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October 10, 2022

John Vos, Planner
Planning Services
City of Waterloo
100 Regina Street South
Waterloo, ON N2J 4A8

Dear Mr. Vos:

RE: PLANNING JUSTIFICATION BRIEF
85, 87, 89 COLUMBIA STREET WEST & 300 HEMLOCK STREET, WATERLOO (89 COLUMBIA STREET WEST)
CITY OF WATERLOO FILE NO. SP-21-32
OUR FILE: 2030C

MHBC has been retained by Columbia Hemlock Holdings Inc. (hereinafter the "Owner") to prepare a Planning Justification Brief in support of a Zoning By-law Amendment for the property municipally addressed as 85, 87, 89 Columbia Street West & 300 Hemlock Street (the "Subject Lands"). This Planning Justification Brief is intended to satisfy the requirements as noted in the complete application requirements for the application.

The Subject Lands are currently zoned Residential Northdale Eight ((H) RN-8) (Columbia Street West) and Residential Northdale Six ((H) RN-6) (Hemlock Street) under the City of Waterloo Zoning By-law 2018-050. The proposal seeks to make the following amendments:

PROPOSED AMENDMENT TO ZONING BY-LAW	REQUIRED	PROVIDED
Lot Frontage (RN-6 Zoned Lands) (Section 7.12.3, Table 7R)	20 m	15.7 m
Stepbacks (RN-8 Zoned Lands) (Section 7.12.3, Table 7R)	3.0 m above podium	2 m, 0m for balconies.

Location of Parking (Section 7.12.14.b)	As per Section 7.12.14 of the By-law, structured parking shall be located entirely behind the building floor area devoted to the uses specified in Section 7.12.14 (a).	Some parking not located entirely behind the building floor area.

The proposal also seeks to remove the holding provision from the Subject Lands, having submitted the required items and completed the required information to remove the hold.

This Planning Justification Brief will conclude that the requested amendments are consistent with the Provincial Policy Statement 2020, conform to the Growth Plan for the Greater Golden Horseshoe 2020, conform to the City of Waterloo Official Plan, and are in the public interest and represent good planning.

SUBJECT PROPERTY AND SURROUNDING LAND USES

The Subject Lands are approximately 3,575.6 sq. m (38,489 sq. ft) in size, comprised for 4 existing residential lots with frontage on both Colombia Street West and Hemlock Street. The Subject Lands lot are represents a net lot area relative to a proposed road widening (214.23 sq. m) and public walkway (171.1 sq. m) dedication to the City. Four 1 ½ storey single detached dwellings exist on the property today. The property is generally flat with a slight downward grade change from north to south moving from Columbia Street West to Hemlock Street.

Surrounding land uses include:

North: existing one-storey residential dwellings on the north side of Columbia Street West. Additional low density residential exists further to the north.

East: Abutting to the east is a 4 storey rental apartment building known as "Louis 1" constructed by the owner, having frontage on Columbia Street West. Furher west are additional 4 storey apartment buildings and single detached dwellings. Also abutting to the east is a 1 storey single detached dwelling (293 Hemlock Street) and the open space areas of Wilfred Laurier University's Northdale Campus.

South: One and two storey single detached dwellings as well as a 4 storey apartment complex on Hemlock Street.

West: Abutting to the west is an existing 2 storey single detached dwelling, and similar dwellings further west along Columbia Street West. These dwellings are vacant and boarded up to Albert Street. Abutting to the southwest is an existing 4 storey apartment complex with access from Hemlock Street.

The Subject Lands are a 5 minute walk to the edge of the University of Waterloo campus, backs onto one of the campusus of Wilfred Laruier University, and is a 6 minute walk to the edge of the main Wilfred Laurier University campus. The Subject Lands are also on an existing Grand River Transit Route 31, with stops located 1 minute away, a 2 minute walk to Route 19, and is within a 10 minute walk to the ION light rail transit at University of Waterloo station.

PROPOSAL

The proposed development consists of a 9-storey mixed use building, which would replace the existing four (4) residential buildings on the Subject Lands. While the proposal is 9 storeys, this is technical in nature due to the mezzanine level of townhouses captured within the floor to ceiling height of the ground floor commercial fronting Columbia Street West. The expression of the built form is 8 storeys and meets the permitted height for an 8 storey building. Furthermore, the proposal steps back from the 4th and 8th floor along Columbia Street West to soften the expression of height from the public realm. In addition, the proposal deploys a series of stepbacks and terraces to achieve a 2 storey height along Hemlock Street The proposed development had a total gross floor area (GFA) of approximately 15,361.71 sq. m (165,357 sq. ft.).

A total of 136 units is being proposed for the Subject Lands. There are a total of 77 parking spaces proposed, including 3 type A and 4 type B accessible parking spaces. Vehicular access will be provided from Columbia Street West with no vehicular access from Hemlock Street. A pedestrian pathway on the western side of the building is also proposed to be conveyed to the City of Waterloo, providing mid-block connection and promoting sustainable movement patterns for the community. 4 commercial units are proposed on the ground floor with three units facing Columbia Street West and one facing the proposed pedestrian walkway. A total of 38 bicycle parking spaces are provided to support active transportation options for residents, employees and visitors.

The Subject Lands are currently in the final stages of the Site Plan Approval process with the City of Waterloo, and have received Conditional Endorsement of Site Plan Application SP-21-32 as per Site Plan Review Committee Comments received on July 5, 2022.

POLICY ANALYSIS

Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 ("PPS") was approved by the Lieutenant Governor in Council and has been in effect as of May 1, 2020. PPS provides general policy direction on matters relating to land use planning and development, and outlines policies for Ontario's long term prosperity, economic health, and social well-being. These directives help to inform Municipalities' Official Plans and Zoning By-laws, which then allow for the efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth. Under the PPS, the Subject Lands are within a "Settlement Area". The PPS directs Settlement Areas to be the focus of growth and development. Land use patterns within Settlement Areas shall be based on density and a mix of land uses and shall also be based on a range of uses and opportunities for intensification and redevelopment.

In our opinion, the proposal is consistent with the relevant policies of the PPS as:

- The proposed ZBA will allow for additional residential units to be developed, through intensification and assist in meeting housing objectives of the Province and the City (1.1.1 b,).
- The proposed ZBA will permit the development of the lands which will efficiently utilize the Subject Lands through densification. This development will support the financial well-being of the City through development charges (1.1.1 a and d, and 1.1.3.2 a).

- The proposed ZBA will allow development that optimizes existing infrastructure including municipal water and sewage services, utilities, roads, and existing and planned public transit (1.1.1 e and g, and 1.1.3.2 b).
- The development of the Subject Lands does not cause undue environmental or public health and safety concerns (1.1.1 c and 1.1.3.4).
- The proposed ZBA will ensure that the Subject Lands are developed in a manner compatible with existing and future land uses within both the immediate and wider area (1.1.3.4 and 1.1.3.6)
- The proposed ZBA will permit a range of residential units that will provide additional housing choices for existing and future residents in this area of the City (1.4.1).
- The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code and will include design considerations related to accessibility (1.1.1 f).

Overall, the proposal and the proposed ZBA is consistent with the PPS.

Growth Plan for the Greater Golden Horseshoe, 2020

The Growth Plan for the Greater Golden Horseshoe 2019 was prepared and approved under the Places to Grow Act, 2005 to take effect on May 16, 2019. Amendment 1 (2020) to the Growth Plan for the Greater Golden Horseshoe 2019 was approved by the Lieutenant Governor in Council, Order in Council No 1244/2020 to take effect on August 28, 2020. The Growth Plan 2019 as consolidated with Amendment 1 (2020) will be referred to as the "Growth Plan" in this document.

The Growth Plan for the Greater Golden Horseshoe 2020 sets out policies to manage growth in the Greater Golden Horseshoe to achieve compact, complete communities in the future. The Subject land is within the delineated "built- up area" of the Growth Plan that is prioritized for intensification. In addition to the PPS policies, the Growth Plan directs built-up areas to be the focus of growth in order to achieve minimum Provincial density targets. The Growth Plan also supports intensification within 500-800m of Major Transit Station Areas ("MTSAs"), promoting the growth target of 150 residents and jobs per hectare within this radius (related to light rail stations). The University of Waterloo Station Area has been established in the City's Official Plan, which will be discussed later in in this report.

In our opinion, the proposal conforms to the relevant policies of the Growth Plan as follows:

- The proposal represents growth in a settlement area, within the delineated built boundary, on existing municipal water and wastewater services, and implement low impact development measures (2.2.1.2 a and 2.2.1.4 g)
- The proposed ZBA will provide for an appropriate built-form within a defined intensification area, and transitioning down to create a built form that offers a mix of uses will contribute to creating a complete community (1.2.1, 2.2.1.2 a and 2.2.1.4 a) .
- The proposed compact built form is transit supportive of existing transit and community services in the area (1.2.1 and 2.2.1.4 d).
- The proposed mixed-use building is a compact form that is compatible with surrounding land uses and implements the City's intensification vision for Medium Density areas in the City of Waterloo (1.2.1 and 2.2.1.4 e).
- The proposed ZBA will permit the development of 136 new residential units supporting the housing policies and built-up area growth objectives set forth in the Growth Plan, offering additional housing choices for existing and future residents in this area of the City (1.2.1, 2.2.1.4 c), 2.2.2.1, 2.2.6.1 a) and 2.2.6.3.

- The proposed ZBA will permit a development which will allow for the efficient use of the Subject Lands and optimization of available infrastructure including municipal water and sewage services, utilities, roads and the existing and potential future public transit services (1.2.1).
- The development permitted by the proposed ZBA will include sustainable transportation elements such as a walkway block and bicycle parking that will assist with active transportation and reduce the impacts of a changing climate (1.2.1 and 2.2.1.4 f).
- The development supports intensification and achieving minimum densities that are supportive of MTSAs and transit investment.

Overall, the proposal and the proposed ZBA conforms to the Growth Plan.

Region of Waterloo Official Plan

The Region of Waterloo Official Plan ("Regional OP") was adopted by Regional Council on June 16, 2009 and the Regional OP was approved by the Ministry of Municipal Affairs and Housing on December 22, 2010. Upon approval, the Regional OP was appealed to the Ontario Municipal Board and upon resolution of the appeals, the Regional OP came into effect on June 18, 2015.

The Subject Lands is designated "Urban Area" and classified as "Built-Up Area" as per Map 3a of the Regional OP. The Subject Lands are also located on an existing transit corridor as per Map 5a. As per Section 2 of the Regional OP, almost all of the region's future growth is intended to occur within the Urban Area designations with a significant portion of the growth encouraged to be directed to the existing Built-Up Areas through reurbanization. The redevelopment of the subject property from five single-detached dwellings to a multi-unit mid-rise building with ground floor commercial meets this objective and supports the achievement of the annual reurbanization target, as per Section 2.C of the Regional OP.

All development within a designated Urban Area is subject to conformity with the policies of Section 2.D of the Regional OP.

With regards to the General Development Policies of Section 2.D.1, the proposed development supports the planned community structure by facilitating appropriate growth within the designated Urban Area and Built-Up Area, on a transit corridor, and on municipal services. The development contributes to a complete community by providing additional housing options and local shops to the surrounding market, improving the pedestrian realm along both Columbia Street West and Hemlock Street and enhancing active transportation and walkability through mid-block connection between both streets by conveying a public walkway. The development maintains a positive relationship with the natural environment and does not impact any cultural heritage resources. The development respects the scale, character, and context of the surrounding neighbourhood.

With regards to the Reurbanization Policies of Section 2.D.1, the proposed development is designed to accommodate additional population and employment growth on a high frequency transit line connecting to rapid transit, thereby supporting the transit system. The proposal will broaden the mix of residential and commercial uses along the corridor, further supporting transit investments of the Region.

Given the above, the proposal and the proposed ZBA conforms to the relevant policies of the Regional OP.

City of Waterloo Official Plan

The City of Waterloo Official Plan ("City OP") was approved on November 21, 2012 and was subsequently appealed to the Ontario Municipal Board. The portions of the City OP that were not subject to an appeal came into effect on December 21, 2012 and are applicable to the Subject Lands.

The Subject Lands are split designated "Mixed Use Medium Density" along Columbia Street West and "Low Density Residential" along Hemlock Street as per Schedule A of the City OP. The Subject Lands also fall under SPA 45 as per Scheudle A6, which applies to lands within the Northdale Neighbourhood and establishes a vision for the neighbourhood, recognizing its anticipated infill and intensification growth over the planning horizon. Specifically, the vision set out is for the neighbourhood to be revitalized and reurbanized into a diverse, vibrant, and sustainable neighbourhood, integrated with educational, residential, commercial, cultural, heritage and recreational functions, and improved open space, pedestrian, cycling and transit networks.

Lands designated Low Density Residential shall permit low to mid-rise building forms including townhouses, and mid-rise apartment buildings with a maximum height limit of 6 storeys. Lands designated Mixed-use Medium Density Residential shall permit mid-rise building form shall not exceed 8 storeys and 450 bedrooms per hectare. The proposed development conforms to this policy directive by proposing a building that represents an 8 story storey mid-rise building within the Mixed-Use Medium Density destination, stepping down to 2 storeys within the Low Density Residential designation. While the proposal is 9 storeys, this is technical in nature due to the mezzanine level of townhouses captured within the floor to ceiling height of the ground floor commercial fronting Columbia Street West. The expression of the built form is 8 storeys as viewed from both Columbia Street West and Hemlock Street, and meets the permitted height in the Zoning By-law.

The Subject Lands are also located within University of Waterloo Station Area and is designated "Area B" as per Schedule J4 of the City OP. In general, within Major Transit Station Areas ("MTSAs") increased densities are to be achieved through the minimum residential and non-residential densities in the implementing Zoning By-law and development is encouraged to incorporate a mix of transit supportive land uses, support place-making through public and private realm improvements, and support connectivity between mobility systems. The proposal supports the objectives of the MTSA boundary by proposing intensification in a compact form with a mix of uses that are supportive of higher-order transit investments.

The proposal also conforms to general Urban Design policies in the official plan, including policies relating to intensification, character, streetscapes, site circulation, safety and security, transit-oriented design, universal design, parking, site servicing, lighting, compatibility, building design, landscape, site amenities and sustainability. A detailed review of applicable urban design policies and guidelines have been outlined in **Appendix A** to this report, demonstrating that the proposal demonstrates high quality urban design.

Given the above, the proposal and the proposed ZBA conforms to the relevant policies of the City OP.

CURRENT ZONING

As noted previously, the Subject Lands are currently zoned Residential Northdale Eight ((H) RN-8) (Columbia Street West) and Residential Northdale Six ((H) RN-6) (Hemlock Street) under the City of Waterloo Zoning By-law 2018-050. The Zoning By-law Amendment application will address minor zoning deficiencies identified through the Site Plan Approval process, and listed below.

PROPOSED AMENDMENT TO ZONING BY-LAW	REQUIRED	PROVIDED
Lot Frontage (RN-6 Zoned Lands) (Section 7.12.3, Table 7R)	20 m	15.7 m
Stepbacks (RN-8 Zoned Lands) (Section 7.12.3, Table 7R)	3.0 m above podium	2 m, 0m for balconies.
Location of Parking (Section 7.12.14.b)	As per Section 7.12.14 of the By-law, structured parking shall be located entirely behind the building floor area devoted to the uses specified in Section 7.12.14 (a).	Some parking not located entirely behind the building floor area.

The application also lifts the holding provision from the Subject Lands to allow for development to proceed.

Based on the above, we are proposing to amend the City's Zoning By-law by rezoning the Subject Lands from Residential Northdale Eight ((H) RN-8) (Columbia Street West) and Residential Northdale Six ((H) RN-6) (Hemlock Street) to Residential Northdale Eight (RN-8) (Columbia Street West) with site specific provision and Residential Northdale Six (RN-6) (Hemlock Street) with site-spefcific provisions. The provision would be:

RN-6 Zone

- To reduce the Lot Frontage form 20 m to 15.7 m

RN-8 Zone

- To reduce the minimum stepback above a podium from 3m to 2m and 0m for 50% of the building length of floors 5 to 7 along Columbia Street West

- Notwithstanding Section 7.12.14, a maximum of six parking spaces and four accessible parking spaces shall be located along the side lot line, outside of the building floor area devoted to the use.

RATIONALE FOR THE AMENDMENT

The following provides our planning rationale in support of the amendment:

Frontage – While the frontage along Hemlock Street is less than the By-law requirement, it is with recognition that this is an existing condition. Furthermore, as the proposal will have no vehicular access to Hemlock Street, the additional frontage typically supporting a combination of front lawn and driveway

can be reasonably reduced to focus on an enhanced landscaped front yard, resulting in an improved pedestrian experience along the public realm.

Stepback – The proposed reduction in stepback from 3m to 2m is a marginal reduction of the stepback for the proposed building. Furthermore, while the balconies encroach into the setback requirement, this only occurs for 50% of the 5th, 6th and 7th floors of the overall building, and assist with mitigating down gusts from the building façade to assist in promoting an enjoyable climatic condition along the public realm. As such the proposed by-law permits balcony along the Columbia Street West façade to have a 0m stepback for 50% of the length of the façade for floors 5 to 7. The overall built form continues to demonstrate a podium, middle and top, helping to break up massing and mitigate the impression of height as viewed from the Columbia Street West.

Location of Parking – While some surface parking exists at the ground level, the space is limited to a single loaded row of parking and accessible parking spaces alogn the easterly property line. These spaces will be screened from Columbia Street and Hemlock Street by high quality landscaping and a high quality decorative metal panel, ensuring views of the parking area are reasonably mitigated from the street.

Lifting of the Holding Provision – As part of this submission, the application has addressed the holding provisions as follows:

a) Verification of sufficient servicing capacity (water, sanitary, and stormwater) to fully service the lot and development thereon.

A Functional Servicing Report prepared by Counterpoint has been submitted as part of this application confirming compliance.

b) Verification of sufficient transportation capacity and transportation infrastructure within the surrounding road network affected by the development and or use of the LOT.
A Transportation Brief prepared by Paradigm has been submitted as part of the application.

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.

This item has been confirmed as not applicable.

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.

No increase in density is being pursued as part of this application.

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.

This item has been confirmed as not applicable.

f) Verification through Site Plan Control endorsement that the lot and development thereon will conform to: (i.) the Official Plan; (ii.) the Region's Official Plan; and (iii.) the city's Urban Design Manual in effect, including the Northdale Urban Design Guidelines.

Site Plan Conditional Approval has been received on May 5, 2022, and final Site Plan resubmission has been made concurrent with this application.

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.

This item has been confirmed as not applicable.

CONCLUSION

It is our opinion that the proposed Zoning By-law Amendment is in the public interest and represents good planning for the following reasons:

1. The proposed amendment is consistent with the Provincial Policy Statement, 2020;

2. The proposed amendment conforms to the Growth Plan for the Greater Golden Horseshoe, 2020;

3. The proposed amendment conforms to the Region of Waterloo and City of Waterloo Official Plans;

4. The proposal represents intensification in a compact form, and is within a Major Transit Station Area, a location in the City of Waterloo where growth is promoted;

5. The proposal assists in diversifying the mix and range of housing options in the neighbourhood, and optimizes the use of existing services in the area;

6. The proposal provides community benefits in the form of a 3m wide walkway to be conveyed to the City, and achieves a high quality urban design to contribute to the evolution of the City; and,

7. The proposed amendments are appropriate and support Provincial, Regional and City growth and placemaking objectives.

Should you have any questions, please do not hesitate to contact us.

Yours truly,

MHBC

Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner

Maire Stea, BES
Intermediate Planner

cc. Columbia Hemlock Holdings Inc.

APPENDIX A

City of Waterloo Official Plan- Section 3.11.1 General Urban Design Policies

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:

POLICY/GUIDELINE	RESPONSE
Intensification: In decisions to consider intensification address the integration, compatibility , built, the City of Waterloo shall 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 follows the urban growth pattern of the existing and planned urban form in the area, with a compact, higher-density urban form of similar scale to newer developments in the Northdale neighbourhood and surrounding areas. Given the Subject Lands designation and location within MTSA, the proposed height, built form, massing and density of the proposed development are appropriate and compatible with the existing and planned context. The redevelopment includes a mix of uses that are compatible with the existing and planned context and support the transition of the area from auto-oriented uses to those more supportive of active transportation.
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 is designed with appropriate design elements along both frontages to establish an identifiable entity and character with the existing and emerging buildings. The proposed mix of uses, architectural treatments, material, fenestration, and multiple entrances at grade along Columbia Street West frontage provide visual interest, enhance the pedestrian realm, and promote the interaction between the public and private realm. Building entrances are clearly defined and the combination of the recessions and projections helps to identify key building components and provide weather protection features. The proposed mid-block connection promotes pedestrian linkage within the block and pedestrian-oriented development. The proposal integrates multiple stepbacks and setbacks to create a low-rise relationship at grade and a respectful transition toward the surrounding built form and public realm. The proposed development promotes area's character by establishing a compact, transit-oriented development that evolves from low-density auto-oriented uses that exist today.
Views and Vistas: Design that contributes and vistas.	The proposed development adds a high-quality, contemporary building to the evolving skyline

POLICY/GUIDELINE	RESPONSE
	without affecting any known views or vistas. The proposed built form takes advantage of the westerly and southerly views toward the Site by incorporating prominant building materials and pedestrian-level glazing elements. The treatment of the upper storeys, with step backs, terraces, and recessions create visual interest from a distance while reducing the appearance and impacts of height.
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 priv ate 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 landscape , pedestrian (and nonvehicular) friendly design, coordinated 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.	At grade design has considered and appropriately addressed the Columbia Street West frontage and the proposed public pedestrian walkway to the west. The facade design maximizes glazing to promote permeability between the public and private realms. The facade is visually appealing in character and has well defined entries into the mixed-use spaces. Bicycle parking will be provided at grade, near the building's main entrances. Servicing/loading areas and mechanical equipment are contained within the building envelope and will be screened from public view. New hard and soft landscaping will form part of a future site plan to further refine the seamless integration of private and public space along the street frontages.
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 incorporates CPTED design principles by promoting natural surveillance of common spaces through a high degree of glazing, balconies, adequate outdoor lighting, highly visible entrances and clear pedestrian walkways and pathways.
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 provides efficient, well-defined circulation and prioritizes pedestrians by providing direct and adequate paths from the public sidewalk to the building entrances, exits and parking areas. Barrier-free parking and bicycle racks are provided near building entrances to reduce the number of potential collision points between pedestrian and vehicular movement throughout the Site. A pedestrian pathway on the western side of the building is proposed to be conveyed to the City of Waterloo, providing mid-block connection and promoting sustainable movement patterns for the community.

POLICY/GUIDELINE	RESPONSE
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 Proposed development is located in close proximity to high frequency transit routes and in walking distance the University of Waterloo transit station and Ion station to promote transit use, pedestrian and cyclist travel and accessibility, active and interesting streetscapes, human comfort, and integrated site amenities. Bicycle lanes are available on surrounding streets, including Albert Street, and Columbia Street West, with connectivity to a complete network of cycling infrastructure. A proposed pedestrian mid-block west of the Site connects Hemlock Street to Columbia Street West for increased transit options and accessibility.
Universal Design: Promote the adaptation of transportation networks, buildings and lands used by the public to provide barrier-free access and principles of universal design to all citizens and to encourage the use of the International Symbol of Access. Design sites and buildings to establish a standard way finding system within all lands, buildings, and amenities, which are accessible for persons with disabilities. The primary principles of universal design include but are not limited to the following: equitable use; flexibility in use; low physical effort; perceptible information; safety; and, direct and convenient access. A range of design strategies shall be used by the City to achieve universal design objectives such as minimal changes to grade, curb cuts, flush curbing, ramps and contrasting elements. Barrier-free access will be encouraged from the public street, along pedestrian routes, building entrances and other important destinations. Barrierfree access shall be subject to all applicable legislative standards and to local performance standards.	The proposed development conforms with all applicable accessibility guidelines and is located within walkable distance from many bus transit routes travelling in all directions to all parts of the Region providing vast transportation options to users. Barrier-free access is provided in accordance with AODA and Ontario Building Code standards.
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	The majority of the parking is located underground, allowing for the optimization of the lands and minimizing the amount of visible parking. The proposed surface parking is designed with mitigation strategies that allow for high level screening to minimize visual impacts. Parking is designed for convenience and provides direct access to building entrances.

POLICY/GUIDELINE	RESPONSE
projects, particularly residential or mixed-use development.	
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 proposed driveway is designed to accommodate safe truck access and turning. The loading and servicing areas are contained within the building envelope at grade and away from public view. Façade design at grade will incorporate architectural treatments to screen these areas from public view.
Outdoor Lighting: All site lighting, when required, shall be designed to create safe outdoor environments and to minimize glare and impact to night sky, public view and surrounding properties.	The Proposed development will provide lighting throughout publicly accessible exterior areas of the Site to enhance safety and natural surveillance. Lighting is focused on the ground level and activity spaces in accordance with City standards. Full cut off feature will be implemented to mitigate the potential for light trespass on adjacent properties.
Signage: Design all site signage to complement and enhance the building and site design. Building signage shall be in scale with the building design and is not to overpower the building façade or obstruct architectural features. Applicable requirements may be further defined through the Urban Design Manual and City's Sign By-law.	The proposed development implements signage of appropriate scale to compliment the nature of the building and the surrounding built form without obstructing architectural features or views.
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 fits within the Northdale Neighbourhood by offering a mixture of compatible uses and providing a similar built form as other buildings (existing and planned). It enhances its surroundings through human-scaled massing and an articulated form with contemporary design and landscaping that enhances street frontages. The design of the Site and the building provides a respectful transition toward the existing neighbourhood through extensive stepping while protecting for and aligning with emerging development within the adjacent blocks. Visual barriers are proposed for private terraces to resonalby limit overlook and protect for privacy.
Human-Scale Development: Development that reinforces human scale dimensions and proportions through design.	The proposed built form integrates multiple setbacks and stepbacks, and a 45-degree angular plane to establish appropriate height transition and a human-scale development. Building entrances and fenestration at grade follow a regular rhythm and are proportionally in scale with the overall built form while relating to the street.

POLICY/GUIDELINE	RESPONSE
	The balanced mixure of uses at grade contributes to active frontages with significant glazing and multiple entrances to animate and enhance public realm. The upper storeys of the building are recessed, further contributing to the pedestrian scale of the development. The proposed pedestrian connection along the west side of the building is highlighted by the increased visual interest for pedestrians through landscaping.
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 building is designed to be attractive, fit within its context, and provide appropriate human scale proportions and animations at ground level. Entrances will be appropriately defined, and the building will complement the existing urban fabric and built form along Columbia Street West and the evolving Northdale neighbourhood. High quality amenity areas in the form of public outdoor areas and private terraces and balconies will further enhance the visual qualities of the building and will be accentuated by greenery.
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 provides landscaping throughout the Site to create a comfortable and balanced public realm. Plantings along the frontages help to delineate and emphasize building entrances and create an intimate pedestrian-oriented scale. Sustainable landscape design practices will be prioritized by selecting native, drought resistant and low maintenance species of plants.
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	The Proposed development will include outdoor bicycle parking, benches, picnic tables, trash receptacles and landscaped amenity areas defined in the Landscape Plan to provide healthy and active outdoor and urban spaces for social

POLICY/GUIDELINE	RESPONSE
for more healthy active outdoor and urban spaces for social gathering, relaxation and enjoyment that results in a higher quality of life.	gatherings. Indoor amenity spaces are included on the ground floor and mezzanine level, providing larger spaces for residents to gather and use for socializing and relaxation.
Utilities: Consideration will be given to the location of utilities within the public rights-of-way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as lamp posts, transit shelters etc., when determining appropriate locations for large utility equipment and utility cluster sites	All utilities are proposed within the building sub-grade or in the case of the proposed transformer, screened through fencing along the side yard, mitigating any potential visual impact from the public realm.
Priority: To place a greater emphasis on urban design compared to density.	In our opinion, the proposal appropriately sculpts the building to achieve compatibility over density, meeting this objective.

NORTHDALE URBAN DESIGN & BUILT FORM GUIDELINES (SEC. 11.1.45)

Principles

Principle	Response
1. Integrated: Northdale is ideally situated within proximity to the Universities, Uptown, and major employers and will be integrated within the urban fabric of the City and surrounding community through improved transportation, cycling and pedestrian networks	The proposed development fits into the planned urban fabric of the Northdale neighbourhood by representing a compact, context-sensitive, and transit-oriented development.
2. Diverse: Northdale will be a diverse, vibrant, mixed-use and urban neighbourhood where residents live, work, learn and play. It will be comprised of a variety of housing types and tenures which provides affordable housing and accommodates a diverse demographic including students, families and professionals, and supportive commercial, employment, institutional and community services.	The proposed mixed-use building offers a range of uses and a broad spectrum of housing options that contributes to the neighbourhood's diversity.
3. Identifiable: Northdale will have a unique, renowned identity as a place in which residents, students and professionals are inspired by their environment and the energy and creativity of Waterloo's world-class Universities and employers.	The proposed development is designed with appropriate placemaking elements to establish a local identity and sense of place in harmony with the Northdale neighbourhood evolving character.
4. Supported: Northdale will be an important opportunity for public and private investment and redevelopment as the neighbourhood evolves and urbanizes, and supported through appropriate infrastructure and services	The proposed development supports and follows the emerging urban fabric within the Northdale neighborhood and promotes area's character by establishing a compact, transit-oriented

Principle	Response
	development that evolves from the low-density auto-oriented uses that exist today.
5. Memorable: Northdale will celebrate its cultural and built heritage resources through conservation, adaptive reuse and/or through contextual redevelopment which recognizes the community's heritage resources, including the Veterans' Green Park and housing, and retention of mature trees.	The proposed development represents a context-sensitive infill development that recognizes the community's long-term needs while respecting the existing community.
6. Interactive: Northdale will be enhanced through a network of additional parks, open spaces, walkways and improved streetscaping which provides for recreational, passive and community gathering spaces, which complement the Veterans' Green Park.	The proposed development responds to this principle by representing an enhanced streetscape with landscaped areas and pedestrian connections, including conveying lands for public mid-block connections to benefit the greater community.
7. Durable: Northdale will be a sustainable and environmentally progressive neighbourhood, and provide an exemplary level of quality architecture, urban design, public realm and open spaces that are robust and durable.	The proposed development provides a high-quality architecture composed of sustainable building features that meet OBC standards and landscaping that contributes to the overall sustainability of the Northdale community.
8. Safe: Northdale will be a safe neighbourhood which incorporates crime prevention through environmental design practices, and provides for street-related, ground f loor animation areas, and building heights and setbacks which encourage 'eyes on the street', and through building designs and support services which enhance safety	The proposed development incorporates CPTED design principles by promoting natural surveillance of common spaces through a high degree of glazing, balconies, adequate outdoor lighting, highly visible entrances and clear pedestrian walkways and pathways.
9. Flexible: Northdale will evolve and transition over time, as such the planning framework, regulations, buildings and land uses will be adaptive to changing market conditions, transportation, and housing needs	The application resresents the intent of this guideline by allowing the site to evolve to a form contemplated by the Official Plan.
10. Collaborative: Partnerships will be enhanced and forged between the City, Universities, developers, residents and landowners to facilitate synergies to further the redevelopment objectives and enhance the community.	The proposal builds on the application to the west by completing the mid-block connection, thereby enhancing overall connectivity, walkability and sustainability in this area of the community.

NORTHDALE PREFERRED NEIGHBOURHOOD ELEMENTS (11.1.45 (3))

Element	Response
2.3.1. NS.1 Neighbourhood Structure	
NS.1 Neighbourhood Structure The low-density, single detached house will no longer be the predominant housing form in the Northdale neighbourhood. Instead, the City will favour a vibrant, more intensive, mixed-use community.	The proposed development represents a compact medium density and mixed-use development, including non-residential components at ground level in favour of a vibrant and lively community.

Element	Response
NS.2 New development will be focused on mixed-use, mixed-density, transit and pedestrian supportive principles, allowing for a diversity of people and activities.	The proposed development includes residential and non-residential uses in a compact form and supports a transit-oriented density while diversifying uses and activities.
NS.3 Clear land use, urban design and built form policies, regulations and guidelines will guide future development. Building height and density will generally be greater on the periphery of the neighbourhood, and transition towards medium density forms in the interior of the neighbourhood.	The proposed development conforms to the urban design and built form policies, regulations, and guidelines of the Northdale neighborhood and the City of Waterloo. The proposed development is context-sensitive and deploys appropriate transition through stepping of height within the neighbourhood.
2.3.2. Buildings & Development	
BD.1 New buildings, enhancements to the public realm and related development elements should be constructed in a sustainable manner, conserving energy and resources, using durable materials and, where feasible and appropriate, achieving LEED® certification.	The development proposal prioritizes several sustainable strategies, including but not limited to the incorporation of landscaping that is tolerant of drought and salt, the promotion of energy reduction and conservation, mitigation of urban heat island effects through actove terracing and surface treatments, and promotion of alternative transportation choices through enhanced access to transit options, pedestrian linkage and bike parking. Overall, the Proposed Development synergizes various sustainable design elements to create a healthy, livable space that all can enjoy.
BD.2 Buildings will be brought to the street edge by establishing build-to lines, maximum setbacks and urban design/built form policies, regulations and guidelines to create a sense of street enclosure, limit breaks in the street wall, and maximize the principles of "eyes on the street".	The proposed design intends to contribute to the animation and activity of the streetscape by bringing the building to the street edge, creating a street wall and offering retail uses at grade. These active frontages are further articulated with glazing and fenestration to allow a permeable and transparent façade at the pedestrian level. The building façade opens up toward the street with multiple entrances including the main residential entrance. Overall the façade achieves the principel of "eyes on the street".
BD.3 Appropriate and compatible building design techniques will be used, including transition in building heights, step-backs and angular planes, and building articulation**.**	The proposed development integrates multiple setbacks, stepbacks, and a 45-degree angular plane (toward the south) to provide an appropriate transition in height toward the adjacent low-rise buildings and a two-storey relationship with the public realm at grade.
BD.4 The location of ground-floor windows, doors, and main entranceways will support visibility and transparency at grade, and access from the street.	At grade design has considered and appropriately addressed the Columbia Street West frontage. The facade design maximizes glazing to promote permeability between the public and private realms. The facade is visually appealing in character and has well-defined entries into the mixed-use spaces.

Element	Response
BD.5 Indoor and outdoor common amenity areas will be encouraged for housing developments to promote a healthy social environment both within buildings and along the street. Outdoor elements could include porches; squares or patios adjacent to the street; roof gardens; and, on larger sites, internal courtyards connected to the public realm. Indoor common amenity areas may include recreational, study and living areas.	The proposed development includes indoor and outdoor amenity areas on the ground floor. The outdoor amenity areas consist of soft and hard landscaping proposed to create a comfortable and balanced development. The Proposed development will include outdoor bicycle parking, benches, trash receptacles and landscaped amenity areas defined in the Landscape Plan to provide healthy active outdoor and urban spaces for social gatherings. Indoor amenity space and a party room are included on the ground floor and mezzanine floor, providing larger spaces for residents to gather and use for socializing and relaxation.
BD.6 Generally, parking requirements will be minimized in Northdale, to recognize that the community is being planned to support rapid transit facilities and will continue to accommodate a large portion of students and University related faculty and staff, area business employees, and permanent residents, resulting in a walkable, mixed-use community that has exceptional access to transit. Parking areas will not be permitted in the front yard, and rear yard parking will be preferred. Underground or decked parking will be encouraged for higher density building forms.	The proposed mixed-use development provides transit-oriented density within a community with access to higher-order transit options. The majority of parking spaces are accommodated via one level of underground parking, while Barrier-free parking space are located near building entrances to reduce the number of potential collision points between pedestrian and vehicular movement throughout the Site. Bicycle parking spaces are provided to support active transportation options for residents, employees and visitors. A pedestrian pathway on the western side of the building is also proposed to be conveyed to the City of Waterloo, providing mid-block connection and promoting sustainable movement patterns for the community.
4. Public Realm	
PR.1 On active street frontage areas, retail, commercial and community uses will be required at the street-edge to animate and activate the public pedestrian realm. On convertible street frontage areas, intermediate streets, frontages will be designed to be convertible from residential to an animated retail, commercial or community use at some point in the future.	The proposed development includes 4 commercial units on the ground floor, three facing Columbia Street West and one facing the proposed pedestrian walkway to offer both commercial and community use options.
PR.2 Every opportunity to enhance and create parks, parkettes, greenways, plazas, and active open spaces, will be explored to enhance public interaction. These opportunities will be created through the redevelopment of lands.	The proposed development includes outdoor amenity areas with hard and soft landscaping to create a balanced development. The proposed landscape areas help soften the site edges. The proposed landscape areas along the building frontage delineate pedestrian connections and

Element	Response
	help with seamless integration of private and public spaces.
PR.3 Improvements to road and pedestrian/cycling connections will be established through the redevelopment of lands to promote connectivity and provide better access.	The proposed development proposes a pedestrian pathway on the western side of the building to be conveyed to the City of Waterloo, providing mid-block connection and promoting sustainable movement patterns for the community.
PR.4 The development of new buildings and the public realm will incorporate principles of Crime Prevention Through Environmental Design (CPTED), which may address such matters as: appropriate landscaping, lighting, and visibility and animation of the ground floor. New development will also have regard for the principles of universal accessibility.	The proposed development incorporates CPTED design principles by promoting natural surveillance of common spaces through a high degree of glazing, balconies, adequate outdoor lighting, highly visible entrances and clear pedestrian walkways and pathways.
PR.5 Improved streetscaping should be provided in the form of tree lined boulevards, enhanced landscaping, paving and traffic calming, where feasible and appropriate, and through the provision of consistent and attractive street furniture to define the public realm and neighbourhood character.	The proposed development enhances the streetscape by providing street frontages with active uses, new hard and soft landscaping, as well as increasing safety through ground floor transparency and lighting in the public and private realm.

NORTHDALE LAND USE AND COMMUNITY IMPROVEMENT PLAN STUDY – URBAN DESIGN AND BUILT FORM GUIDELINES (Section 5)

Element	Response
5.2 Active Frontage: Active frontage areas are identified along the main streets of the Northdale neighbourhood. Buildings fronting these streets are intended to contribute to the animation and activity of the streetscape, with uses such as restaurants, cafes, grocery stores and retail stores. Active frontages should be permeable and transparent. Building facades that open up the street are encouraged.	
5.2.1. Permeable Edge: Active Frontage should engage the passersby with a "permeable edge" between the building and street as appropriate to building uses. Buildings should have frequent entrances where possible and ensure a physical and visual connection between people on the sidewalk and retail activities in the building.	The proposed design intends to contribute to the animation and activity of the streetscape by offering retail uses at grade. These active frontages are further articulated with glazing and fenestration to allow a permeable and transparent façade at the pedestrian level. The building façade opens up toward the street with multiple entrances.
5.2.2. Visibility: Maximize visibility into the building interior and merchandise displays using fenestration. If appropriate to the use, consider operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.	Building entrances and fenestration at grade follow a regular rhythm and are proportionally in scale and relating to the street. The proposal maximizes the use of glazing material at grade to achieve maximum transparency and interaction between the private and public realms. Multiple entrances at grade provide for an animated and enhanced public realm.

Element	Response
5.2.3. Shelter: Active Frontage areas should include overhangs or glazed canopies to provide shelter for pedestrians. Building overhangs can provide a sense of enclosure and shelter pedestrians from wind, rain, and sun are encouraged.	The multiple building entrances are clearly defined and identified by a combination of the recessions and projections treatments that help provide a sense of closure and weather protection feature.
5.2.4. Ancillary Activities:vAllow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which active outdoor patios or cafes can extend.	The proposed development includes amenity areas for active and passive recreational activities. The proposed building integrates setbacks along the frontage to accommodate retail spill-out and landscaping.
5.2.5. Signage: In addition to complying with the City's Sign By-law, integrate signage with the architecture. Define spaces to accommodate signs that respect building scale, architectural features, and signage uniformity. Building signage should be reflective of architectural form and style.	The Proposed development has accommodated signage areas of appropriate scale to compliment the nature of the building, its tenants and the surrounding built form without obstructing architectural features or views.
5.2.6. Utilities: Utilities, vents and other unattractive elements should be avoided on the lower levels of façades adjacent to the public realm or should be integrated into the architectural composition, where feasible.	All unitilitis have been located internal to the site or below grade, avoiding the public realm where feasible.
5.3. Active Street Frontage Guidance	
A. Site	
1. Grade Level a) Lot Frontage: 20.0m Minimum b) Building Frontage: 100%-Driveway Width c) Front Build within Zone: 1.0-3.0m d)Flank Build within Zone: 1.0-3.0m e) Cafe area setback: 6.0m Maximum Setback Zone Treatment: Paved Landscape Open Space: 30% Minimum	The proposal meets the minimum Lot Frontage along Columbia Street West. The Front Build within Zone is 2.0 m, and a Café can fit within the Build within Zone meeting the Max. setback treatment. There is no flanking Build within Zone. Relief from the By-law will be sought at the proposal is slightly below the landscaped open space requirement.
2. Buildable Area f) Side Yard Setback: 0m g) Rear Yard Setback: 7.5m	The proposed Side Yard Setbacks meet this requirement.
3. Parking Lot, Loading, & Access h) Parking Lot Location: Rear Yard i) Loading Facility Location: Rear Facade j) Driveway Access: Secondary street	Vehicular access will be from Columbia Street West with no vehicular access from Hemlock St. The majority of parking spaces are accommodated via one level of underground parking, screened from the street. Barrier free parking spaces are located near building entrances to reduce the number of potential collision points between pedestrian and vehicular movement throughout the Site.
B. Built Form	

Element	Response
1. Podium l) Podium Height: 3 Storeys Minimum[1] 6 Storeys Maximum m) Ground Floor Height: 4.5m Minimum [1]ZBL Section 37.3.1 (m) for specific height	The proposl incorporates a 3 storey podium along Columbia Stree West, with a ground floor heigh that exceeds 4.5m.
2. Tower n) Building Total Height: ZBL Section 37.3.1(n) o) Stepback above Podium: 3.0m Minimum p) Tower Floor Area above the 8th storey: 750m2 Maximum q) Tower Separation: 25.0m Minimum r) Setback from Property Line: 12.5m Minimum s) Horizontal Tower Dimension: 35.0m Maximum	NA
C. Use	
1. Grade Level Residential Permitted: No Service Areas Permitted: Indoor amenity space, entrances/foyers, and service areas. Parking Within Building: Permitted t) Parking Structure Location Rear of the ground floor habitable space u) Habitable Area: 25% Minimum Habitable Width: 100% Habitable Area Use: lobbies, sitting areas, and hallways.	The proposal includes commercial uses, and a lobby along Columbia Street West frontage.
2. Upper Stories Upper story: ZBL Section 37.1.1	The proposal includes residential uses above grade, along Columbia Street Westest.
D. Entrances and Fenestration	
1. Grade Level v) Transparency: 75% Minimum Main Entrance Location: Front facade or corner of building w) Residential Entrance Width: 30% façade Maximum Street Entrances: 1 per 25m of facade length Minimum Parking Entrances: 1 Maximum	The proposed ground-level façade along Columbia Street West balances transparency with building materiality to create a distinct character along the ground floor and main entrance. This frontage also includes one vehicular entrance at the northeast corner.
2. Podium x) Transparency: 40%, per floor Minimum	Tehproposed podium achieves a 40% transparency at th 2nd and 3rd floors.
3. Tower y) Transparency: 50%, per floor Minimum	NA
4. All Levels z) Architectural Projection Bay window, eaves, awnings, canopies, & signs	The façade includes signs, cornices and balconies as architectural projections that enhance the façade.
5.6. Neighbourhood Street Frontage: Neighbourhood frontage areas are defined by units at grade with a direct access to the street from the main dwelling unit entrance. These frontages should be designed to encourage eyes-on-thestreet, and social spaces that are clearly defined as private spaces such as stoops, porches and front yards. Neighbourhood frontages are setback from the street to	

Element	Response
provide sufficient space for entrances and on-site landscaping, as well as windows to provide street overlook.	
5.6.1. Defining Private Space: Define the threshold between private residential uses at grade and the public realm through measures such as screening, planting, and elevation changes. Provide a series of transitional filters for pedestrians passing from public spaces to private spaces. These could include: A front gate, a private front path, a porch, a stoop, a foyer or entrance hall. If front yard dimensions are limited use grade changes to create a sense of transition.	The proposed development incorporates setbacks and landscape areas to define a threshold between private uses at grade and the public realm on the Hemlock St. frontage. The proposed pedestrian connection is programmed with landscape along the east side, protecting the adjacent residential units' privacy and overlook.
5.6.2. Visibility: Neighbourhood Frontage should provide protection from direct visibility into private living spaces while allowing for controlled views out. Window screening, shutters and front yard landscaping can help provide privacy for residential uses. Setback entrances can define entries as semi-private. Specify solid rather than glass front doors. Include planting areas along the front wall, on the windowsill and/or between units	The proposed neighbourhood frontage integrates setbacks and landscape areas to minimize direct visibility into private spaces. The proposed landscape areas include landscape features that help with controlled views in and out.
5.6.3. Shelter: Neighbourhood Frontage areas should include overhangs or canopies over the front yard to provide shelter for pedestrians. The addition of a canopy over a front door or a recessed space is often sufficient to suggest semi-privacy. An enclosed porch can serve as a draft excluder, a house enlarger, a storage unit, a conservatory, and a secure point from which to view strangers.	The proposed main entrance and openings along Hemlock St. will use built form recession and projection treatment to provide weather protection features.
5.6.4. Front Yard Access: The main entrances of individual units should be accessed from the sidewalk. A maximum setback of 3.0 - 6.0 metres is allowed to ensure that the future potential for retail is preserved. The front yard zone can accommodate front steps, a raised planter and porch or terrace area. Front yard fences are discouraged and if necessary should be less than 0.5 metre high.	The proposed setback along Hemlock St. meets the Max. setback requirement, offering soft landscaping, walkways and bike parking that is in keeping with the character of the street.
5.6.5. Stoop or steps: Provide opportunities for interaction among residents and neighbours by designing private outdoor spaces slightly above grade. These spaces encourage outdoor occupation and passive surveillance of the street. The entrance is usually an exterior stair and landing.	The proposed built form fronting the neighbourhood street frontage proposes public and private outdoor terraces at multiple levels fronting Hemlock St. These terraces include hard and soft landscaping elements and help with informal surveillance of the street.
5.6.6. Porch: A porch provides a more private transition space between the dwelling and the	NA

Element	Response
public street. A porch should be large enough for two people to stand under cover outside of the door swing. Porches are typically elevated above grade to create a distinction between the public and private realm as well as providing an elevated view of the street	
5.6.7. Entrances: Where the front door must be a light source use translucent rather than transparent materials. Use sidelights and transom lights to allow for light and views to the outside. Entrances should have outside lights. Utilities, vents and other unattractive elements should be avoided on the lower levels of façades adjacent to the public realm or should be integrated into the architectural composition, where feasible.	The front door is not required to be a light source, but does include transparent materials that will achieve illumination at night.
5.7. Neighbourhood Street Frontage Guidance (Apartments)	
A. Site	
1. Street Frontage a) Lot Frontage: 20.0m Minimum b) Building Frontage: Not Required c) Front Build within Zone: 3.0-6.0m d) Flank Build within Zone: 3.0-6.0m Setback Zone Treatment: Landscape Landscape Open Space: 30% Minimum	The frontage along Hemlock is less than 20 m, however this it is an existing condition. The proposal will be set back 4.6m, meeting the front Build within Zone. There is no flankage condition. The proposal exceeds the 30% landscape open space.
2. Buildable Area f) Side Yard Setback: 5.5m g) Rear Yard Setback: 7.5m	The proposed Side Yard Setbacks are 3.1 and 3.2m, are compliant with the Zoning By-law for a combined lot.
3. Parking Lot, Loading, & Access h) Parking Lot Location: Rear Yard i) Loading Facility Location: Rear Facade j) Driveway Access: Any street	Al parking and loading is located at the rear and access is restricted to Colombia Street West.
B. Built Form	
1. Podium l) Podium Height: 3 Storeys Minimum[1], 6 Storeys Maximum m) Ground Floor Height: 3.0m Minimum [1]ZBL Section 37.3.1 (m) for specific height	NA
2. Tower n) Building Total Height: ZBL Section 37.3.1 (n) o) Stepback above Podium: 3m Minimum p) Tower Floor Area: 750m2 Maximum q) Tower Separation: Refer to ZBL r) Setback from Property Line: Refer to ZBL	NA
C. Use	
1. Grade Level Residential Permitted: Yes Non-Residential Permitted: No Parking Within Building: Permitted	The proposed development includes a residential lobby, residential units, and an indoor amenity area at grade.

Element	Response
t) Parking Structure Location: Rear of the ground floor habitable space u) Habitable Area: 25% Minimum Habitable Width: 100% Habitable Area: Use All uses permitted in building	
2. Upper Stories Upper Story: ZBL Section 37.1.1	Upper stories include residential units.
D. Entrances and Fenestration	
1. Grade Level v) Transparency: 50% Minimum Main Entrances Location: Each dwelling unit at grade Street Entrances 1 per 15m of facade length Minimum Parking Entrances: 1 Maximum	The proposed frontage along Hemlock St. provides a level of transparency that is in keeping with the character of a local residential street in transition.
2. Podium x) Transparency: 30%, per floor Minimum	NA
3. Tower y) Transparency: 30%, per floor Minimum	NA
4. All Levels z) Architectural Projection: Bay window, eaves, awnings, canopies, & signs	The façade includes cornices, balconies and railings from terraces that achieve architectural interest from the local street.
5.9. Frontage: Common Entrances: Entrances for new housing developments should be welcoming and allow space for waiting. Front entries should have sheltered entrances, transparent doors and sidelights, and a vestibule. Entrance spaces are important to the social life of the student residents and contribute to the life of the street by adding activity to the public realm. Outdoor spaces encourage passive surveillance which increases the perception of safety in the street. Atria and lobbies should be visible to the public realm. Views into the interior will create a more interesting pedestrian experience and will increase the safety of the neighbourhood.	
5.9.1. Visibility: Design entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Use transparent materials between 0.6 and 3.0 m off the floor for all common entry areas.	Building entrances are clearly defined through height, glazing and architectural treatments, a combination of recessions and projections that help to identify key building components.
5.9.2. Lobbies: Lobbies provide a sheltered space to wait for visitors and residents. Ensure that there is a direct line of sight from lobbies to the street. Lobbies should be generously sized and provide a minimum of two seats or 1 seat for every 100 residents. Seating should be comfortable and welcoming. Built in seating can be more resilient and spatially efficient. Indoor amenity areas can be combined with lobbies to activate the space.	The proposed residential lobbies along the building's primary frontages are defined through articulated entrances with transparency/tinted glass for a direct line of sight from the public realm into the interior spaces. The interior of the lobby spaces will be designed to meet this interior design requirement.
5.9.3. Shelter: Main entrances should include overhead shelter or canopies to provide outside shelter from wind, sun and rain. Canopies should be large enough to provide space to shelter two people outside of the door swing.	The main building entrances are clearly defined and identified by a combination of the recessions and projections treatments that help provide a sense of closure and weather protection features.

Element	Response
5.9.4. Seating: Outdoor seating should be integrated with the entrance pathway. Seating can be provided by benches or integrated into the entrance design using seating walls.	Outdoor seating furniture is accommodated throughout the Site, including within the proposed outdoor amenity areas on the ground floor. The proposed development will include outdoor bicycle parking, benches, dinning tables, trash receptacles and landscaped amenity areas defined in the Landscape Plan to provide healthy and active outdoor and urban spaces for social gatherings. Indoor amenity space is included on the ground floor and mezzanine floor, providing larger spaces for residents to gather and use for socializing and relaxation.
5.9.5. Distinctive: Residential and commercial entries should be differentiated. Shared entrances to residential units, clearly accessible from the street should be provided. Each retail store in a building should be identifiable and accessible from the sidewalk	Residential and commercial uses are distinguished via architectural treatment and variations in material. Residential lobbies are clearly defined and accessed from public sidewalks. Retail frontage is identified through floor-to-ceiling height, glazing and fenestration.
5.9.6. Plazas: Large buildings should include publicly accessible plazas associated with their entrances. These spaces should be accessible to pedestrians and connect the ground floor of the complex to the surrounding urban environment. Design the entry plaza as an ensemble of a variety of elements including the doors, overhead features, ground surface, landscaping, lighting, and other features.	NA
5.9.7. Transition: Transitional spaces such as stoops, courtyards, stairways can provide a sense of entry. Entries should include differentiated ground surfaces, special paving, landscaping, lighting and integrated signage	All building entrances will be identified and delineated by hard and soft landscaping as well as lighting and signage.
5.10. Street Wall: The Northdale neighbourhood is planned so that buildings create a street wall that provides enclosure for the public realm. The street wall is comprised of the podium elements of buildings that range between 3-6 storeys in height. The street wall should be designed as an architectural concept that will result in a unified, functional and harmonious design that defines the street without creating a relentless facade	
5.10.1. Architectural Quality: Design buildings to have architectural articulation that is rich in detail, enhances public streets, and creates interest as well as a sense of identity. Allow and promote architectural innovation in Northdale, particularly to create new landmarks and streetscape interest. Encourage the use of brick, glass, steel, stone and other complementary materials.	The proposed building has been designed to be attractive, fit within its context, and provide appropriate human scale proportions and animations at ground level. Entrances will be appropriately defined, and the building will complement the existing urban fabric and built form along Columbia Street West and the evolving surrounding Northdale neighbourhood. High quality amenity areas in the form of an outdoor area and private terraces and balconies will further

Element	Response
	enhance the visual qualities of the building and will be accentuated by greenery.
5.10.2. Differentiation: An identifiable break should be provided between a building's retail floors (ground level and, in some cases, second and third floors) and upper floors. This break may consist of a change in material, change in fenestration, or similar means. Incorporate horizontal and vertical elements that match or complement surrounding features. Use cornice, banding and other treatments to create a transition between different storey heights.	Commercial uses at grade are distinguished from residential units above via floor to celling height, architectural treatments, fenestration, glazing, and variations in material. Residential floors are clearly defined by horizontal banding and building lighting.
5.10.3. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries. Buildings on blocks longer than 100m should be designed with breaks or as separate buildings to provide street variety, connections, views and opportunity for sunlight penetration	The proposed built form breaks the building mass via setbacks and stepbacks at multiple levels and uses light materials such as metal panels on the upper portions of the facade to reduce the perceived mass of the building.
5.10.4. Functional Design Elements: Consider architectural features that add depth, texture, and scale as well as serving other project functions such as shading devices and windows that add rhythm and depth as well as contribute toward energy efficiency and/or savings.	The proposed development uses vertical and horizontal elements, stepbacks, recessions, and projection to create variation and interest and scale the development in relationship to the adjacent buildings and the public realm. The proposed use of masonry material such as brick and stone veneer on the base and top of the building will further add strong texture to the façade.
5.10.5. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, party walls, retaining walls, or garage facades are unavoidable, include design treatments that provide interest for pedestrians such as newsstands, green walls, landscaped areas, raised planters, wall patterns, trellises or public art.	The proposed development includes no blank wall condition on all sides.
5.10.6. Building Materials: The following building materials are preferred in the Northdale Study Area: architecturally finished block, stone, granite, metal and wood panels, brick, glass and spandrel glazing finishes. These elements will be approved through the site plan process and would help establish expectations for all buildings. The use of stucco as an exterior finish should be minimized especially at grade.	The proposed material board is consistent with these requirements.

Element	Response
5.11. Towers: The proposed skyline of the Northdale neighbourhood will be shaped by towers that rise above podiums. Zoning requirements have limited the bulk and dispersion of towers in the neighbourhood to ensure sky view and limit the impact of shadows. Towers should be designed in conjunction with the podium of the building and the interplay of masses setback at different heights will improve the articulation and overall visual impression of the street. The architectural expression of entrances, corners, roof elements, balconies, and other projections can help break down the overall scale of long or tall building faces. Setbacks above podiums will help articulate the towers above. The setbacks will promote a better street edge and improve the pedestrian realm by allowing more solar access and reduced wind impact.	
5.11.1. Shadow and Wind Impact: Design and mass buildings to minimize adverse impacts on adjacent properties, outdoor amenity spaces and public spaces with respect to sunlight access, wind tunneling effect, noise attenuation and snow disposition. (UDM 2.1.3.12) Sun shadow and wind study requirements outlined in the Urban Design Manual apply to all development in the Northdale neighbourhood.	The proposal is not a tower. However, the proposed massing and building design integrate several strategies, including setbacks, stepbacks, and a 45-degree angular plane (toward the south) to provide a respectful transition in height toward the neighbouring properties, outdoor amenity spaces and public spaces while maximizing sunlight access and mitigating shadow impact.
5.11.2. Tower Massing: Towers should have slender massing and elegant proportions. Reducing the bulk of the top of a tower ("sculpting" the tower) can make it more attractive. If a project has more than one tower, they should be complementary to each other and employ the same architectural design approach.	NA
5.11.3. Tower Form: Tower forms should appear simple yet elegant, and add a compelling sculptural form to the skyline. Towers should be designed to achieve a faceted geometry and be composed of simple forms. They should not appear cluttered with over-manipulated elements. Towers that have a clean sillouhette should provide variety through subtle details in the facade and the articulation of a human-scaled elements at the street level.	NA
5.11.4. Maximum Floorplate: Design tall residential buildings above any podium with a maximum floorplate of 800 m^2 (excluding balconies) to minimize shadow impacts on surrounding streets, sidewalks neighbouring buildings and private amenities. (ZBL 37.3.1t)	NA
5.11.5. Minimum Tower Spacing and Horizontal Tower Dimension: Towers must be set back a minimum of 12.5m from side and rear property lines measured from the external wall or exterior face of balconies. If more than one tower is included within one Site the towers must be spaced apart so as to permit a minimum	NA

Element	Response
separation distance of 25m, measured from the external wall excluding balconies. The maximum horizontal tower dimension must be no greater than 35m, measured from the external wall excluding balconies. (ZBL 37.3.1t and u)	
5.11.6. Protect Microclimate: New development can affect microclimate and impact human comfort in the public realm. In addition to the tower setbacks, canopies and other projections may also be used to deflect wind conditions away from the public realm.	The proposed development implements several design strategies, such as cantilevered floors, step backs, projection and recession, and landscaped zones to serve as weather protection features and create areas of rest and comfort for pedestrians.
5.11.7. Views toward Parks and Open Spaces: Maximize the opportunity for views from buildings adjacent to parks and open spaces. A large window, balcony, or porch provides a point of visual connection with the exterior.	NA
5.12. Shared Private Open Space: Planning: Where landscape open space is required, integrate its design with the building. Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function. Leave no "leftover" open spaces.	
5.12.1. Connect Open Spaces: Site and design project-related public open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate. Look for opportunities to support positive uses and activities on adjacent properties and/or the sidewalk. Ensure that there are safe, direct, hard surfaced pathways from every dwelling to necessary on-site facilities.	The proposed outdoor amenity space is accessible from the Site and the proposed pedestrian mid-block connection to the west. Landscape areas are provided throughout the Site and on the frontages to encourage active and passive activities and contribute to an attractive, comfortable, and safe public realm. Along the residential units on the ground level, landscape areas are proposed to delineate the private patio spaces and are complemented by vegetative elements. The balconies, terraces, and patios promote natural surveillance and safety while enhancing the tenants' sense of place.
5.12.2. Multiuse Open Space: Incorporate common and private open spaces for use by all residents, and design them to encourage interaction. Some examples include areas for gardening, barbecues, resident meetings, gyms, and crafts or hobbies.	The outdoor amenity area on the ground level allows for social gathering and relaxation. This space will feature benches, planters, and other attractive landscape elements to ensure the space has purpose and function, encouraging socialization.
5.12.3. Functional Separation: Divide the open space into functional areas, each with a clearly specified purpose: a lawn area for games, and sitting in the sun, buffer planting between public and private uses, edge seating for passive viewing.	The proposed landscape design uses hard and soft landscaping elements as well as furniture to divide amenity and landscaped areas into functional zones. The proposed landscape areas throughout the Site help soften the edges. The proposed landscape areas along the frontage delineate the building entrances and help with the seamless integration of public and private realms. These

Element	Response
	landscape elements serve as weather protection features.
5.12.4. Mature Vegetation: In an effort to retain and protect mature vegetation within Northdale, it is recommended that built form footprints should consider the mature vegetation on Site early in the design process, and seek out all reasonable site solutions for retention and incorporation into the proposed site plan. Mature vegetation is to be retained and protected in accordance with section G of the SPRG.	A vegetation Management Plan was provided through Site Plan Approval in support of this application.
5.12.5. Reinforce Existing Open Space: Where a strong open space concept exists in the neighbourhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future. Provide visibility to any private open space in order to increase the surveillance of the open space and improve views.	The proposed development enhances the streetscape by providing street frontages with active uses, new hard and soft landscaping, and increasing safety through ground floor transparency and lighting in the public and private realm. At grade design has considered and appropriately addressed the Columbia Street West frontage. The facade design maximizes glazing to promote permeability between the public and private realms. The proposed development is designed with appropriate placemaking elements to establish a precedent in harmony with the Northdale neighbourhood evolving character.
5.12.6. Match Uses to Conditions: Respond to environmental conditions such as seasonal and daily light and weather shifts, matching uses with appropriate conditions. For example, place outdoor seating and gathering areas where there is sunny exposure and shelter from wind. Plan for changing needs over time.	The proposed development considers this design strategy by orienting outdoor terracing in a south-facing condition, optimizing solar access.
5.12.7. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.	This objective is achieved in the overall design and thoughtful arrangement of indoor and outdoor amenity spaces.
5.13. Shared Private Open Space: Types: Shared Private Open Spaces are spaces within a private development that are accessible to all residents. These areas provide spaces for larger gatherings, allow minor recreational activity, and provide social spaces beyond the confines of individual units. In higher density developments, these spaces ensure inhabitants have access to a large range of amenities to enrich their daily living. Four types of private open spaces include pedestrian mews, plazas, courtyards and roof gardens.	
5.13.1. Pedestrian Mews: A pedestrian mews allows for connections between the building and surrounding streets while preserving space between buildings. Pedestrian mews are restricted to pedestrian use and limited vehicular access and should have a minimum width of 7 metres.	NA

Element	Response
Pedestrian mews should act like a pedestrian street and be lined with frequent doors and windows. Section 4.17 provides additional detail for pedestrian mews	
5.13.2. Plazas: A plaza is an open space that is used as public space and is directly connected to the public realm. Plazas are spatially defined by active building frontages. Plazas are typically made up of paving material and trees. Plazas should be located near the intersection of important thoroughfares. The minimum size of a plaza should be 500 square metres.	NA
5.13.3. Courtyards: Courtyards provide quiet, private open space within the interior of a building block. Courtyards are defined by buildings and street walls on at least three sides. The entrance to the courtyard should be visually accessible from the street. Courtyards should provide amenities such as access to green space, activity space, and areas for recreation. Courtyards should be semienclosed or fully enclosed by the dwellings they serve and be seen from all of those dwellings. Design courtyards so that the ratio of building height to open space is in the ratio of 1:3 to 1:5, or as tight as 1:2 with careful landscaping. The shortest length across a courtyard should be a minimum 14.0 meters.	NA
5.13.4. Roof Gardens: Roof gardens are shared open spaces on the top of buildings. Roof gardens provide private open space away from the street and offer distant views out toward the neighbourhood. Roof gardens should be connected to interior shared amenity spaces and are best located on the roof of the podium rather than the tower due to wind conditions. Roof gardens should not be located on the north side of a tower.	NA
5.14. Shared Private Open Space: Details: Private open spaces should be animated to provide key locations for meeting and gathering spaces. These spaces should be located along pedestrian routes and be activated with common spaces within buildings or private yards. Due to the proximity of uses in private open spaces design considerations include protection for privacy, sound, and views while maintaining natural surveillance over the open space.	
5.14.1. Separation: Clearly delineate public spaces (parks and streets), from community spaces (shared open space, entries, courtyards), and private space (front yards. Provide low fences and gates between yards and common areas. Provide	The proposed development incorporates setbacks and landscape areas to define a threshold between private uses at grade and the public realm on the Hemlock Street frontage. The proposed pedestrian connection is themed with

Element	Response
window boxes or shelves for planters outside windows on the first 1-3 storeys	landscape along the east side, protecting the adjacent residential units' privacy and overlook.
5.14.2. Planting: Select and locate trees so that they admit winter sun but provide shelter from summer sun to both open spaces and buildings. Define all edges of planting areas with edging treatment or retaining walls. Design retaining walls so that they can also be used for casual seating.	The proposed landscaped Plan offers a broad range of planting, including deciduous and coniferous trees, to create a balanced microclimate for all-season use of the communal open spaces.
5.14.3. Features: Provide environmental interest such as plants that attract butterflies or songbirds, fragrant flowers, plants that have seasonal changes, fountains, reflecting pools, and trees that make pleasing sounds in the breeze.	The proposed landscape design considers this strategy wherever feasible.
5.14.4. Microclimate: Design buildings that are lower on the east, south and west to maximize sunlight penetration into courtyards. Use building elements to modify climactic conditions. For example, fences may stop cold winds but still allow winter sun onto a patio pergolas with deciduous vines may block summer sun but allow winter sun to penetrate.	The proposed massing and building design integrate several strategies, including setbacks, stepbacks, and a 45-degree angular plane (toward the south) to provide a respectful transition in height toward the neighbouring properties, outdoor amenity spaces, and public spaces while maximizing sunlight access and mitigating shadow impact.
5.14.5. Access: Provide access to the communal open space either directly from the dwelling via ground level private open space. Locate pedestrian routes so that people will regularly walk through communal open spaces on their daily route to parking, laundry etc. Provide direct visual access from the kitchen, living room, or dining room to the communal open space.	The proposed communal areas are visually and physically accessible throughout the Site. The proposed semi-private and private spaces fronting the communal areas are seamlessly integrated and visually connected to outdoor communal areas, encouraging passive surveillance and contributing to the Site safety.
5.14.6. Seating: Provide a variety of outdoor seating in all common spaces both shaded. Arrange some seating in conversation groups such as facing or perpendicular, or circular benches.	Outdoor seating furniture is accommodated throughout the Site, including within the proposed outdoor amenity areas on the ground floor. The Proposed development will include outdoor bicycle parking, benches, picnic tables, trash receptacles and landscaped amenity areas defined in the Landscape Plan to provide healthy active outdoor and urban spaces for social gatherings.
5.14.7. Amenities: Provide picnic tables and barbecues within easy access of dwellings but in a semi private setting some distance from adjacent units. Large courtyards or play facilities should include a drinking fountain. Locate attractive litter and recycling receptacles along major pathways in close proximity but not adjacent to seating areas.	Outdoor seating furniture is accommodated throughout the Site, including benches, picnic tables, and trash receptacles defined in the Landscape Plan to provide healthy, active outdoor and urban spaces for social gatherings.
5.15. Shared Private Open Space: Amenities: New developments in Northdale are encouraged to provide interesting activities for residents to have socially engaged outlets for recreation. Spaces for active recreation not only enhance the daily lives of residents but add value to a development. Due to	

Element	Response
the lack of park space in the Northdale neighbourhood, private open space can provide needed space for leisure.	
5.15.1. Lawns: Lawns provide a low cost, resilient open space for a variety of recreational needs from picnics and sun tanning to more active uses such as ball games.	NA
5.15.2. Courts: Traditional court games such as basketball, tennis, bocce, and volleyball are popular with university students, inexpensive, low-maintenance, and take little space.	NA
5.15.3. Swimming Pools: Swimming pools are a significant investment both from a capital and maintenance perspective but offer a unique amenity for residents. Swimming pools in private student residences are gaining popularity in other cities	NA
5.15.4. Functional Public Art: Functional public art pieces can bring delight to private open spaces and provide opportunities for social interaction and play	NA
5.15.5. Unique Amenities: Creative developments can define their identity by incorporating amenities unique to their residents needs. Such amenities bring differentiating value to a development and add interest to the neighbourhood.	The proposed development includes indoor and outdoor amenity areas on the ground floor. The outdoor amenity areas consist of soft and hard landscaping proposed to create a unique and balanced development. Indoor amenity space and a party room are included on the ground floor and mezzanine level to provide larger spaces for residents to gather and use for socializing and relaxation.
5.15.6. Allotment Gardens: Allocate a sunny area within the communal landscaped space for residents to use for a community garden or individual allotments. Ensure that there is access to water, storage sheds and benches. The garden beds should be raised, fenced or surrounded by hedges for protection. Gardens can strengthen the local identity and community, and provide options for multi-unit residents.	N/A
5.16. Private Open Space: Balconies & Terraces: Balconies and terraces are an essential component of apartment buildings as they provide semi-private spaces that overlook the public realm. The first three storeys of mid-rise buildings are low enough that a person can talk to someone in the street. Outdoor communal spaces and semi-private spaces such as balconies, porches and verandas, allow residents relief from more compact units and encourage the social space of the street. These spaces contribute to safe streets by encouraging passive surveillance and "eyes on the street".	
5.16.1. Private Amenity: Provide residential units with sufficient private amenity space, either as a terrace, balcony, or yard.	The proposed development offers private amenity areas in the form of balconies and terraces for upper-floor residential units and patios for ground-floor units.

Element	Response
5.16.2. Privacy at Grade: Ensure that public paths do not pass next to the windows of dwellings. Privacy screens should be higher for privacy closer to the building and lower for visibility closer to the street. Provide screening for private terraces, yards or where adjacencies are close. Provide vegetative or semi-private fencing or screens that allows for permeable openings for viewing such as slots or lattice.	The proposed development incorporates setbacks and landscape areas to define a threshold between private uses at grade and the public realm. The proposed residential units adjacent to the pedestrian connection to the west are programmed with landscaping, protecting their privacy and overlook while allowing for controlled interaction and view.
5.16.3. Active Street Frontage: Projecting balconies should not be located on the first 2 storeys of the front façade. Between 3 - 6 storeys balconies are encouraged and should be recessed behind the street wall. Julliette balconies provide interaction with the street while maintaining a consistent street wall.	The proposed development presents projecting balconies above 3rd level along Columbia Street West. The built form along Hemlock St. implements a 45-degree angular plane and presents private terraces above 3rd level.
5.16.4. Neighbourhood & Convertible Street Frontage: Balconies are encouraged for the first 2-6 storeys. Balconies in residential areas should be deep enough to allow for seating, small tables while allowing sufficient space for a person to pass.	The proposed development meets this design requirement.
5.16.5. Size and Access: Balconies should be a minimum of 3.0m x 6.0m in dimension. Provide sliding glass doors leading directly into balconies from the dwelling. Consider designing built in benches on balconies. Balconies or other permanent building elements should not encroach into the public right of way	While balconies are less than this size requirement, it is with recognition that they are on average 3.45 sw. m, which is appropriate for 1 bedroom and 1 bedroom + den units.
5.16.6. Privacy on Balconies: Provide recessed, rather than cantilevered balconies especially on the front of buildings, for privacy and protection. Provide solid or semi-solid screens between adjacent balconies to enhance privacy.	While recessed balconies are suggested, cantilevered balconies assist with wind production and held to break up down gusts, thereby improving the buildings ground floor climatic environment.
5.17. Arrangement Of Interior Uses: Urban design considerations for student housing includes a careful consideration of both the internal and external common spaces. Students need social spaces in their living units as they build their social skills and networks. By sharing common spaces that encourage interaction, units can have a smaller footprint and become more affordable. The relationship of private spaces with larger communal areas is important to the internal life of the residence.	
5.17.1. Common Amenity Spaces: New developments should be designed to accommodate a mix of uses and programs that are adaptable to a variety of uses. Shared amenities could include movie rooms, meeting rooms, collective kitchens, dining rooms, laundry facilities, gyms or extended lobbies.	The proposal offers shared indoor amenity areas in the form of an amenity space at the grade and a party room on the mezzanine floor, providing sufficient space and flexibility for a mix of uses and programing.
5.17.2. Location of Shared Amenities: Locate the meeting room in a central visible location	The proposed development meets this design requirement.

Element	Response
adjacent to high-traffic areas such as ground floor lobbies or major routes to shops - not the basement. Provide a washroom and at least minimal kitchen facilities.	
5.17.3. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces. Locate living rooms and or kitchens windows to permit good views and avoid direct views toward blank or monotonous facades.	The proposed interior areas are visually and physically connected to exterior spaces throughout the Site. The proposed semi-private and private spaces fronting the communal areas are seamlessly integrated and visually connected to outdoor communal areas, encouraging passive surveillance while avoiding privacy invasion and overlook.
5.17.4. Architectural Expression: Shared interior spaces should be transparent and visible from the public realm. These important elements of the building should be expressed architecturally on the facade of the building.	The proposed indoor amenity areas are visually connected to the public realm via glazing and fenestration.
5.18. Access & Servicing Access and servicing are essential functions of development that should have minimal impact on the public realm in Northdale. Attention to the placement of facilities such as garage entrances, private driveways, loading areas and shared service access are critical in the design of new residential dwellings. The placement of parking and servicing has the highest impact on the building's relationship to the street and careful attention is needed to maintain attractive pedestrian streets.	
5.18.1. Driveways Minimize the number and width of driveways and curb cuts, locating them so they are less visually dominant. Where feasible share the use of the driveway for loading, parking and for access to adjacent properties in order to reduce the extent of interruption along the streetscape. Driveways should be located as far from the nearest intersection as possible or a minimum of 30 metres from the centre of the driveway to the centre of the nearest side street.	Vehicular circulation throughout the Site is accommodated via one driveway accessible from Columbia Street West, which provides access to the loading/servicing areas as well as the underground parking structure. Barrier-free parking spaces are proposed along this driveway and close to the building entrances to minimize pedestrian and vehicular conflict on Site.
5.18.2. Active Street Frontage Where front driveways are permitted within active frontage areas, they should be located within the building massing with additional floors built above the driveway. These driveways should be integrated with the design of the streetscape and building.	The proposed driveway is contained within the building mass, with upper residential floors cantilevering along the frontage, thereby optimizing street wall presence along Columbian Street West.
5.18.3. Safety Limit conflict between pedestrians and vehicles using design techniques such as contrasting pavement to indicate vehicle entries or adding warning lights or other safety devices for vehicles exiting a garage and crossing a sidewalk.	The proposed development meets this design requirement by limiting vehicular access to one entrance and frontage.
5.18.4. Loading access	The proposed commercial and residential loading and servicing areas are consolidated and

Element	Response
Wherever possible, gain servicing/loading access from secondary streets. Share service and utility areas between different users within a single building or among different buildings. Integrate these areas into the architecture of the Site.	contained within the building mass and accessed through the proposed driveway, screening this from the street.
5.18.5. Enclose Refuse and Loading Where feasible, enclose all utility equipment within buildings or screen them from view. These include utility boxes, garbage and recycling container storage, loading docks, ramps, and air conditioner compressors. Provide loading, garbage, and recycling areas within multi-unit residential and mixed use buildings. Landscape buffers should comply with SPRG (4.13.H).	The proposed loading/servicing areas and parking ramp are contained within the building envelope and screened from public view using architectural and landscape treatments.
5.18.6. Integrate Hydro Transformers Waterloo North Hydro should consider allowing private transformers to be located within denser buildings to avoid having to accommodate them in the public realm. Due to the future density of the Northdale neighbourhood and the aspirations for an improved public realm, pad-mounted transformers are discouraged within the front and flankage yards if driveway access is feasible.	The proposed hydro transformer will be screened with a fenced landscape enclosure, and set back from the public realm, ensuing minimal visual impact.
5.20. Parking: Although parking facilities are required in large developments their impact can be minimized by thoughtful design approach. Parking facilities should ideally be underground, or behind buildings. If surface parking is unavoidable parking areas should maintain an attractive edge through screening, planting, or other design treatments. Safety in parking areas is an important issue. Parking areas should be well-lit, highly visible and accessible only to residents of the facility.	
5.20.1. Visitor On-street Parking along Residential and Convertible Frontages: Encourage on-street parking on neighbourhood and convertible streets to provide pedestrian protection, promote passive surveillance of the street and provide additional temporary parking for shopping, deliveries and visitors.	NA
5.20.2. Parking Location: Locate parking below grade wherever possible. When below grade parking is not feasible abovegrade and surface parking structures should be behind buildings with development facing the street. This ensures the animation of adjacent street frontages.	The proposed development proposes one level of underground parking to accommodate the majority of parking requirements, and screens barrier-free parking at grade.
5.20.3. Screen Surface Parking: Should exposed surface parking be unavoidable, provide screening from any secondary streets using planting, landscaping, decorative walls, and/ or fencing. Landscape buffers should comply with SPRG (4.13.H).	The parking spaces at ground are proposed along the driveway to the east limits of the Site and screened from the public view via landscaping, decorative panels, and high wood acoustic fences.

Element	Response
5.20.4. Screen Structured Parking: Should exposed structured parking be unavoidable, provide screening from any secondary streets using planting, landscaping, and/or decorative walls. Landscape buffers should comply with SPRG (4.13.H).	NA
5.20.5. Alternative Transportation: If facilities for alternative transportation such as shared vehicles, carpooling, and charging stations for electric vehicles are provided, place them in prominent locations that are convenient and readily accessible to expected users.	Bicycle parking spaces are provided to support active transportation options for residents, employees and visitors and are located near building entrances and along the public walkway to ensure convenient, safe and ready access.
5.20.6. Safety: Where the provision of parking is provided, include limited entry points, each with a gate accessible only to residents of the facility. Maximize casual surveillance by locating parking near streets or walkways and maximizing views into and through the facility. Ensure that parking areas are well-lit at all times.	The parking spaces at grade are proposed along the east length of the driveway with direct access to the building entrances. Informal surveillance of this communal area is provided through seamless integration of interior spaces fronting this area as well as the public realm along Columbia Street West.
5.20.7. Bicycle Storage: Provide secure, enclosed bicycle storage within developments. Bicycle storage areas must be locked and easily accessible to residents. Visitors' and customers' bicycle racks must be clearly visible from a main entry, covered, served with night lighting, and protected from damage from nearby vehicles.	The proposed development includes secure long-term bicycle storage at the underground level. This area is readily accessible to residents. Short-term bicycle parking is provided on the ground and close to the building entrances for safe and ready access.
5.21. Site Planning: The vision of the Northdale neighbourhood includes streets lined with buildings that bring life to the public realm. In order to create a consistent and continuous street wall, building frontages have been specified in the Zoning By-law. Specific site conditions can present a challenge in achieving the intent of the frontage guidelines. In addition to the guidelines specified in the Site Plan Review Guidelines (SPRG) these additional considerations shall apply to the Northdale area:	
5.21.1. Midblock Lots: Midblock lots that are flanked on either side be adjacent properties should conform to the frontage requirements of the ZBL. One driveway is permitted to allow access to the rear of the lot. Parking should be accommodated underground or entirely in the rear of the building. Flankage set backs (if any) should have landscape buffers as specified in the SPRG (4.13.H).	The proposed development meets this requirements.
5.21.2. Corner Lots: Corner lots should conform to the frontage requirements of the ZBL on all adjacent streets. One driveway is permitted to allow access to the rear of the lot. The driveway should be located on the secondary street. Parking should be accommodated underground or entirely in the rear of the building. On deep lots buildings should turn the corner and front all	NA

Element	Response
streets. Flankage set backs (if any) should have landscape buffers as specified in the SPRG (4.13.H).	
5.21.3. Through Lots: Through lots should conform to the frontage requirements of the ZBL on all adjacent streets. One driveway is permitted to allow access to the interior of the lot. The driveway should be located on the secondary street. Parking should be accommodated underground or entirely within the building. Flankage set backs (if any) should have landscape buffers as specified in the SPRG (4.13.H)	The proposal meets the objectives of a through-lot and the Zoning By-law Amendment will address minor items related to zoning compliance.
5.21.4. Parking Structures: Parking structures should be located below or behind habitable buildings if at all feasible. Parking structures can be underground, shielded behind a multi storey building or half underground in an undercroft building. When site constraints do not allow parking structures to be shielded along side streets they should be enclosed with decorative translucent screening and be behind a landscape buffer. Access to parking facilities should be controlled and limited only to residents	NA
5.21.5. Shared Driveways: If an agreement can be made between adjacent landowners driveways should be shared and centred on the shared property line. Shared driveways minimize the gap between buildings which creates a more continuous street wall and minimizes the interruption of the pedestrian route. Minimizing driveways also reduces the amount of impervious pavement.	NA
5.21.6. Landscape Buffers: Side and rear lots, exposed surface or structured parking, blank walls, and habitable rooms in close proximity to publicly accessible routes should be screened with landscape buffers as outlined in the SPRG (4.13.H).	NA