

achieve natural surveillance.

The proposed development prioritizes safety and security through its design, incorporating CPTED principles such as natural surveillance, clear sightlines, and active frontages. Balconies facing Hazel Street help to keep “eyes on the street,” enhancing visibility and passive monitoring of the public realm. Large ground-floor windows further contribute to a sense of safety by promoting oversight of pedestrian areas. The proposed development’s location and landscaping design will provide distinction between public and private areas. Furthermore, all entrances will have adequate lighting.

3.11.1(11) Site Circulation: Design sites and buildings based on an efficient, safe and integrated circulation system with priority given to pedestrian movements, nonvehicular movements and safe vehicular turning movements. A variety of strategies shall be used to create and define circulation routes and hierarchy. All sites shall provide convenient, direct and safe pedestrian, barrier-free access and cyclist access to building entrances, amenity spaces, the public realm and other important destinations.

The proposed development supports well-integrated and efficient site circulation by prioritizing pedestrian and cyclist movements. Safe, barrier-free access is provided from the public sidewalk to the building’s main entrance and amenity areas, ensuring clear and direct routes for all users. Secure indoor and outdoor bicycle parking is located conveniently near building entrances, encouraging active transportation. The layout clearly defines pedestrian pathways separate from vehicular access points, enhancing both safety and accessibility throughout the Subject Property.

3.11.1(12) Transit-Oriented Design: Design sites and buildings located along transit routes, and planned transit station areas, to promote transit use, pedestrian and cyclist accessibility,

active and interesting streetscapes, human comfort and integrated site amenities.

The proposal promotes transit-oriented design by providing new housing within walking distance of multiple GRT stops and the University of Waterloo Transit Station. The Subject Property promotes transit use and active transportation through the inclusion of secure indoor and outdoor bicycle parking, reduced car parking, and direct pedestrian connections to the public sidewalk. The building's frontage features ground floor transparency, balconies, and landscaping that contribute to an engaging, human-scaled streetscape.

3.11.1(14) Parking: Reduce the visual impact of parking and urban heat island effect of asphalt through efforts to "green" or soften the urban landscape. A variety of strategies may be required to organize large parking areas into smaller areas. Parking areas shall be designed to provide convenient and direct pedestrian access to major pedestrian destinations. A high level of building design and landscaping shall be required for parking garage structures in public view, and when possible, provide underground parking for intensification projects, particularly residential or mixed-use development.

The proposal minimizes the visual and environmental impacts of parking through the provision of only four surface spaces located at the rear of the building, away from public view. This limited parking supply supports reduced car dependence and helps soften the urban landscape by preserving space for landscaping and pedestrian pathways. As per the Urban Design Brief, prepared by KBA Inc., landscaped spaces are planned alongside the parking rows on the west of the Subject Property to lessen the impact of asphalt and also improve air quality, creating a pleasant environment. As the property is located within a delineated MTSA, no parking is required under the Planning Act, further reinforcing the transit and active transportation-oriented nature

of the development.

3.11.1(15) (15) Site Servicing Areas: Design sites and buildings with convenient and safe truck access and turning movements. Locate or screen loading and storage areas away from public view and incorporate mitigation strategies to minimize impacts to surrounding uses with priority given to residential properties.

The proposal conforms to Policy 3.11.1(15) by locating site servicing elements such as the transformer and screened garbage storage area at the rear of the building, away from public view along Hazel Street. This placement helps mitigate visual impacts and maintain the pedestrian-friendly character of the streetscape. The site layout also accommodates safe and efficient access for service vehicles, minimizing disruption to surrounding residential uses.

3.11.1(18) Compatible Development: Site and building design that complements and enhances the surrounding neighbourhood character and context through a variety of design strategies including building massing, facade design and landscape coordination. The design of sites and buildings shall also minimize adverse impacts to human comfort, and surrounding properties including outdoor lighting, noise, shadowing, wind and snow disposition through a variety of design strategies and performance standards.

The proposed development represents compatible intensification that complements and enhances the surrounding neighbourhood character through thoughtful site and building design. The building's massing, height, and setbacks are consistent with other mid-rise developments in the area, supporting a transition in scale that respects adjacent properties. As per the Urban Design Brief, prepared by KBA Inc., window walls are designed in the front facade to provide natural lighting for safety and comfort. Furthermore, smaller windows are provided in the residential

units to provide additional lighting. Landscaping proposed at-grade and along the frontage further enhances the pedestrian experience. As per the Shadow Study, prepared by Khalsa Design Inc., shadow impacts have also been evaluated and found to be minimal, ensuring human comfort is maintained for both future residents and the broader community.

3.11.1(20) Building Design: Design architecturally well composed buildings that complements and enhances the surrounding neighbourhood character and context. Building design shall also contribute towards an attractive and coordinated streetscape character and towards a sense of place with opportunity for architectural innovation and expression through a variety of design techniques such as architectural features, building materials, colour and other design elements. Buildings shall be designed with prominent building entrances and include strategies to screen roof top equipment from public and residential views. The City will support high quality durable building materials and discourage materials that may fade or deteriorate over time or does not fit within the neighbourhood character or context. The City shall generally discourage flat blank walls and may require specific massing and design strategies that result in a well composed building design, articulated façade design, interesting skyline and compatible development.

The proposed development demonstrates a high standard of architectural design that complements and enhances the character and context of the surrounding Northdale neighbourhood. As per the Urban Design Brief prepared by KBA Inc., the proposed façade incorporates a high-quality design with transparent glazing and aesthetic finishes such as brick and window walls to create an interesting and timeless design. These materials contribute to a visually engaging and coordinated streetscape while ensuring long-term durability. Large ground-floor windows,

recessed entrances, and balconies help animate the building at the pedestrian level and establish a strong, active street presence. The front entrance is clearly defined and covered for visual emphasis and pedestrian comfort, while rooftop mechanical equipment is screened from public and residential views. The building massing avoids blank walls through thoughtful articulation and material variation, resulting in a cohesive architectural design that supports compatibility. Note that final design elements will be confirmed through the Site Plan process.

3.11.1(22) Landscape Design: To design sites with a balanced distribution of hard and soft landscaping that contributes toward a coordinated and enhanced site design, streetscape character, create a sense of place, and an aesthetically pleasing comfortable pedestrian environment. Specific treatment may also be required to address a range of considerations such as screening objectives, landscape buffers to promote land use compatibility, the provision of large canopy trees to provide respite from the sun, streetscape character and opportunity for integrated amenity spaces and sustainable design.

The proposed development incorporates a balanced mix of hard and soft landscaping elements that contribute to a coordinated and enhanced site design and reinforce the existing and planned streetscape character along Hazel Street. The landscaped open space on the Subject Property complies with the minimum requirement of 30% of the lot area as set out in the Zoning By-law. Landscaped areas are provided at the front and rear of the Subject Property to frame the building and enhance the pedestrian environment. Soft landscaping is also proposed around the perimeter of the Subject Property, between neighbouring properties. These treatments support a sense of place and visual comfort, while landscaped strips along the boundaries of the Subject Property provide buffers and screening from adjacent properties,

promoting land use compatibility.

3.11.1(23) Site Amenities: Design sites and buildings to include a range of on-site amenities such as benches, trash receptacles, bike parking, large canopy trees and/or shade structures to provide for more healthy active outdoor and urban spaces for social gathering, relaxation and enjoyment that results in a higher quality of life

The proposed development includes a range of on-site amenities that support healthy, active, and comfortable urban living. 105 square metres of shared amenity space is provided through a ground floor indoor amenity room, offering opportunities for social gathering and relaxation. Private outdoor amenity space is available via balconies for several units on each floor, promoting access to fresh air and personal outdoor space. 6 outdoor bicycle parking spaces and 12 secure indoor bicycle parking are provided to encourage active transportation, while waste storage is located at the rear of the building and screened from view to maintain a clean and attractive environment. The recessed front entrance offers protection from sun and weather, contributing to pedestrian comfort and enhancing the building's sense of arrival. Collectively, these features support a high quality of life and foster a well-designed, livable community.

3.11.1(24) Sustainable Design: The City shall promote sustainable design practices in the public and private realm through a variety of strategies, including but not limited to:

- a. the adaptive re-use of existing buildings;*
- b. sustainable design features that address matters of exterior building design;*
- c. incorporation and integration of trees, shrubs, hedges planting or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking in the public and private realm;*
- d. elements that promote energy reduction or*

conservation including building and street orientation for passive solar gains;

- e. elements that promote improved water and air quality conditions*
- f. elements that reduce adverse impacts such as urban heat island effect, shadowing, wind and noise;*
- g. drought tolerant, salt tolerant and native vegetation species;*
- h. integration of alternative transportation choices; and,*
- i. the creation of healthy, livable spaces.*

The proposed development supports the City's sustainable design objectives through a range of thoughtful strategies that address both the public and private realms. As per the Urban Design Brief prepared by KBA Inc., the building design incorporates locally sourced and sustainable materials, contributing to environmental stewardship and durability over time. Landscaped areas along the perimeter of the Subject Property soften the impact of hard surfaces, help mitigate the urban heat island effect, and enhance air quality, while also improving the pedestrian experience and overall site aesthetics. The proposed development promotes walkability, social interaction, and placemaking through thoughtful site and building design. A direct pedestrian connection from the rear of the Subject Property to the main entrance along Hazel Street, a designated "City-Wide Cycling and Multi-Use Route", enhances pedestrian access and encourages active transportation. Further to that, 6 outdoor bicycle parking spaces and 12 secure indoor bicycle parking spaces are provided. Through these features, the proposal contributes to sustainable community development and reinforces a high-quality public realm. As previously mentioned, the specifics regarding design elements and landscaping will be confirmed through the Site Plan process.

Section 5: Networks

5.1.1(2) Efficiently use existing services and utilities and ensure the provision of necessary infrastructure to accommodate anticipated growth.

5.1.3(2) Support a reduction in demand for automobile use in favour of alternative modes of travel.

5.2.7(3) Stormwater drainage systems will be designed to ensure that both water quality and quantity controls are in place to meet the applicable targets and standards set out by the Region, Province, City and Grand River Conservation Authority.

5.2.7(4) For infill locations where such studies have not been conducted, hydrological and hydrogeological assessments may be required by the City prior to the submission of stormwater management designs. When required, hydrological and hydrogeological studies will be completed by registered/licensed professionals to the satisfaction of the City.

5.2.7(5) Stormwater management plans and designs for all development shall strive to match pre-development water balance conditions in accordance with design guidance provided by the City.

The proposed development makes efficient use of existing municipal infrastructure and services. As confirmed in the SWM & FSR, the Subject Property is already fully serviced and requires no major upgrades to accommodate the proposed intensification, supporting the OP policies of optimizing infrastructure investments in built-up areas. Furthermore, the SWM & FSR includes appropriate water quantity and quality controls and confirms post-development water flows will match pre-developments flows.

The proposed development encourages a shift

away from automobile dependence through the provision of secure indoor and outdoor bicycle parking that exceeds the minimum requirement set out in Zoning By-law 2018-050, walkable access to nearby transit routes, and a reduction in car parking spaces. These measures promote sustainable modes of travel. Additionally, the Transportation Impact Brief, prepared by Paradigm Transportation Solutions Ltd., dated March 2025, concludes that the proposed development is expected to have negligible impact on existing traffic operations.

Section 6: Transportation

6.5.1(1) This Plan supports active transportation as a low cost form of travel that promotes physical exercise and social interaction and results in a reduced impact on the environment.

6.5.1(4) The road network and the trails and open space network will be planned, designed, operated and maintained to support pedestrian and bicycle travel in all parts of the City as outlined in the policies in the Networks Chapter of this Plan. Key routes and corridors throughout the City that will support active transportation are illustrated on Schedule 'F' – Active Transportation. It is the intent of this Plan that Schedule 'F' provides an overview of major active transportation routes and corridors and that:

c. The active transportation system shown on Schedule 'F' – Active Transportation consists of existing and planned routes that are designed to connect neighbourhoods and planning districts within the City, and to connect the City with adjacent municipalities.

6.5.2(1) (b) Support a more compact urban form that locates the majority of transit supportive uses within a reasonable walking distance of the transit stop or Major Transit Station Area

6.6.1(5) *The City may, at its discretion, eliminate or reduce on-site vehicular parking requirements for a property or properties through Amendments to the Zoning ByLaw, cash-in-lieu of parking agreements or other legislative tools.*

Located near multiple GRT bus stops and within proximity to the University of Waterloo Transit station, the development provides future residents, many of whom are anticipated to be students, with access to a variety of public transit options. These nearby transit services include: the ION LRT line, a rapid transit service, which travels from Conestoga Mall connecting to Fairview Mall, seven GRT bus routes, and GO Transit travelling from Mississauga to Waterloo. It also offers 12 secure indoor and 6 outdoor bicycle parking, exceeding the minimum requirement set out in Zoning By-law 2018-050, and enhancing opportunities for active modes of transportation such as walking and cycling while reducing reliance on personal vehicles. The proposal also includes a reduction in vehicle parking, justified by its location within a MTSA and the availability of alternative transportation options. More specifically, as per Sections 16(22) and 34(1.1) of the Planning Act, an Official Plan and Zoning By-law may not require an owner to provide parking facilities on land located within an area identified in the municipality's Official Plan as surrounding and including an existing or planned higher-order transit station or stop, where the plan also specifies a minimum density target for residents and jobs per hectare.

Hazel Street is designated a "City-Wide Cycling and Multi-Use Routes" as part of the City's active transportation network (see Figure 11), and the development is designed to integrate seamlessly with this system. By providing safe, direct connections to existing sidewalks and bicycle parking spaces, the proposal reinforces the City's goal of creating a connected and accessible city-wide pedestrian and cycling network that links neighbourhoods.

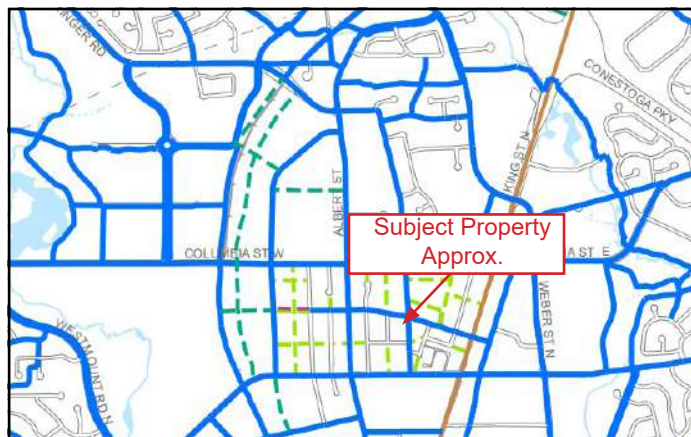


Figure 11 - Schedule F: Active Transportation System
Source: City of Waterloo Official Plan

Section 7: Economy

7.7.1 Post-secondary educational institutions are critical to the City's strength within the knowledge-based economy. In planning for a strong knowledge economy, the City will continue to assist, where appropriate, the post-secondary educational institutions in achieving their long-term goals.

7.7.1(4) Post-secondary educational institutions are encouraged to focus growth within their existing campus lands, as a first priority. Should additional lands be required, the City will plan for the expansion of post-secondary educational institutional uses in a manner that protects the character of abutting low-density residential neighbourhoods, or the function of other land use designations, through the identification of expansion areas. Expansion areas are identified in Specific Provision Areas on Schedule 'A6' – Specific Provision Areas.

The proposal will provide rental housing intended primarily for students, supporting the ongoing success and growth of Waterloo's post-secondary institutions. The proposed development was designed in a manner that is appropriate and aligned with the trend of development in the Northdale neighbourhood. The proposal maintains compatibility with surrounding uses by adhering

to the built form guidelines in the Northdale Plan and respecting the maximum permitted height of 6-storeys.

Section 10: Land Use Policies

10.1.1(1) Lands designated residential are shown on Schedule 'A' - Land Use Plan. Residential land use designations serve a range of functions as described in the policies of this chapter. The residential land use designations are:

a. Low Density Residential.

10.1.2(1) This Plan recognizes that access to a range of housing contributes to the quality of life within a City. The City will continue to plan for a range of housing types, including low density, medium density, medium high density, and high density housing. The City will also plan for a range of lot sizes in low-rise residential areas.

10.1.2(8) This Plan recognizes the need for the provision of comprehensively planned, safe, suitable, compatible, and an appropriate range of housing types for users of postsecondary educational institutions. Consistent with 7.7.1 (4), this Plan supports and encourages the construction and location of such housing:

- a. Firstly, to the main campus of post-secondary educational institutions;*
- b. Within those portions of the designated Nodes and Corridors which are in close proximity to the main campus of post-secondary educational institutions;*

The Subject Property is designated "Low Density Residential" (see Figure 8) and the proposed development is in the form of low density residential building type contemplated by the OP. While the proposed density exceeds the standard permissions for this designation, the proposed OPA will allow for a more appropriate and context-sensitive built form. Although the Subject Property is not within a designated Node or Corridor, it is

within a delineated MTSA with access to different transportation options and a broad range of services and amenities that will support residential growth. Furthermore, the proposal contributes to a greater range of housing types within the City by introducing compact, low-rise rental housing in the form of a 6-storey residential apartment building that provides studio and 1-bedroom units. Located near both Wilfrid Laurier University and the University of Waterloo, the student-oriented nature intended for the proposed development aligns with policies 10.1.2(8) and 7.7.1(4), which encourage the provision of appropriate housing options close to post-secondary campuses.

10.1.3(1) The Low Density Residential designation shown on Schedule 'A' - Land Use Plan, is a designation in which the predominant use of land is residential. The aim of this designation is to permit a mixture of low- density residential building types across neighbourhoods that support and are generally consistent with the existing low-rise character of the area. Lands designated Low Density Residential may be zoned to permit specific low-rise building forms being one or more of the following: single-detached dwellings; semi-detached dwellings; duplex dwellings; triplex dwellings; and townhouses. A number of unique sites may also be zoned to permit terrace dwellings and or apartment units. The Zoning By-Law will restrict the range of permitted uses within zones that implement the Low Density Residential designation with the intent of retaining and enhancing the low-rise built-form, character and stability of low density residential neighbourhoods.

10.1.3(3) The height and density of uses within the Low Density Residential designation shall be limited as shown on Schedule 'B1' - Height and Density and as set out in section 3.4. For clarity, the following regulations apply:

- a. The maximum net residential density permitted on any one site shall not exceed 150 bedrooms per hectare.*

- b. *The maximum height of any building shall not exceed 10 metres, except as provided in 10.1.3 (9) and 10.1.3 (12) below.*

10.1.3(5) New development shall respect and reinforce the general physical patterns in the neighbourhood, including those established by:

- a. street and block configurations;*
- b. lot sizes and configurations;*
- c. building height, bulk, and spacing on nearby lands with similar characteristics; and,*
- d. building setbacks.*

10.1.3(7) Terrace dwellings and apartment dwellings may be an appropriate structure type within the Low Density Residential designation under specific circumstances. As such, low-rise terrace dwellings and low-rise apartments may be permitted, subject to a Zoning By-Law Amendment which demonstrates an ability to satisfy the policies of this Plan including policies 10.1.3.(8) and 10.1.3.(9) below.

10.1.3(8) A Zoning By-Law Amendment to permit terrace dwellings and or apartments shall comply with the following criteria.

10.1.3(9) In addition to policy 10.1.3 (8) above, applications to amend the Zoning By-Law to permit terrace dwellings and or apartments will be reviewed within the context of locational criteria deemed appropriate by the City including the following criteria.

10.1.3(10) Notwithstanding policies 10.1.3 (7), 10.1.3 (8), and 10.1.3 (9) above, properties designated Low Density Residential and zoned to permit terrace dwellings or apartment units as of the day of Council adoption of this Official Plan, may continue to be zoned to permit terrace dwellings or apartments as the case may be.

As previously mentioned, the maximum permitted height for the Subject Property is 6-storeys based on OP Schedule 'B1'– Height and Density (see Figure 10). As per Policy 10.1.3(3)(a), the maximum permitted density is 150 bedrooms per hectare, however as per the applicable Area Specific Policy (ASP 45) and Zoning By-law 2018-050 permit a higher maximum density of 250 bedrooms per hectare. The proposed development seeks a density of 381 bedrooms per hectare, and therefore requires both an OPA and ZBA to accommodate the proposed increase of density.

As per Policy 10.1.3(1), a number of unique sites may be zoned to permit terrace dwellings and or apartment units. Multi-unit residential buildings, including apartment building, is a primary permitted use in the applicable zoning ((H)RN-6) of the Subject Property. As such, while a ZBA is required to permit the proposed increase in density, it is not necessary to permit the proposed apartment use on the Subject Property. Therefore policies 10.1.3(7), 10.1.3(8) and 10.1.3(9) are not applicable.

The proposed development respects and reinforces the general physical patterns of the surrounding neighbourhood by maintaining the existing street and block configuration and orienting the building toward Hazel Street. The lot fabric remains consistent with the broader Northdale context, particularly as lot consolidations are common in this area to accommodate compact, low-rise development. The proposed 6-storey height conforms to the permissions under Schedule B1 and is compatible with other recent developments in the vicinity, as depicted in Table 1. The nearby examples of 6+ storey developments co-existing with single-detached dwellings further demonstrate this condition. Some of these examples include:

- 275 Larch Street, which previously contained 20 residential lots, and now contains eight apartments and mixed-use buildings ranging in 5- to 6-storeys in height. The site also

surrounds one single-detached dwelling located at 271 Larch Street, demonstrating how the varying building types can co-exist within the Northdale neighbourhood.

- 62 Balsam Street, which previously contained 5 residential lots, and now contains two 6-storey mixed-use buildings and two blocks of 4-storey stacked townhouses. This development also co-exists with the remaining single-detached dwellings located at 227 Larch Street and 66 Balsam Street.
- 34-38 Hickory Street, which consolidated 3 lots with single-detached dwellings and is anticipated to be constructing a 6-storey mixed-use building.
- 290–298 Hemlock Street consolidated 2 lots with single-detached dwellings to construct a new 6-storey apartment building construct a new 6-storey apartment building

These examples demonstrate the planned and gradual transition occurring in the Northdale neighbourhood, where intensification is accommodated through thoughtful infill that coexists with remaining single-detached residential dwellings. The proposed development supports the broader objectives of the Northdale neighbourhood by providing increased housing options in proximity to universities, improving walkability, and supporting sustainable growth while ensuring that massing and design considerations respect the surrounding context. Through setbacks, façade articulation, and landscape buffers, the proposal helps to mitigate impacts on adjacent properties as the neighbourhood evolves.

The proposed building massing and scale are appropriate for the context, and setbacks have been designed to support a pedestrian-friendly streetscape. As per the Shadow Study, prepared by Khalsa Design Inc., the proposed development is not anticipated to have further shadow impact than what currently exists, particularly from the shadows created by the nearby 6-storey building to the rear of the Subject Property. Overall, the

proposal aligns with the built form expectations set out in Policy 10.1.3(5).

Section 11: Specific Provision Areas

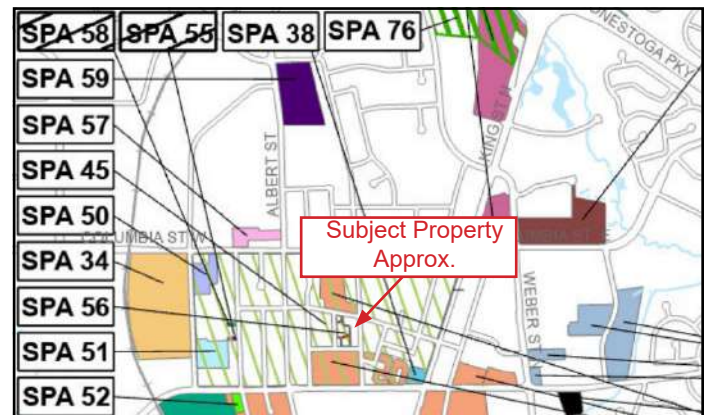


Figure 12 - Schedule A6: Area Specific Policies
Source: Region of Waterloo Official Plan

11.1.45(1) The policies of this Specific Provision Area apply to lands known as the Northdale Neighbourhood, bounded by Columbia Street West, King Street North, University Avenue West, and Phillip Street, shown as SPA 45 on Schedule 'A6' – Specific Provision Areas. The following provides specific guidance for the reurbanization and redevelopment of Northdale.

11.1.45(2) Northdale is a neighbourhood in transition. It is anticipated that Northdale will accommodate a large portion of the City's infill and intensification growth over the planning period of this Official Plan given the proximity of the neighbourhood to the Universities, designated Nodes and Corridors, and proposed Major Transit Station Areas (MTSAs), in accordance with the Ministry of the Environment's Transit Project Assessment Process (May 2012). As such, the policies of this Plan support the reurbanization of Northdale as a vibrant, sustainable and mixed-use neighbourhood. Northdale will become a complete neighbourhood that accommodates a diverse demographic and range of land uses,

housing types, institutional and community uses, commercial and retail uses and employment uses that are supported through an integrated network of pedestrian-oriented streets, pathways, and cycling facilities which support active transportation and increased densities.

11.1.45(5) Given Northdale's proximity to the major University of Waterloo and Wilfrid Laurier campuses, it is anticipated that Northdale will continue to accommodate a significant portion of the forecasted student housing growth, as well as a more diverse demographic, and increasing share of faculty and staff related growth, as well as permanent population growth, particularly given the economic spin-off associated with the Universities.

11.1.45(8) The maximum permitted heights and densities in Northdale are identified on Schedule 'B1' – Height and Density, which guides built form and provides standardized permitted heights throughout the City. The categories of maximum permitted heights and densities are outlined in Section 3.4 (1) and (2) and apply to the Northdale neighbourhood and shall be read in conjunction with the associated land use designation and applicable policies of this Plan.

11.1.45(9) Through the review of development applications, the City shall seek to ensure that housing geared toward student accommodations is flexible and able to adapt to other housing forms to accommodate changing housing needs and demographics, particularly given the difficulty in projecting future student housing needs.

The Subject Property is located within the Northdale neighbourhood, which is identified as Specific Provision Area 45. Northdale is a neighbourhood in transition, expected to accommodate a significant portion of the City's growth. This transition has been evidenced in the area as shown in Section 2.4 and Figure 12. The

proposed development continues to support this transition by introducing 6-storey, purpose-built rental housing in proximity to post-secondary institutions and transit services. The proposed development responds to the anticipated demand for student housing by delivering compact rental housing in the form of studio and one-bedroom units suitable for a range of users, including students and young professionals. The proposal conforms to the permitted height as indicated in Figure 10, however, an OPA will be required to permit the proposed increase in bedrooms per hectare.

11.1.45(13) It is recognized that Northdale is an area in transition, and as such the Low Density Residential designation policies of the Official Plan are not appropriate as it only contemplates limited change to the existing residential character within these areas in an effort to maintain the character and land use intensity within stable neighbourhoods. A new policy framework for the Low Density Residential designation within Northdale is established in this SPA, to encourage change and redevelopment in keeping with a low to mid-rise built form character while contributing to the vibrancy and vitality of Northdale, and providing appropriate land use and built form transitions within the Nodes and Corridors. The Low Density Residential designation for Northdale is intended to support and encourage the transition of the lower density built forms, while accommodating redevelopment opportunities within the existing dwellings without precluding the comprehensive redevelopment of the area to more intensive townhouse and apartment buildings, as the neighbourhood evolves and transitions.

11.1.45(14) The Low Density Residential designation is intended to accommodate primarily low to mid-rise residential land uses, which supports neighbourhood redevelopment and intensification. Intensification in areas designated Low Density Residential in

Northdale shall be context sensitive to the surrounding neighbourhood and maintain a low to medium rise built form.

- a. The Low Density Residential designation for Northdale shown on Schedule 'A' - Land Use Plan, is a designation in which the predominant use of land is residential. The aim of this designation is to permit a mixture of low to midrise density residential built forms with a 6 storey height limit, across the neighbourhood that is compatible and provides an appropriate transition with adjacent land uses.*
- b. Lands designated Low Density Residential shall be zoned to permit low to mid-rise building forms including townhouses, and mid-rise apartment buildings with a maximum height limit of 6 storeys. Duplex dwellings are permitted provided they are accommodated within an existing single detached dwelling. Lands designated Low Density Residential permit existing low-rise building forms including single-detached dwellings, semidetached dwellings, duplex dwellings, and triplex dwellings.*
- d. The height and density of uses within the Low Density Residential designation in Northdale shall be limited as shown on Schedule 'B1' - Height and Density. The following regulations apply:*
 - 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.*
- e. A mixture in the number of bedrooms within each dwelling unit shall be strongly encouraged to accommodate a diverse range and type of dwelling units.*
- h. In review of development applications, the proposal shall comply with the following criteria to the satisfaction of the City:*
 - i. The proposal will achieve a high standard of urban design, with 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 (Northdale Urban Design Guidelines) to the satisfaction of Council;*
 - 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.*

The proposed 6-storey, rental development is consistent with the vision for Northdale's "Low Density Residential" designation, which explicitly permits townhouses and mid-rise apartment buildings up to 6-storeys, and recognizes the need for diverse housing forms and intensities. While the proposal exceeds the standard maximum density of 250 bedrooms per hectare, it maintains the height limit and aligns with the planned built form transition in Northdale without requiring significant relief from the Zoning By-law. The proposal is consistent with the urban design

and land use compatibility policies as previously mentioned in this report, in the analysis of Section 3.11 of the OP. The urban design policies and specifically the Northdale Urban Design Guidelines are referenced and reviewed in the Urban Design Brief prepared by KBA Inc. As per the SWM & FSR, there is adequate capacity for the proposed development, and no negative impacts are anticipated in regard to sanitary servicing. The proposal meets the minimum 30% landscaped open space requirement, and exceeds the minimum 77 square metre amenity space requirement set out in the Zoning By-law. There is a total of 156 square metres of amenity space proposed, with 51 square metres provided outdoor. Furthermore, the Subject Property consists of 2 lots being consolidated and meets the minimum required lot frontage and lot area.

11.1.45(2) Schedule 'A45a' – Street Frontage Areas and Streetscape Elements identifies street frontage areas within Northdale, which provides additional guidance for the permitted land uses and built form requirements at the ground floor frontage, in accordance with the following policies.

b. Convertible Frontage Areas

- i. The permitted uses within a Convertible Frontage Area as identified on Schedule 'A45a' – Street Frontage Areas and Streetscape Elements, shall be in accordance with the permitted uses of the applicable land use designation. Notwithstanding the permitted uses at the ground floor, the ground floor areas shall be planned and designed to accommodate mixed commercial, retail, institutional, and/or community uses at the ground floor, at such time as these uses may be supported.*
- ii. Convertible Frontage Areas shall be designed to be easily converted to retail/commercial uses and shall be designed as flexible spaces, with taller ground floors to accommodate a range of active uses with larger window/*

display areas and entrances.

- iii. Buildings associated with a Convertible Frontage Area shall be appropriately setback from the street to accommodate active ground floor uses which enhance the street. The implementing zoning by-law shall establish minimum and maximum building setbacks.*
- 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 Subject Property is identified within a Convertible Frontage Area (see Figure 13). Although no non-residential uses are being proposed at this time, the ground floor design is in keeping with the intent of the policies to promote flexible design. To support this flexibility, the proposed ground floor height is 3.7 metres, exceeding the typical 3.0-metre residential floor height. The proposed design also includes large window walls along the ground floor facade, which enhance transparency, create visual connections between the interior and exterior, and contribute to a vibrant, engaging streetscape. These window walls help animate the public realm and ensure the ground floor remains adaptable for future active uses. In addition, balconies on the 2nd to 6th floors facing Hazel Street are proposed to further activate the street frontage and support eyes on the street, contributing to both vibrancy and safety. A distinctive, well-articulated front entrance is also proposed to emphasize the building's street presence and reinforce its pedestrian orientation. The recessed nature of the principal entrance not only provides weather protection but also creates a welcoming transition space between the public sidewalk and private interior, encouraging gathering and interaction while supporting active ground floor use in the future.

11.1.45(24) A Transportation Impact Study shall be required in support of a development

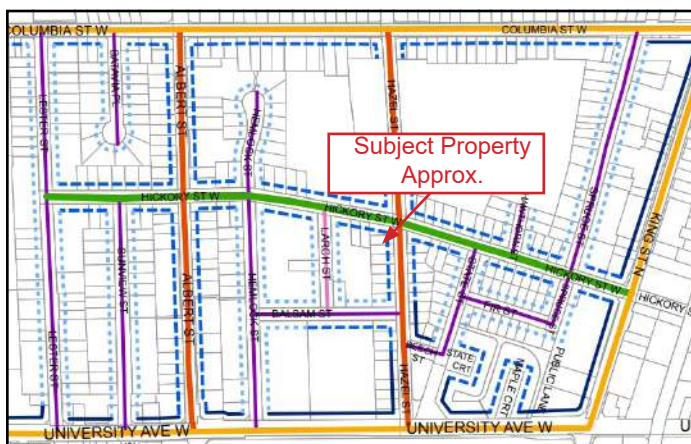


Figure 13 - Schedule A45a: Street Frontage Areas & Streetscape Elements
Source: Region of Waterloo Official Plan

application, and where a Zoning By-law amendment is required to provide additional height and/or density in accordance with the bonusing provisions of Section 11.1.45 (38). The implementing Zoning By-law may zone lands with a holding provision (“H” symbol) to require the preparation of a Transportation Impact Study to assess the transportation impacts of the proposed development.

The Transportation Impact Brief, prepared by Paradigm Transportation Solutions Ltd., concludes that the proposed development is expected to have negligible impact on traffic operations.

11.1.45(28) The Plan 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 within Northdale, as identified on Schedule ‘A45a’ – Street Frontage Areas and Streetscape Elements.

b. Mixed Use Street – Mixed Use Streets will be designed to foster social interaction and engagement while accommodating alternative modes of transportation. Key design features of Mixed Use streets will include wide sidewalks, bicycle lanes, flexible on-street parking, awnings and weather protection, consistent street

tree establishment, landscaped centre medians and boulevards, pedestrian scale lighting, and co-ordinated street furniture.

The proposal encourages reduced car dependence through limiting the available parking on the Subject Property and promoting active transportation and transit usage due to the location within the University of Waterloo MTSA and proximity to a variety of transit services, including the ION LRT, GRT routes, and GO Transit. Hazel Street is identified as a “City-Wide Cycling and Multi-Use Route”, further supporting the suitability of the Subject Property for bicycle use and enhancing connectivity to nearby destinations. The building’s proposed design supports pedestrian activity, with a recessed principal entrance that provides weather protection from sun and precipitation, contributing to user comfort. Landscaping elements, including new plantings in the front yard and a rear yard greenspace, enhance visual appeal and provide areas for social interaction.

11.1.45(30) 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, in accordance with the policies of Section 6.6.1 (5) of this Plan.

The proposal supports alternative modes of transportation and minimizes the need for vehicular travel and parking. More specifically, the Subject Property is in proximity to GRT bus routes and the University of Waterloo Transit Station, which supports the use of public transit. The proposal provides 6 outdoor bicycle parking spaces and 12 indoor, secure bicycle parking spaces, encouraging active transportation by future residents and visitors. Additionally, as per Sections 16(22) and 34(1.1) of the Planning

Act, an Official Plan and Zoning By-law may not require an owner to provide parking facilities on land located within an area identified in the municipality's Official Plan as surrounding and including an existing or planned higher-order transit station or stop, where the plan also specifies a minimum density target for residents and jobs per hectare. As the Subject Property is located within the University of Waterloo MTSA, the proposal is not subject to minimum parking requirements. Nevertheless, 4 parking spaces including one accessible parking space are provided at the rear of the proposed building.

11.1.45(34) Private Developments

Site Development

- a. Site planning should seek to maximize the outdoor amenity areas and greenspace, and incorporate soft-landscaping techniques and native/adaptive plant species, where appropriate.*
- b. Stormwater shall be collected and managed on-site.*
- c. Outdoor lighting should minimize light trespass across property boundaries, while providing sufficient and uniform lighting to address security concerns.*
- d. Bicycle racks and associated facilities should be provided to encourage cycling and active transportation, promoting spaces for carshare and carpooling, while minimizing parking requirements.*

As per the Landscape Plan, prepared by Aboud & Associates, Inc., dated March 2025 (see Schedule D), the proposal features outdoor greenspace located in the rear yard of the Subject Property, as well as new plantings located at the front of the proposed development. The proposal meets the minimum 30% landscaped open space requirement set out in the Zoning By-law. There is a total of 51 square metres of outdoor amenity space proposed. 105 square metres of indoor amenity space is provided on the ground floor

and is partially located towards the front of the proposed development, surrounded by large windows to support an active frontage.

Based on the SWM & FSR, the Subject Property will manage stormwater on-site. Quantity control will be managed through the provision of an enlarged storm sewer, bio-swales, clear stone filtering, and surface ponding. Quality control and water balance will be managed through the use of bio-swales and clear stone filtering.

As per the Urban Design Brief, prepared by KBA Inc., window walls are designed in the front facade to provide natural lighting, and all entrances are proposed to have adequate lighting to encourage a safe and welcoming pedestrian environment. Note that outdoor lighting will be reviewed and addressed through the site plan process.

The proposal includes 6 outdoor bicycle parking spaces and 12 secure indoor bicycle parking, supporting sustainable transportation options. No car share or carpool spaces are currently proposed, but the reduced parking ratio reflects the transit-oriented nature of the project, which encourages the use of active transportation.

11.1.45(43) The holding provisions of Section 12.2.3 of the Plan shall continue to apply with respect to the implementation of holding zones in Northdale. Holding provisions will be used by the City in situations where it is necessary or desirable to zone lands for development, but where development must be delayed pending completion or realization of one or more of the matters identified in Section 12.2.3 of this Plan, in addition to the following:

- a. Completion of a Block Plan in accordance with the policies of Section 1.1.45 (40);*
- b. Demonstrating that the development is consistent with the urban design, land use and compatibility policies of this Plan and implements the City's Urban Design Manual (Northdale Urban Design Guidelines) to the satisfaction of Council, through development applications.*

c. Completion of a Transportation Impact Study, as required, to the satisfaction of the City of Waterloo and/or the Regional Municipality of Waterloo.

The proposed ZBA seeks to remove the holding provisions currently applicable to the Subject Property. As per the Record of Consultation, a Block Plan is not required for this proposal. The proposal does demonstrate consistency with the Northdale Urban Design Guidelines, ensuring appropriate massing and pedestrian-friendly frontage. Refer to the Urban Design Brief, prepared by KBA Inc., for further detail of the proposal's architectural and urban design. The Transportation Impact Brief concludes that the proposed development is expected to have negligible impact on traffic operations.

Summary Opinion:

The proposed development represents a context-sensitive intensification project that generally conforms to the OP policies. Located within the "Built-up Area" and within a MTSA, the proposal supports the City's focus on accommodating growth through compact, transit-supportive development. The Subject Property is situated approximately 1000 metres from the University of Waterloo Transit station, which offers LRT, bus, and GO transit services, and there are bus stops located within walking distance from the Subject Property. By providing secure indoor and outdoor bicycle parking, pedestrian-oriented design, and a reduced provision of vehicle parking, the development promotes sustainable transportation choices and reduces vehicle dependency.

The proposal introduces a moderate increase in density, 381 bedrooms per hectare, beyond the existing permissions under Area Specific Policy 45, which allow up to 250 bedrooms per hectare. Although an OPA and ZBA are required to accommodate this increase, the proposed density supports the MTSA's minimum target of 160 residents and jobs per hectare by 2041 and reflects an appropriate level of intensification for a location well-connected to the transit network.

The proposal contributes to a complete community by introducing a mix of compact studio and one-bedroom units, which are particularly suited to students and young professionals. This rental housing type addresses the growing demand for attainable housing options near Wilfrid Laurier University and the University of Waterloo, and helps diversify the City's housing stock.

The design prioritizes high-quality urban form, as demonstrated through compliance with the Northdale Urban Design Guidelines as demonstrated in the accompanying Urban Design Brief. The proposed development incorporates active frontages, balconies, landscaped open space, and private and shared amenity areas that enhance livability and support community building.

In terms of servicing, the Subject Property is fully connected to existing municipal infrastructure, and no major upgrades are required to accommodate the proposed intensification. The SWM & FSR confirms that stormwater will be effectively managed through best practices such as bio-swales, surface ponding, and an upgraded storm sewer connection, further supporting the OP policies of sustainable and efficient urban development.

Overall, the proposed development demonstrates good planning and urban design by making efficient use of underutilized land within a neighbourhood experiencing transition, see Section 2.4 for surrounding development activity. It supports the City's growth objectives, responds to student housing needs, contributes to a vibrant and walkable urban environment, and emphasizes complete communities and transit-oriented development. Therefore, it is our professional opinion that the proposed development generally conforms to the city of Waterloo's OP policies, except for an OPA is required to permit the proposed increased in density on the Subject Property.

3.4 City of Waterloo Official Plan Amendment 58, 2024

On December 2, 2024, City Council adopted Official Plan Amendment 58: Official Plan Review Phase 1 (“OPA 58”). OPA 58 includes updates to Chapter 1,2,3,10,11,12 and portions of the Glossary. Some policies of Chapter 7 have been moved to other Chapters of the Plan where applicable and the remainder of the chapter has been deleted. One modification is included in Chapter 6 Transportation related to parking. OPA 58 is not in effect as it still requires approval from the Province. Many of the policies in OPA 58 related to the Subject Property maintain the intent set out in the current, in-force OP. However, the following policies are anticipated to be applicable to the Subject Property, should OPA 58 be approved by the Province in the manner it is currently written.

11.1.45(14)(d) The scale of uses within the Low Rise Residential designation in Northdale shall be limited as shown on Schedule ‘B1’ – Built Form. The following regulations apply:

- 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.*

Where apartment buildings are permitted, increases in the permitted net residential density may be permitted by way of a Zoning By-law Amendment, provided:

- i. The maximum net residential density permitted on any one site shall not exceed 600 bedrooms per hectare.*
- ii. The maximum height of any building shall not exceed 6 storeys.*
- iii. The site does not require significant relief from standard regulations including parking, landscaping, amenity space and other site-specific requirements.*
- iv. There is a mix of unit types and the inclusion of multi-bedroom units.*

- v. The provision of active transportation connections, consisting of pedestrian/ cycling paths/walkways in accordance with the policies of this Plan and the City’s Urban Design Manual (including the Northdale Urban Design Guidelines), if applicable.*
- vi. The property shall be zoned a site-specific zone through the implementing Zoning By-law Amendment.*

Summary Opinion:

OPA 58 maintains the “Low-rise Residential” designation for the Subject Property and provides additional direction on scale and density. Section 11.1.45(14)(d) permits a maximum height of 6 storeys, which the proposed building conforms to. It also introduces a framework that allows for increased density, up to 600 bedrooms per hectare, through a ZBA, provided specific criteria are met. The proposed development seeks a density of 381 bedrooms per hectare and the design of the proposed 6-storey purpose-built rental building generally satisfies the criteria of the policy. The building height remains within the permitted maximum, and the proposal does not seek significant relief from other zoning standards such as parking, landscaping, or amenity space. The proposed development includes studio and 1-bedroom units geared toward the student population. The proposal will exceed the minimum zoning requirement for bicycle parking, and provide active transportation connections to Hazel Street, which is designated as “City-Wide Cycling and Multi-Use Route”. Although OPA 58 is not yet in full force and effect, the proposal demonstrates clear alignment with its intent and direction. If OPA 58 is approved by the Province in the manner it is currently written, an OPA to permit the proposed increase in density would not be required.

3.5 City of Waterloo Zoning By-Law 2018-50, 2024

The in-force Zoning By-law applying to the Subject Property is 2018-050, which applies to all land and buildings within the City of Waterloo, with the exception of two specific areas identified within the by-law. The Subject Property is zoned “Holding Residential Northdale Six ((H)RN-6)”. The “RN-6” zone permits residential and mixed-use development. The primary uses that are permitted include:

- Multi-unit Residential Building (Including Apartment Building)
- Mixed Use Building With Dwelling Units Above The First Storey
- Townhouse Building
- Freehold Townhouse Building
- Stacked Townhouse Building

The proposed development is in the form of a 6-storey purpose-built rental residential apartment building, which is permitted under the Zoning By-law.

Section 7.11.4 of the Zoning By-law provides performance standards applicable to the Subject Property. Other performance standards regulated in the “RN-6” zone include: lot area, lot frontage, setbacks, height, density, amenity area, open space, and parking. The proposal seeks to amend the following provisions, which will be further discussed in Section 5 of this report:

- Density (maximum)
- Side yard setback (minimum)
- Rear yard setback (minimum)
- Height of the first storey (minimum)

Based on the preliminary review of the proposal, it is our opinion that the proposed development and increased density is generally contemplated by the PPS and ROP, and OPA 58. The proposal and associated amendment to Zoning By-law 2018-050, which includes an increase in density

to 381 bedrooms per hectare among other site-specific provisions, is appropriate for the Subject Property.

The Subject Property is subject to holding provisions. As per regulation 7.11.17, the following criteria must be satisfied to remove the holding symbol:

- 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 an urban design brief 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.

Based on the Record of Consultation, City staff have indicated that criteria (c), (e), and (g) are not applicable. Additionally, criteria (d) is not applicable to this proposal, as Section 37 Agreements are no longer available, as indicated in the Record of Consultation. To satisfy criteria (a) and (b), a Stormwater Management and Functional Servicing Report, and a Transportation Impact Brief have been prepared to verify that there is sufficient capacity and infrastructure to support the proposed development. To satisfy criteria (f), an Urban Design Brief has been prepared by KBA Inc., addressing conformity to the Waterloo Official Plan, Regional Official Plan, and the City's Urban Design Manual.

It is our opinion that sufficient technical studies have been provided in support of the proposed ZBA, and removal of the holding provisions.

4.0 PROPOSED DRAFT OFFICIAL PLAN AMENDMENT

As previously discussed, the proposal conforms to the policies of the City of Waterloo Official Plan, with the exception of the proposed density. More specifically, Policy 11.1.45(14)(d) permits a maximum density of 250 bedrooms per hectare in the “Low Density Residential” designation with the Northdale neighbourhood. Therefore, an OPA is required to permit the proposed density of 381 bedrooms per hectare.

Based on the foregoing analysis, it is our opinion that the proposed density is appropriate as it supports the City’s broader growth management and intensification objectives, particularly within a MTSA, where higher densities are both expected and encouraged. The development’s location, within walking distance to two major universities, frequent transit service, and a range of amenities, makes it ideally suited for compact, transit-supportive residential intensification. The proposal exceeds current density permissions but maintains the permitted height and conforms to the urban design expectations for the area, ensuring compatibility with the surrounding context. Other developments in the Northdale neighbourhood, such as 275 Larch Street, 290–298 Hemlock Street, and 34–38 Hickory Street, have similarly introduced 6-storey apartment buildings through lot consolidations while maintaining compatibility with the surrounding context and co-existing with the remaining single-detached dwellings. These projects reflect an ongoing pattern of intensification that balances growth with design sensitivity, setting a clear pattern for the proposed development. The proposal delivers a form of purpose-built rental housing that supports the surrounding student population and efficiently uses existing infrastructure without the need for major upgrades. The increased density helps achieve minimum MTSA density targets and contributes to a more sustainable, walkable, and complete community.

Further, it is noted that OPA 58 introduces changes to Policy 11.1.45(14)(d) by adding criteria to increase the residential density up to 600 bedrooms per hectare through a ZBA. It is anticipated that once OPA 58 is in full force and effect in its current form, the proposed increase in density on the Subject Property will no longer require an OPA.

Since OPA 58 is not currently in effect, an amendment to the City of Waterloo Official Plan is required to permit the proposed development. The proposed amendment, as illustrated in Schedule E, seeks to amend Policy 11.1.45(14)(d) to establish a new site-specific Policy applicable to the Subject Property to permit a maximum residential density of 381 bedrooms per hectare.

5.0 PROPOSED DRAFT ZONING BY-LAW AMENDMENT

Zoning By-law 2018-050 should be amended to permit the residential building proposed on the Subject Property in the form shown on the proposed site plan (see Schedule B). The proposed ZBA will include site specific provisions pertaining to the increase in density, reduced minimum side yard setback, reduced minimum rear yard setback, reduced minimum height of the first storey. The proposed site-specific provisions are as follows:

- i. SOUTH SIDE YARD setback (minimum): 2 metres proposed where 3 metres is required
- ii. REAR YARD setback (minimum): 6.3 metres proposed where 7.5 metres is required
- iii. Height of FIRST STOREY (minimum): 3.7 metres proposed where 4 metres is required
- iv. DENSITY (maximum): 381 bedrooms per hectare proposed where 250 is permitted

The site-specific provisions are appropriate given the Subject Property's location within the University of Waterloo MTSA, its designation within a "Convertible Frontage Area", and its context in the Northdale neighbourhood, where intensification is expected and encouraged. The proposed modifications allow for a development that is compact, transit-supportive, and designed in accordance with urban design principles, while maintaining a built form that is compatible with the surrounding context.

Similar site-specific ZBAs have been approved in the immediate area for developments of comparable scale and function. For instance, 275 Larch Street, a multi-building complex known as "The Block", was approved with an increased density of 350 bedrooms per hectare through site-specific exception "C141", recognizing the need for higher-density, and purpose-built student housing near the universities. Furthermore, the mixed-use development at 62 Balsam Street received ZBA approval for site-specific exception "C119" to permit a reduced first storey height of 3.5 metres, reduced side yard setbacks of 2 metres, and reduced rear yard setbacks of 3 metres among other provisions.

The modest adjustments being proposed to the setbacks and first storey height support a

high-quality public realm, enhance pedestrian experience, and accommodate active ground floor uses over time. When considered alongside the policy framework and recent approvals in the Northdale neighbourhood, the proposed ZBA reflects a consistent and context-sensitive approach to urban intensification.

Additionally, the proposed ZBA will be required to remove the holding symbol as the criteria identified in regulation 7.11.17 and noted in the Record of Consultation have been addressed, subject to the satisfaction of the City. The proposed ZBA is included in Schedule F of this report. Ultimately, the intent of the proposed draft ZBA is to permit the proposal as per the submitted Architectural Plans and therefore, we would suggest that the City accept changes to the proposed development standards as needed if it is determined that the draft ZBA needs to be revised further to permit the proposal in its entirety.

It is our opinion that the Subject Property is appropriate for the proposed intensification and is contemplated with the policies in the ROP and OP, representing good planning and contributing to the development of a complete community.

6.0 SUPPORTING DOCUMENTS REVIEWED

Stormwater Management & Functional Servicing Report, prepared by Luban Engineering Ltd., dated March 2025

The Stormwater Management and Functional Servicing Report concludes that there is existing water, sanitary and storm infrastructure along Hazel Street. Furthermore, the Report confirms that there is adequate capacity for the proposed increase in density, and no negative impacts are anticipated in regard to sanitary servicing. Additionally, stormwater will be managed through best practices such as bio-swales, clear stone filter system, surface ponding, and an upgraded storm sewer connection.

Transportation Impact Brief, prepared by Paradigm Transportation Solutions Ltd., dated March 2025

The Transportation Impact Brief concludes that the proposed development is estimated to generate 15 trips in the weekday AM peak hour and 16 trips in the PM peak hour, and nearby intersections are expected to operate at acceptable levels of service. The proposed development is expected to have negligible impact on traffic operations in the study area.

Landscape and Tree Preservation Plan, prepared by Aboud & Associates Inc., dated March 2025

The Tree Preservation Plan indicates that there are 16 trees currently existing on the Subject Property and 10 are planned to be preserved, while 6 are planned to be removed due to the proposed development. The Landscape Plan proposes a total of 6 new trees to be located at the rear of the Subject Property and in front of the proposed building, as well as shrubs and ornamental grasses proposed at the front of the building and along the front lot line.

Shadow Study Report, prepared by Khalsa Design Inc.

The Shadow Study concludes that the proposed shadows continue the overall depth of shadows created by other similar buildings within close proximity of the Subject Property including the

rear adjacent 6-storey building. Shadows cast from the Subject Property are largest during the winter season and reduced during the fall and summer seasons. Due to the existing shadowing in the vicinity of the Subject Property, the proposed development will have little to no impact further than what currently exists.

Urban Design Brief, prepared by KBA Inc.

The Urban Design Brief concludes that the Subject Property is suitable for the proposal and meets the City's design vision and objectives as set out in the City's Urban Design Manual and Official Plan. Furthermore, the proposal presents a good opportunity to meet the community's need for housing, intensification and enhances the urban environment of the neighbourhood positively through its well-designed elements.

7.0 CONCLUSION

The proposal seeks to introduce site-specific policies pertaining to the residential density of the Subject Property through an Official Plan Amendment. The proposal also seeks to remove the holding symbol from the “(H)RN-6” zone, as well as introduce site-specific provisions to permit the proposed development.

The proposed development of a 6-storey, 40-unit rental residential building is consistent with the Provincial Planning Statement, 2024. The proposal also conforms to the policies in the Region of Waterloo Official Plan, as well as most of the City of Waterloo Official Plan policies, with the only requested amendment being an increase in density. Furthermore, the proposal satisfies the criteria to remove the holding symbol from the “(H)RN-6” zone, however it does not comply with some of the performance standards and an amendment is being requested to introduce site-specific provisions to increase the density, reduce the south side yard and rear yard setbacks, and decrease the ground floor height requirements. The amendments being requested seek to better implement Provincial policies, as well as MTSA policies, regarding intensification, compact form, and transit-oriented development.

The following summary highlights the key benefits to the City and the community if the proposed development were to be approved:

- The proposal will add 40 rental dwelling units, addressing housing demand in the City and contributing to housing availability for a range of residents, including serving the surrounding student population.
- The proposal will contribute to a range of housing options, including studio and one-bedroom units.
- The proposal is compatible with the surrounding land uses and provides an increase in density as is contemplated by the MTSA policies and the policies pertaining to the Northdale neighbourhood.
- The proposal will contribute to efficient land use by redeveloping an underutilized site within the Urban Growth Boundary, minimizing urban sprawl.
- The proposal will support active transportation

by providing 18 bicycle parking spaces (including 12 covered and secure spaces), exceeding the bicycle parking requirements as per the Zoning By-law.

In conclusion, the proposed development is appropriate for the Subject Property and represents good planning. Therefore, we respectfully request approval of the proposed Official Plan Amendment and Zoning By-law Amendment.

I hereby certify that this plan/report was prepared by or under the supervision of a Registered Professional Planner, within the meaning of the Ontario Professional Planner Institute Act, 1994.

Date: May 9th, 2025



Steven Qi, MA Planning, MCIP, RPP, PMP

Associate

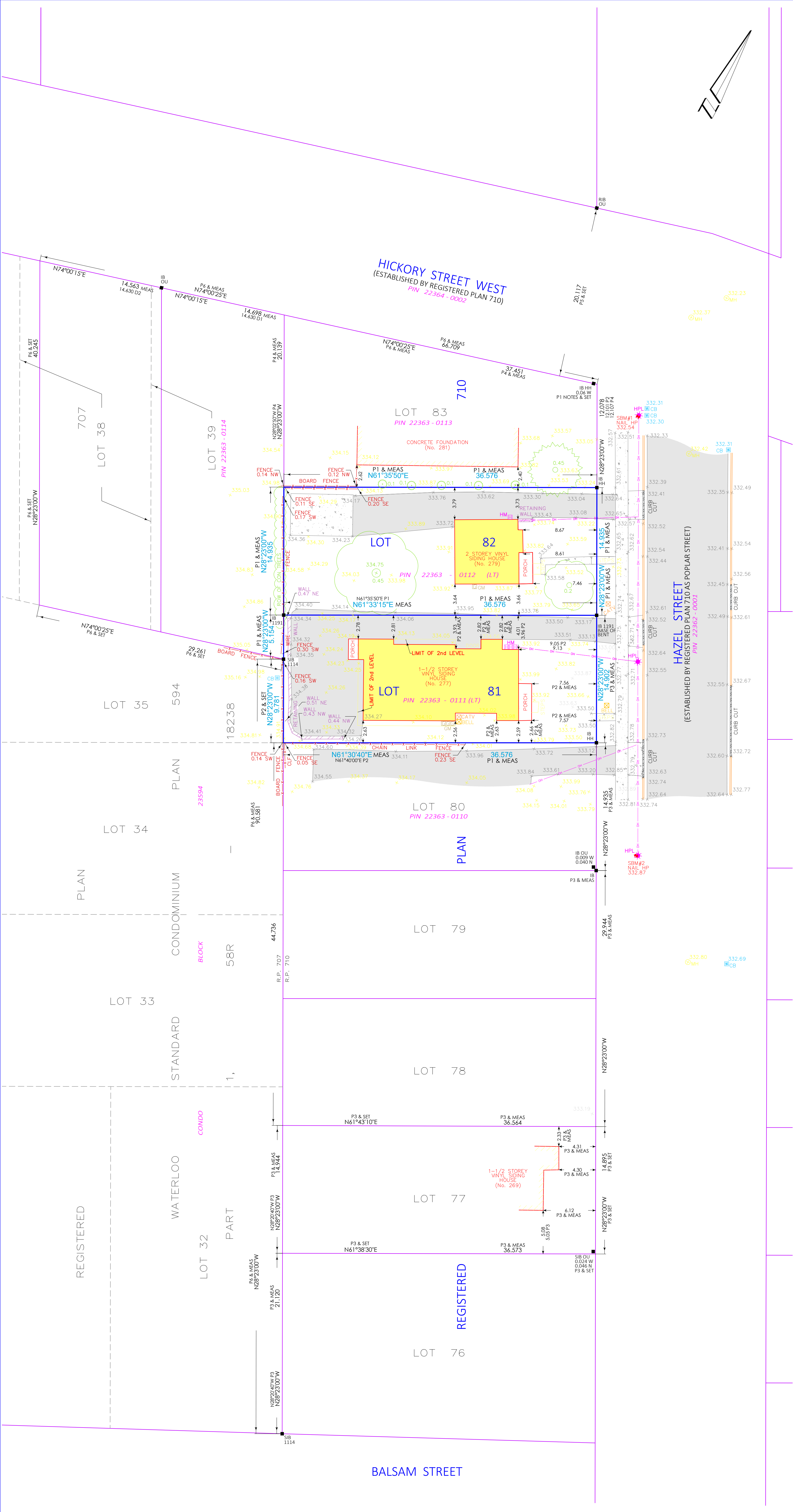
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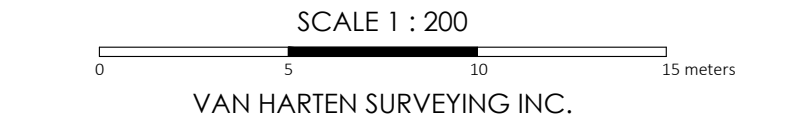


8.0 SCHEDULES

SCHEDULE A - SURVEY



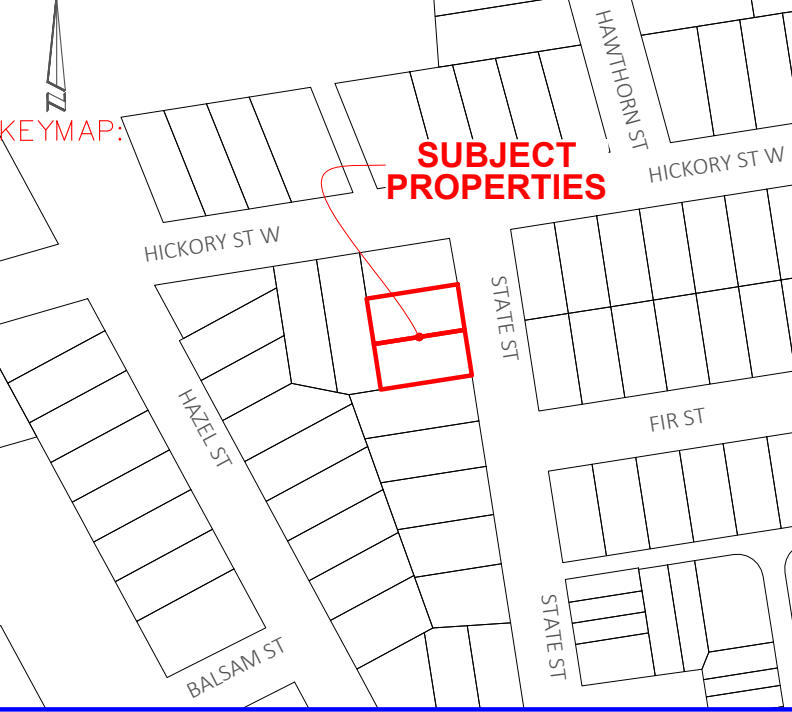
TOPOGRAPHIC PLAN OF SURVEY OF
ALL OF LOTS 81 & 82
REGISTERED PLAN 710
CITY OF WATERLOO
REGIONAL MUNICIPALITY OF
WATERLOO



THE INTENDED PLOT SIZE OF THIS PLAN IS 610 mm IN WIDTH
BY 914 mm IN HEIGHT WHEN PLOTTED AT A SCALE OF 1:200

PROPERTY DESCRIPTION:

- PIN 22363-0111 (LT), PIN 22363-0111 (LT)
- ADDRESS: 277-279 HAZEL STREET
- ALL OF LOTS 81 & 82, REGISTERED PLAN 710
- CITY OF WATERLOO



LEGEND:

- DENOTES SURVEY MONUMENT SET
- DENOTES SURVEY MONUMENT FOUND
- IB DENOTES .015 x .015 x 0.60 IRON BAR
- RIB DENOTES ROUND IRON BAR
- SIB DENOTES .025 X 1.20 STANDARD IRON BAR
- OU DENOTES ORIGIN UNKNOWN
- ACI DENOTES AUR, CAMPBELL & IMS SURVEY CONSULTANTS INC.
- HH DENOTES HARVEY HALL, O.L.S.
- 375 DENOTES BLACK, SHOEMAKER, ROBINSON & DONALDSON LTD.
- 1114 DENOTES METZ & LORENTZ LTD.
- 1186 DENOTES MARTINUS VORSTELVED INC.
- 1191 DENOTES GUENTHER RUEB SURVEYING LTD.
- P1 DENOTES SURVEY BY 1191, DATED MARCH 11, 2009 FILE No. 73-21(30)
- P2 DENOTES SURVEY BY 1191, MARCH 21, 2003 FILE No. 73-21(23)
- P3 DENOTES SURVEY BY 1186, DATED JAN 29, 1988 FILE No. V-87764
- P4 DENOTES TOPO SURVEY BY ACI WAT-710-PL-12528, DATED OCT 13, 2005
- P5 DENOTES REGISTERED PLAN 710
- P6 DENOTES DEPOSITED PLAN 588-18238
- D1 DENOTES INSTRUMENT No. 1461650
- D2 DENOTES INSTRUMENT No. 555627

HYDRO METER HM GAS METER GM
HP WITH LIGHT HPL CATCHBASIN CB
BELL PEDESTAL BELL MANHOLE MH
TV PEDESTAL CATV
EXISTING ELEVATION 206.55

OVERHEAD HYDRO

FENCELINE

DECIDUOUS TREE ASPHALT

CONIFEROUS TREE CONCRETE

METRIC:

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

BENCHMARK:

ELEVATIONS ARE BASED ON GPS OBSERVATIONS FROM PERMANENT
REFERENCE STATIONS IN THE NAD83 (CSRS-2010) COORDINATE SYSTEM,
WITH HEIGHTS CONVERTED TO GRID DISTANCES BY MULTIPLYING BY AN
AVERAGED COMBINED SCALE FACTOR OF 0.999571.

SITE BENCHMARK #1: NAIL ON HYDRO POLE ALONG HAZEL STREET
APPROX. 9.5m NORTH FROM NORTH EAST CORNER OF THE SUBJECT
PROPERTY, HAVING AN ELEVATION OF 332.54 METRES.

SITE BENCHMARK #2: NAIL ON HYDRO POLE ALONG HAZEL STREET
APPROX. 14.0m SOUTH EAST FROM SOUTH EAST CORNER OF THE SUBJECT
PROPERTY, HAVING AN ELEVATION OF 332.87 METRES.

BEARING AND COORDINATE NOTE:

- BEARINGS ARE GRID BEARINGS AND ARE DERIVED FROM GPS
OBSERVATIONS AND ARE REFERRED TO THE UTM PROJECTION, ZONE 17,
NAD 83 (CSRS-2010) ADJUSTMENT.
- DISTANCES SHOWN ON THIS PLAN ARE ADJUSTED GROUND DISTANCES
AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY AN
AVERAGED COMBINED SCALE FACTOR OF 0.999571.
- COORDINATES ON THIS PLAN ARE UTM, ZONE 17, NAD83 (CSRS-2010)
ADJUSTMENT AND ARE BASED ON GPS OBSERVATIONS FROM A NETWORK
OF PERMANENT GPS REFERENCE STATIONS.

BEARING COMPARISONS:

FOR THE PURPOSES OF BEARING COMPARISONS, PREVIOUS SURVEYS
HAVE BEEN ROTATED TO UTM BEARINGS BY THE ANGLES SHOWN BELOW.

PLAN	ROTATION FOR NORTHEAST BEARINGS
P1, P2, P4	-0°17'00"
P3	-2°20'00"
P6	+0°01'35"

UNDERGROUND SERVICES NOTE

- ALL UNDERGROUND SERVICES INCLUDING STORM, SEWER, WATER,
SANITARY, GAS, HYDRO, TELEPHONE, & CABLE SERVICES HAVE NOT
BEEN LOCATED OR SURVEYED.

CALL BEFORE YOU DIG

THE LOCATION OF SERVICES ON THIS DRAWING ARE ONLY
APPROXIMATE AND BASED ON SURFACE FEATURES LOCATED AT THE
TIME OF THE TOPOGRAPHIC SURVEY. PRIOR TO ANY CONSTRUCTION IT
IS THE RESPONSIBILITY OF THE CONTRACTOR/BUILDER TO ENSURE THE
EXACT LOCATION OF ALL UTILITIES.

NOTE: ORIGINAL VERSION OF THIS PLAN WAS PREPARED IN COLOUR

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE
SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLES ACT AND THE
REGULATIONS MADE UNDER THEM.
- THIS SURVEY WAS COMPLETED ON THE 16th DAY OF JANUARY, 2023.

DATE: FEBRUARY 1, 2023

RONALD MAK
ONTARIO LAND SURVEYOR

REVISION SCHEDULE		
No.	DATE	REVISIONS
1	FEB 01/23	FIRST SUBMISSION

Van Harten
SURVEYING INC.
LAND SURVEYORS and ENGINEERS

Kitchener/Waterloo Ph: 519-742-8371	Guelph Ph: 519-821-2763	Orangeville Ph: 519-940-4110
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www.vanharten.com info@vanharten.com

DRAWN BY: PJ CHECKED BY: RM PROJECT No. 32045-22
Apr 22, 2025-8:26:58 PM
C:\Users\harrn\Downloads\TOPO LT 81-81 PL 710 (32045-22) (UTM2010) (1)
(3) dwg

NO PERSON MAY COPY, REPRODUCE, DISTRIBUTE OR ALTER THIS PLAN IN WHOLE
OR IN PART WITHOUT THE WRITTEN PERMISSION OF VAN HARTEN SURVEYING INC.

SCHEDULE B - SITE PLAN



SITE PLAN

ALL OF LOTS 81 & 82
REGISTERED PLAN 710
CITY OF WATERLOO
REGIONAL MUNICIPALITY OF
WATERLOO

AMENITY AREA		
Level	Area	Area (m²)
AMENITY		
T/O GROUND FLOOR	1125 SF	105 m²
T/O SECOND FLOOR	1125 SF	105 m²
BALCONY		
T/O SECOND FLOOR	138 SF	13 m²
T/O FOURTH FLOOR	138 SF	13 m²
T/O FIFTH FLOOR	138 SF	13 m²
T/O SIXTH FLOOR	138 SF	13 m²
	553 SF	51 m²
	1678 SF	156 m²

BUILDING AREA SUMMARY			
Level	Name	Area	Area (Metric)
T/O GROUND FLOOR	GROUND FLOOR	3300 SF	307 m²
T/O SECOND FLOOR	SECOND FLOOR	6294 SF	585 m²
T/O THIRD FLOOR	THIRD FLOOR	6294 SF	585 m²
T/O FOURTH FLOOR	FOURTH FLOOR	6294 SF	585 m²
T/O FIFTH FLOOR	FIFTH FLOOR	6294 SF	585 m²
T/O SIXTH FLOOR	SIXTH FLOOR	6294 SF	585 m²
Grand total		34768 SF	3230 m²

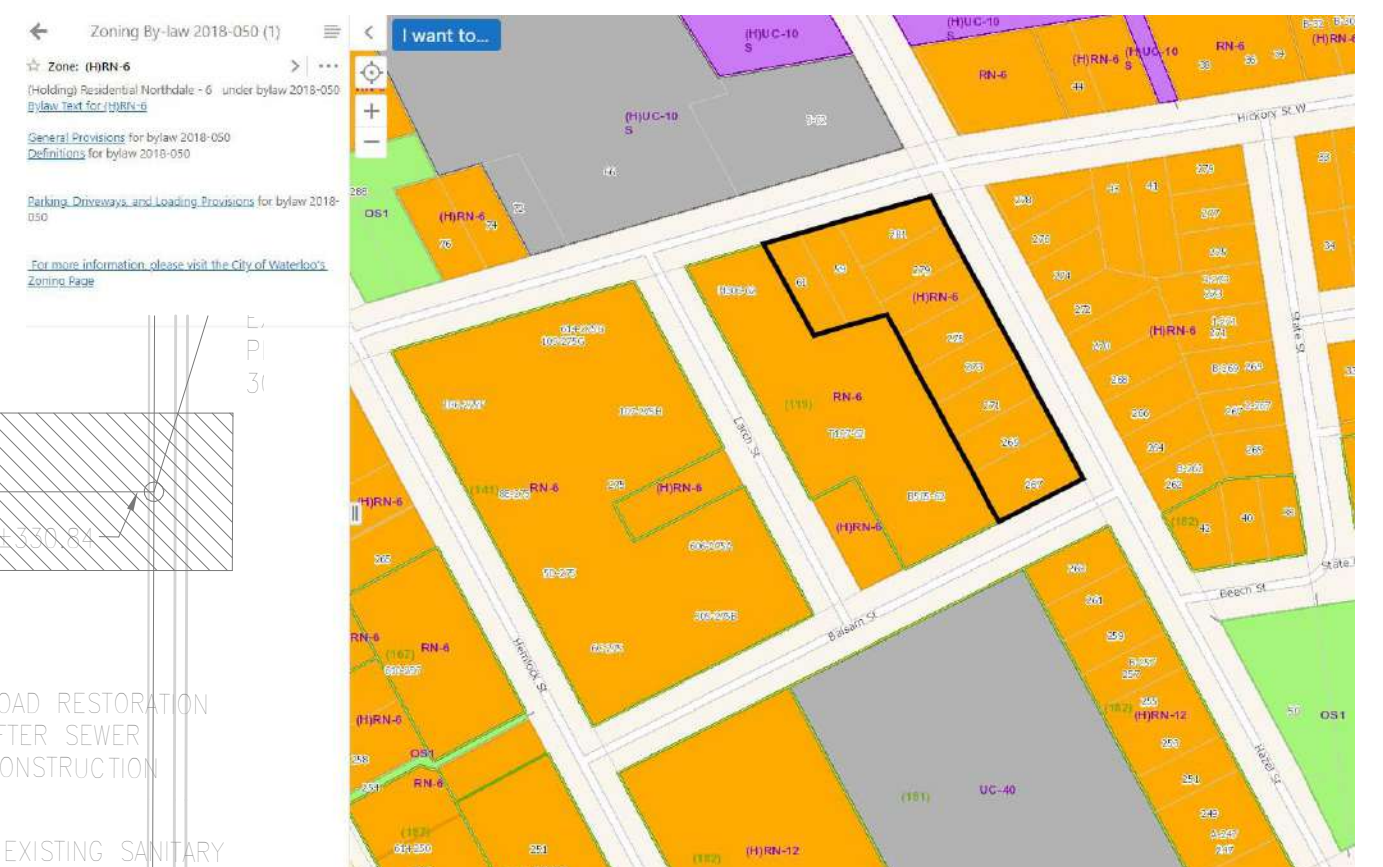


Table 7b: Regulations - RESIDENTIAL NORTHEAST SIX ZONE (R6-6)			
LOT AREA (minimum)	Primary Uses specified in 7.11.1.1 and Complementary Uses specified in 7.11.1.2	Primary Uses specified in 7.11.1.2	REQUIRED
1000 square metres	1000 square metres	1000 square metres	1000 square metres
LOT FRONTAGE (minimum)	20 metres	5.5 metres	20 m
STREET LINE setback (minimum)	Active Frontage: 1 metre Convertible Frontage: 1 metre Neighbourhood Frontage: 3 metres	1 metre 1 metre 3 metres	1.0 m
STREET LINE setback (maximum)	Active Frontage: 3 metres Convertible Frontage: At least 75% of the STREET LINE BUILDING FACADE shall be within 5 metres of the STREET LINE	3 metres At least 75% of the STREET LINE BUILDING FACADE shall be within 5 metres of the STREET LINE	1.56 m
SIDE YARD setback (minimum)	Active Frontage: 3 metres Convertible Frontage: 3 metres Neighbourhood Frontage: 3 metres	3 metres 3 metres 3 metres	3.0 m

Table 7b: Regulations - RESIDENTIAL NORTHEAST SIX ZONE (R6-6)			
REAR YARD setback (minimum)	Active Frontage: 4.0 metres Convertible Frontage: 4.0 metres Neighbourhood Frontage: 4.0 metres	4.0 metres 4.0 metres 4.0 metres	4.0 m
Height of FIRST STOREY (minimum)	Active Frontage: 2.5 metres Convertible Frontage: 2.5 metres Neighbourhood Frontage: 2.5 metres	2.5 metres 2.5 metres 2.5 metres	2.5 m
BUILDING HEIGHT (maximum)	Active Frontage: 2.5 metres Convertible Frontage: 2.5 metres Neighbourhood Frontage: 2.5 metres	2.5 metres 2.5 metres 2.5 metres	2.5 m
Density (maximum)	250 BEDROOMS per hectare	250 BEDROOMS per hectare	250 BEDROOMS per hectare
Number of FIRST STOREY Entrances to the BUILDING (minimum)	Active Frontage: 1 per 15 metres of STREET LINE BUILDING FACADE Convertible Frontage: 1 per 15 metres of STREET LINE BUILDING FACADE Neighbourhood Frontage: 1 per 15 metres of STREET LINE BUILDING FACADE	1 per DWELLING UNIT 1 per DWELLING UNIT 1 per DWELLING UNIT	1
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	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT	77 sq.m
LANDSCAPED OPEN SPACE (minimum)	0.20 per BEDROOM	0.20 per BEDROOM	0.20 per BEDROOM
Residential PARKING SPACES (minimum)	0.05 per BEDROOM	0.05 per BEDROOM	0.05 per BEDROOM
VISITOR PARKING SPACES (minimum)	0.05 per BEDROOM	0.05 per BEDROOM	0.05 per BEDROOM
PARKING SPACES for Non-Residential Uses (minimum)	3.0 per 100 square metres of BUILDING FLOOR AREA	3.0 per 100 square metres of BUILDING FLOOR AREA	3.0 per 100 square metres of BUILDING FLOOR AREA

Table 7b: Regulations - RESIDENTIAL NORTHEAST SIX ZONE (R6-6)			
BY-CYCLE PARKING (minimum)	0.25 per BEDROOM	1 per DWELLING UNIT	13 SPACES
Non-Residential Uses, applicable to BUILDINGS constructed after the effective date of this BY-LAW	1 per 100 square metres of BUILDING FLOOR AREA	1 per 100 square metres of BUILDING FLOOR AREA	1
Number of DRIVEWAYS per LOT (maximum)	1	1	1
Ancillary Uses specified in sections 7.11.1.3 and 7.11.1.6	Ancillary Uses shall not collectively exceed 15% of the BUILDING FLOOR AREA on the LOT or 5,000 square metres, whichever is more restrictive. The maximum BUILDING FLOOR AREA of each RETAIL, STORE, CAFE or BAKE SHOP shall not exceed 400 square metres.	Ancillary Uses shall be located on the FIRST STOREY of a 1-STORY or a STACKED TOWNHOUSE BUILDING.	1
Number of main BUILDINGS per LOT (maximum)	More than one (1) permitted	More than one (1) permitted	1

PROJECT NAME
**277-279 HAZEL ST.,
WATERLOO ON
APARTMENT**

PROJECT ADDRESS
277-279 HAZEL STREET,
WATERLOO ON

CLIENT
**1000383288 ONTARIO
INC.**

ARCHITECT
KHALSA DESIGN INC.



BRAMPTON, ON
TELEPHONE: 647-468-2940

CONSULTANTS:

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SHALL RESULT IN THE FULLEST EXTENT OF
PROSECUTION UNDER LAW



Project number
23012
Date
04/14/2025
Drawn by
ASB
Checked by
KDI
Scale
As indicated

REVISIONS		
No.	Description	Date

SITE PLAN

ASP-100

277-279 HAZEL ST., WATERLOO
ON APARTMENT

1 Site Plan
ASP-100 1/8" = 1'-0"

SCHEDULE C - TREE PRESERVATION PLAN

1. Demolition, excavation, and construction work within the dripline of Trees # 1, 2, 3, 4, 5, 6, 10, 12, 14 and 14 where tree roots have the potential to be impacted is to be performed under the observation of an ISA Certified Arborist retained by the Contractor

2. The ISA Certified Arborist will observe, document, and respond to Contractor requests for information related to trees, tree roots, and root pruning while the General Contractor and their subcontractor(s) use dry-vac excavation technology within the dripline of Tree #s listed above. The ISA Certified Arborist will prepare a report documenting above and below grade conditions related to trees, recommended best management practices and next steps based on project requirements including site specific permit conditions, reports, drawings, and specifications.

3. If, during the dry-vac excavation procedure, the ISA Certified Arborist observes the potential for impacts to the roots of Tree #s listed above that are such that root pruning will be detrimental to the health and structure of the tree, they will contact a the City of Waterloo Urban Forestry Staff Member for further review and recommendation. All demolition and excavation work is to be supervised by ISA Certified Arborists. All excavated tree roots are to be covered by General Contractor and their subcontractor(s) within 30 minutes with untreated burlap or alternative material acceptable to ISA Certified Arborist. And, wet with potable water, free of impurities that may harm trees/tree roots. Maintain moisture until such time that the recommendation to proceed is received in writing.

1. All arboricultural work performed on trees such as pruning of branches and roots shall be conducted by an ISA Certified Arborist.
2. Pruning and mitigate limbs and roots damaged by construction work in accordance with ANSI A300 (Part 1) - 2008 Pruning and the Best Management Practices companion publication (revised 2008).
3. Tree Protection Fence to be erected prior to the commencement of any construction or grading, and maintained throughout the duration of the work.
4. Tree Protection Zone is delimited by Tree Protection Fence shown on the drawings.
5. No removal or activities (including the following) to occur within Tree Protection Zone: equipment parking or access, storage of supplies, topsoil or fill, and refueling.
6. Tree removals (if required) will be undertaken in compliance with the Migratory Birds Convention Act. Efforts will be made to remove vegetation outside the General Nesting period (April 1 - Aug 31) for regions C1 and C2 of Ontario. In the event vegetation must be removed within the General Nesting Period, a qualified avian biologist is to review the site prior to removal to ensure compliance with the Migratory Birds Convention Act.
7. Any soils and vegetation within tree protection zone damaged by the Contractor shall be restored to the satisfaction of the Municipality by the Contractor at no additional cost to the Owner.

1. An ISA Certified Arborist must be present on site during construction activities within MTPZ to confirm and/or modify mitigation measures for trees to be preserved.
2. Use trenchless methods (e.g. horizontal directional drilling) to install underground services (e.g. sanitary sewers and water lines) within Minimum Tree Protection Zones.

1. Existing sanitary/storm sewers and watermain lines to be discontinued within tree protection zones will be filled (as needed) and abandoned.
2. Excavation and access for construction/removal of abandoned underground services will be conducted outside of tree protection zones.

Where finish grading of cuts and fills, and including swales occurs within tree protection zones, the following steps are required:

1. Excavate by hand or Air-spade technology to a maximum depth of 100mm.
2. Roots encountered are to be assessed by the Project Arborist to determine the extent of roots to be pruned. Based on findings, other treatments may be required (e.g. crown reduction, tree removal), and which may require approval from the City.
3. Based on root findings, local, minor adjustments to grading within the tree protection zone may be required based on field consultation between the Project Arborist and Project Engineer.
4. No access by heavy equipment into tree protection zone is permitted. Fine grading to be carried out using light equipment and/or by hand.

5. Add topsoil to meet grade requirements to a maximum of 150mm.
6. No topsoil to be added onto trunk base or above-ground section of trunk base flare.
7. Maintain positive drainage away from trunk base.
8. Based on local conditions (e.g. surface drainage), local, minor adjustments to grading within the tree protection zone may be required based on field consultation between the Project Arborist and Project Engineer.

1. Trees owned by others require permission (i.e. written consent) from the land owner(s) prior to activities that may damage or destroy trees. Trees owned by others are Offsite Trees and Shared Trees:
 - a. Offsite Trees - Trees on property adjacent to the subject property;
 - b. Shared (Boundary) Trees - Trees whose trunk including the basal trunk flare growing on the boundary between the subject property and adjoining property (from *Ontario Forestry Act*).

10. (2) Every tree whose trunk is growing on the boundary between adjoining lands is the common property of the owners of the adjoining lands. 1990, c. 18 Sched. I, s. 21.

(3) Every person who injures or destroys a tree growing on the boundary between adjoining lands without the consent of the land owners is guilty of an offence under this Act. 1998, c. 18, Sched. I, s. 21.

A preliminary excavation at this point of work is recommended to determine the potential magnitude of the impacts posed by the planned work. For excavation in turf or permeable surfaces, the final excavation limit should be marked in the field and arborists should be alerted to the location of the limit. If the excavation is to be performed in impervious surfaces, the impermeable top layer may be broken up by machine to allow access to the permeable base layers. The permeable base layers may need to be excavated further to expose existing roots, in which case this excavation should be performed in the shade, dry-vac turf, hydrate, and backfill. The excavation should be performed under the supervision of a qualified arborist. All root removal should be documented by the supervising arborist. Every effort should be made to preserve as many existing roots as possible. Roots approved for pruning should be cleanly cut with a sharp, non-vibrating tool such as a handsaw, secateurs, chainsaw at a face of trench such that no further disturbance of the root system is expected once mechanical excavation begins. All root pruning is to be performed by the arborist(s), as per the guidelines below.

1. When root sensitive excavation is performed in regards to the installation of a deep site feature such as a foundation, roots of less than 5cm diameter can be cut sharply, if necessary, unless an abundance of smaller roots are involved. If roots of 5cm diameter or greater or an abundance of smaller roots are exposed in the excavation areas inside or just outside the Tree Protection Zone (TPZ) of bylaw trees they should be preserved.
2. When root sensitive excavation is performed in regards to the installation of site features such as post holes, all roots exposed of under 5cm diameter may be cleanly cut at face of hole such that no further disturbance of the roots of trees are to be expected once mechanical excavation begins for the lower portion of the holes (below hand dug area). If roots of 5cm diameter or greater are uncovered they should be preserved, the post holes filled in with viable soil and the hole moved at least 0.5 metre away to avoid significant roots.
3. When root sensitive excavation is performed in regards to the installation of site features such as driveways, walkways, curbs, etc. roots of less than 5cm diameter can be cut sharply, if necessary, unless an abundance of smaller roots are involved. If roots of 5cm diameter or greater or an abundance of smaller roots are exposed in the excavation areas inside or just outside the TPZ of bylaw trees they should be preserved
4. When root sensitive excavation is performed in regards to the installation of utilities such as water lines or sewers, every effort should be made to preserve as many exposed roots as possible by installing the utilities underneath the roots without root pruning. If roots of 5cm diameter or greater are uncovered they should be preserved.

 EXISTING TREE
ID NUMBER / OUTER CIRCLE DENOTES APPROX.
CROWN RESERVE. INNER CIRCLE DENOTES
MINIMUM TREE PROTECTION ZONE (MTPZ)

 TREE HAS MODERATE TO HIGH BIOLOGICAL
 HEALTH AND/OR STRUCTURAL CONDITION AND
 CAN BE INCORPORATED INTO THE PROPOSED
 DEVELOPMENT

DISCRETIONARY PRESERVATION
TREE HAS LOW BIOLOGICAL HEALTH AND/OR
STRUCTURAL CONDITION, BUT IS NOT IN
CONFLICT WITH DEVELOPMENT.
PRESERVATION OR REMOVAL OF TREE IS AT
THE OWNER'S DISCRETION

 TREE HAS LOW BIOLOGICAL HEALTH AND/OR LOW STRUCTURAL CONDITION AND/OR IS IN CONFLICT WITH PROPOSED DEVELOPMENT

—— TPF —— TREE PROTECTION FENCE

 REFER TO NOTES ON THIS DRAWING

1. Site Plan prepared by Khalsa Design Ltd., received March 11, 2025.
2. Grading and Servicing Plans prepared by Luban Engineering Ltd., received March 11, 2025.
3. Tree inventory and preservation plan prepared by Aboud & Associates Inc. dated February 28, 2025.

REVISIONS: All previous issues of this drawing are superceded



TREE PRESERVATION PLAN, DATA & NOTES

6-STOREY RESIDENTIAL BUILDING
277-279 HAZEL STREET . WATERLOO

Designer: NB, MGM

Drawn: NE

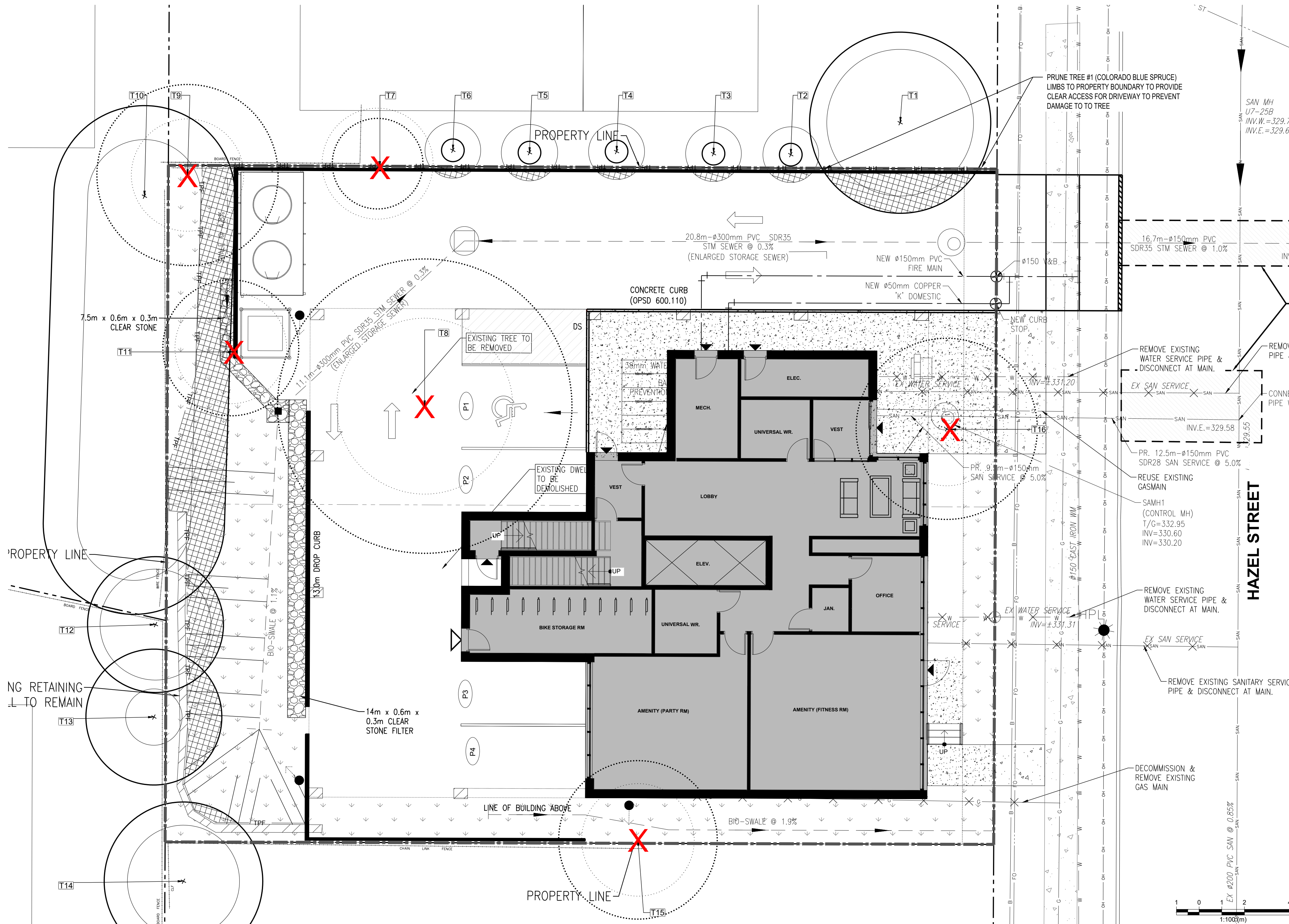
Checked: MGM



File No.

Drawing No.

TPP-1

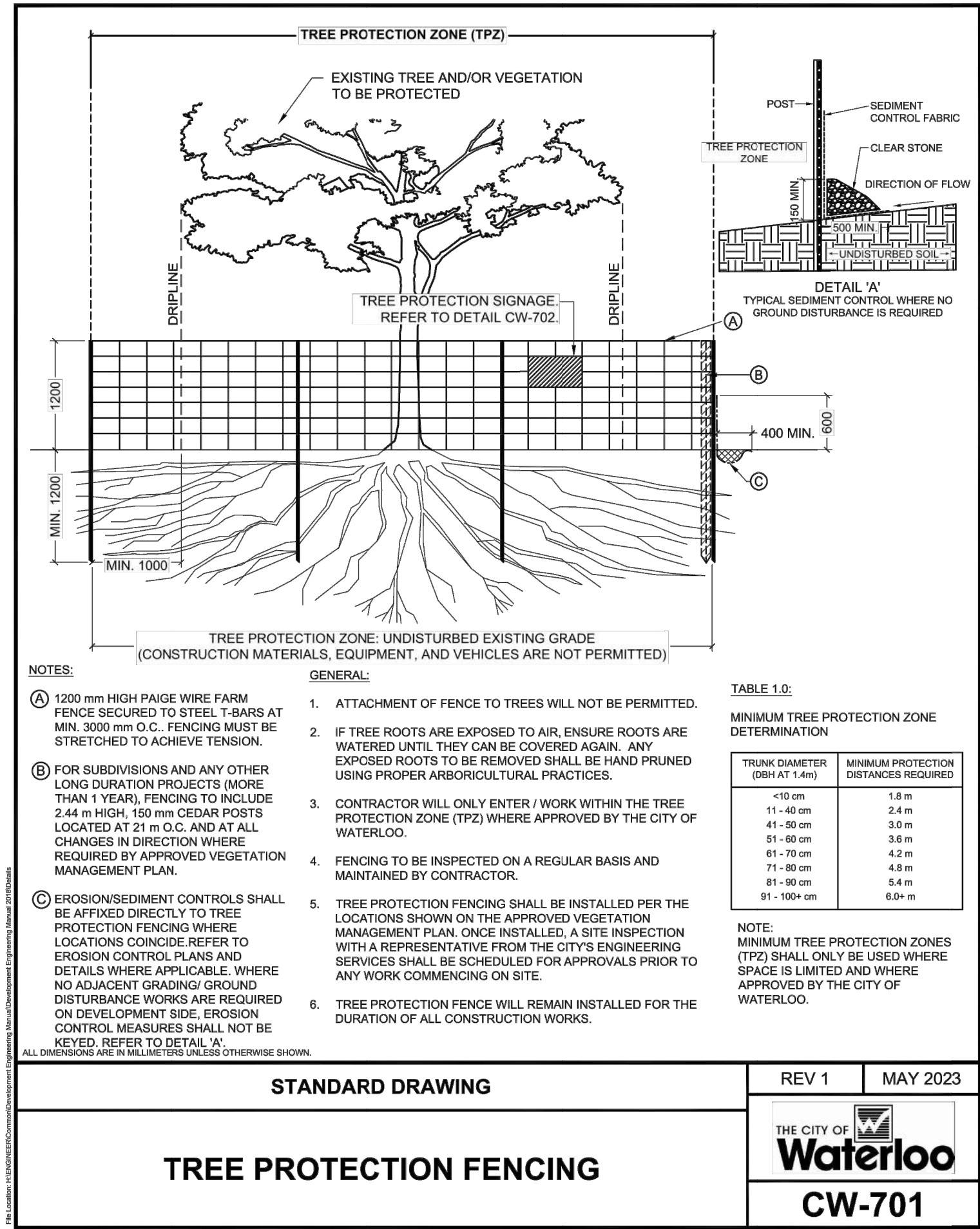


1. DBH (Diameter at breast height): Measurement of tree stem diameter at 1.4 meters above ground.

2. [] Denotes DBHs of Each Stem of Tree with Multiple Stems

3. Tree Protection Zones; taken from City of Waterloo Standard Drawing CW-701 Tree Protection Fencing Revision 1, May 2023

Removal of trees owned by others (e.g. private off-site, municipal or shared boundary trees) require approval from the owner.



0	ISSUED FOR SITE PLAN APPROVAL		17 MAR-25
No.	Description	By	Date
REVISIONS:		All previous issues of this drawing are superceded	

ABOUT & ASSOCIATES INC.
Consulting Arborists • Ecologists • Landscape Architects
3-5 Edinburgh Rd S., Guelph, Ontario, M1H 2T2 • 519.822.6839 • www.abouting.com

Title: TREE PRESERVATION DATA & DETAILS

Project: _____

6-STOREY RESIDENTIAL BUILDING
277-279 HAZEL STREET . WATERLOO

Date: MARCH 2025	Designer: NB . MGN
Project: AA25-025A	Drawn: NB
	Checked: MGN



File No:

Drawing No:

TPP-2

SCHEDULE D - LANDSCAPE PLAN

SCHEDULE E - DRAFT OFFICIAL PLAN AMENDMENT

AMENDMENT NO. XXX TO THE OFFICIAL PLAN OF THE CITY OF WATERLOO

That Official Plan Amendment No. XX be adopted as follows:

1. Schedule “A6” of the Official Plan of the City of Waterloo Planning Area is hereby amended by designating 277 & 279 Hazel Street as “Specific Provision Area XX”, as shown on Map 1 to this Amendment.
2. That Section 11.1 of the Official Plan, Specific Provision Areas, be amended by adding the following Specific Provision Area:

11.1.XX Specific Provision Area XX (277 & 279 Hazel Street)

(1) The policies of this Specific Provision Area XX (SPA XX) apply to lands known municipally as 277 & 279 Hazel Street, shown as SPA XX on Schedule “A6” – Site Specific Provision Area.

(2) Notwithstanding the maximum density identified in Specific Provision Area 45 (Northdale Neighbourhood), the maximum density on the lands comprising SPA XX shall be 381 bedrooms per hectare.

MAP 1 - SUBJECT LANDS



Subject Property



277 - 279 Hazel Street



NOT TO SCALE

**SCHEDULE F - DRAFT ZONING BY-LAW
AMENDMENT**



THE CORPORATION OF THE CITY OF WATERLOO

BY-LAW NO. 2025 –

BY-LAW TO AMEND BY-LAW NO. 2018-050 BEING A ZONING BY-LAW TO IMPLEMENT SITE-SPECIFIC PROVISIONS ON THE LANDS MUNICIPALLY KNOWN AS 277 & 279 HAZEL STREET

WHEREAS:

1. Zoning By-law No. 2018-050 was passed by the Council of The Corporation of the City of Waterloo (“Council”) on September 10, 2018, and is in full force and effect.
2. Council deems it desirable to further amend Zoning By-law No. 2018-050 in accordance with the provisions of this by-law.

THEREFORE, THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE CITY OF WATERLOO ENACTS AS FOLLOWS:

1. That Schedule “C” of By-law No. 2018-050 is amended by adding the Exception “CXXX” Regulations as contained in Schedule “A” of this By-law.
2. That Schedule “C1” of By-law No. 2018-050 is amended by adding the lands known municipally as 277 and 279 Hazel Street as shown in Schedule “B” of this By-law.
3. That the holding symbol (“H”) be removed.

Enacted this ____ day of _____, 2025.

D. McCabe, Mayor

J. Finley-Swaren, City Clerk

Schedule “A” to By-law 2025-XX

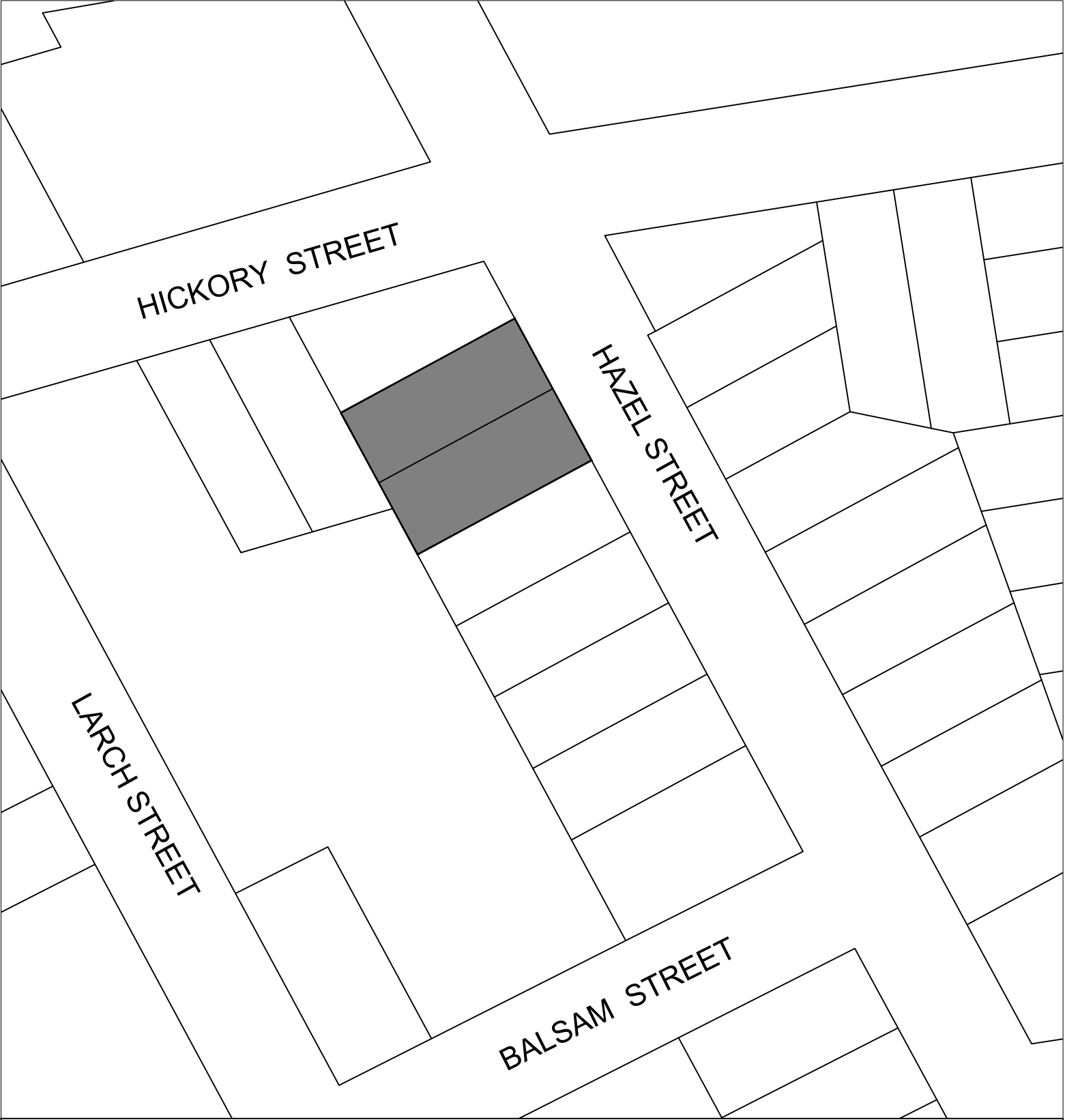
Exception	Address	Zoning	File Reference
XX	277 & 279 Hazel Street	RN-6	--

Location: 277 and 279 Hazel Street as shown on Schedule “C1” to this BY-LAW.

Site Specific Regulations:

- a) Notwithstanding anything to the contrary, a multi-unit residential building shall be permitted on the lands known municipally as 277 and 279 Hazel Street, subject to the following regulations:
 - i. SOUTH SIDE YARD setback (minimum): 2 metres
 - ii. REAR YARD setback (minimum): 6.3 metres
 - iii. Height of FIRST STOREY (minimum): 3.7 metres
 - iv. DENSITY (maximum): 381 bedrooms per hectare

Schedule B



Subject Property



RN6 with site specific provision CXXX



NOT TO SCALE