

GOLDBERG GROUP

URBAN DESIGN BRIEF

PROPOSED ZONING BY-LAW AMENDMENT

380 Hagey Boulevard
City of Waterloo

Prepared for :
Kothari Group c/o
The University of Waterloo

May 2025

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1.0 Introduction

Goldberg Group has been retained Kothari Group, in trust, as the 'Developer' and tenant, to the University of Waterloo, the 'Owner', to prepare this Urban Design Brief in support of the proposed Zoning By-law Amendment (ZBA) application for the property municipally known as 380 Hagey Boulevard (the "subject site"). Goldberg Group are also the authors of the Planning Report, which should be read in conjunction with this report.

An Urban Design Brief was identified as a submission requirement for a complete application at the Pre-Consultation Meeting held on October 23, 2024.

The City of Waterloo Terms of Reference (last updated June 2023) details that the Urban Design Brief will provide the City with information to conduct an efficient review of development proposals in a comprehensive fashion that considers existing conditions, planning policy, and design objectives for the public and private realms.

The conclusions of this Urban Design Brief have considered the following plans and reports prepared in support of the subject application, filed separately, in support of the applications for ZBA:

- Architectural Plans, prepared by Chamberlain Architectural Services;
- Landscape Plans and Arborist Report, prepared by Adesso Design;
- Pedestrian Level Wind Study, prepared by GradientWind;
- Traffic Impact Study, prepared by TrafficMobility;
- Functional Servicing and Stormwater Management Report, prepared by Masongsong Associates;

The City of Waterloo requires the Urban Design Brief to be prepared by a qualified professional, including a Registered Planner (RPP/MCIP). I am a Registered Professional Land Use Planner in the Province of Ontario. I have been practicing in the private sector for over ten years. In my current position with Goldberg Group, I provide an array of land use planning services to a diverse clientele. I am a full member of the Canadian Institute of Planners (CIP) and the Ontario Professional Planners Institute (OPPI). I have been qualified as an expert witness in land use planning and have previously testified before the Ontario Municipal Board/Local Planning Appeal Tribunal (now the Ontario Land Tribunal), and the Toronto Local Appeal Body for a variety of land use planning matters. A Curriculum Vitae is attached in Appendix A for further reference.

A more detailed assessment of the land use and policy framework applying to the subject site is contained within the Planning Report, submitted under separate cover.

2.0 Location and Description of the Subject Site

The subject site is situated at the southeast corner of Wes Graham Way and Hagey Boulevard, approximately 600 meters north of Columbia Street West. The vacant property is located within the University of Waterloo Research and Technology Park (the "**R+T Park**"). The subject site is also located approximately 650 meters west of the Research & Technology Station LRT Station and is notably located 800 meters north of the University of Waterloo.

Figure 1: Research and Technology District Map



Source: Google Imagery, 2025

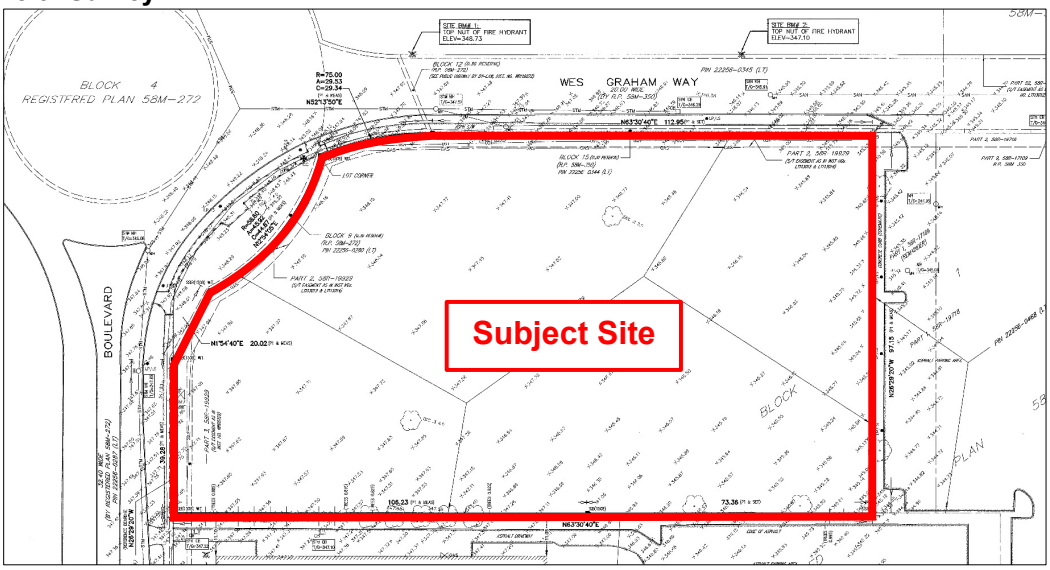
Figure 2: Aerial Context Map



Source: Google Imagery, 2025

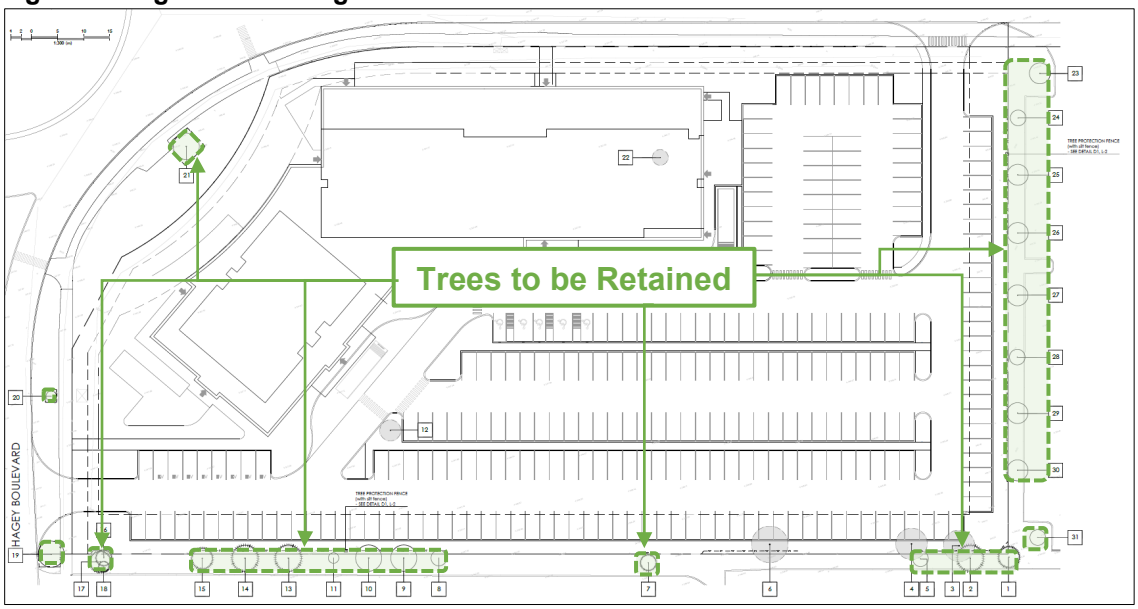
The subject site is an irregularly shaped lot, with a frontage of approximately 93.55 meters (306.92 feet) along Hagey Boulevard, and a depth of approximately 112.95 meters (370.57 feet) along Wes Graham Way. The total lot area is approximately 16,126.8 square meters (3.97 ac/1.61 ha). The subject site is legally described as 'Part of Block 1, Registered Plan 58M-272' and are presently vacant.

Figure 3: Survey



There is no terrain or physical feature on the subject site that would constrain the proposed development. The topography of the subject site is generally flat. The topography of the subject site is generally flat, as seen in the topographical survey prepared by McKechnie Surveying. All tree related implications have been examined and filed under separate cover in the accompanying Arborist Report, prepared by Adesso Design Inc.

Figure 4: Vegetation Management Plan



3.0 Description of Surrounding Area Context

The University of Waterloo Research and Technology Park District is generally bounded by Bearinger Road to the north, Columbia Street West to the south, the Trans Canada Trail / Laurel Trail the west and Laurel Trail and the ION light rail corridor to the east.

The district, also known as the David Johnston Research + Technology Park or the R+T Park, is characterized by 1 – 5 storey office and institutional buildings, generally supported by large areas of surface parking.

The district is generally divided into three sections based on its existing built form and uses. North of Wes Graham Way, east and west of Hagey Boulevard, the area is predominantly vacant, with a small enclave low-density residential community. The central section, north of Frank Tampa Drive and south of Wes Graham Way, consists primarily of office buildings, ranging between 3 to 5-storeys, supported by surface parking. The southern portion, north of Columbia Street West, consists of institutional buildings affiliated with the University's North Campus. The UW Research and Technology Park District is mostly populated with *Employment* designated lands, on Schedule 'A' Land Use Plan of the WOP.

3.1 Immediate Area Context

The subject site is abutted by Wes Graham Way to the north and Hagey Boulevard to the west, from which the proposed buildings are to be accessed. Hagey Boulevard is a four lane *Major Collector* road as identified Schedule 'E' Road Classification System and Schedule 'G' Road Allowances in the WOP. Wes Graham Way is two-lane *Minor Collector* road, as identified Schedule 'E' Road Classification System and Schedule 'G' Road Allowances in the WOP.

North *Figure 3*	• North of the subject site is Wes Graham Way a Minor Collector Road. • North of Wes Graham Way are vacant lands (415 – 435 Wes Graham Way).
East *Figure 4*	• Immediately east of the subject site is a 3-storey office building with surface and covered parking to its rear (420 Wes Graham Way).
South *Figure 5*	• Immediately south of the subject site is the Toby Jenkins Applied Health Research Building, a 2-storey health research facility for the University of Waterloo (340 Hagey Boulevard). The property includes parking to its rear (east).
West *Figure 6*	• Immediately west of the subject site is Hagey Boulevard, a *Major Collector Road* that operates in a north-south direction. • West of Hagey Boulevard is a 3-storey office building (375 Hagey Boulevard), with surface parking to its southwest.

Figure 5: North of Subject Site



Source: Google Street View, 2024

Figure 6: East of Subject Site



Source: Google Street View, 2024

Figure 7: South of Subject Site



Source: Google Street View, 2024

Figure 8: West of Subject Site



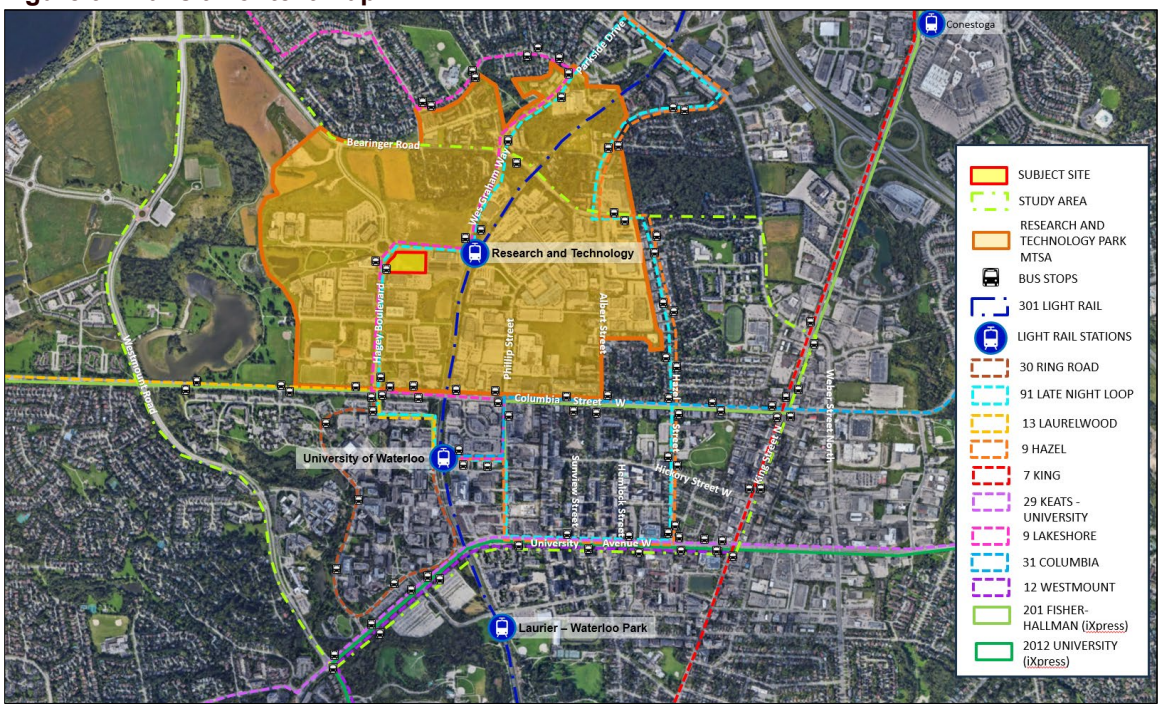
Source: Google Street View, 2024

3.2 Transit Service

The area is very well-served with regular surface transit service, including several bus stations within convenient walking distance (**Figure 9**). The subject site is approximately 300 meters, or an 4-minute walk to the Research & Technology station to the east. The

Research & Technology station is on the ION light rail corridor, which provides direct rapid transit service between Conestoga station in Waterloo and Fairway station in Kitchener.

Figure 9: Transit Context Map



Both Wes Graham Way and Hagey Boulevard contain bicycle lanes and bike routes, that connect to wider cycling network within the City and beyond. Hagey Boulevard has a dedicated bicycle lane in both the north-south direction, which connects to other dedicated bicycle lanes, signed bike routes and trails that extend approximately to adjacent municipalities including the City of Kitchener, the Township of Woolwich and more.

The subject site is located within walking distance of several regular service bus routes including routes 9 Lakeshore, 91 Late Night Loop, 13 Laurelwood, 31 Columbia and 201 iXpress Fischer-Hallman.

In view of the above, the subject site has excellent accessibility to existing surface and rapid transit stations.

4.0 Proposed Development

The proposal has been conceived following a detailed consideration of the area context, the policy guidance contained by the Provincial Policy Statement (PPS 2024), the Region of Waterloo's Official Plan, the City of Waterloo Official Plan, City and Regional guideline documents, and design principles used for similar development forms. The outcome of this evaluation is, in our opinion, a well-designed organization of the subject site which contains an appropriate height and density and appropriate setbacks. In our opinion, the proposed building is designed to be sensitive to, and fits into, this context, without adverse planning impacts on the adjacent or nearby properties.

4.1 Design Vision

The urban design objectives and overall intent of the proposed development include:

- Implementing architectural design in a compact urban form that fits the low to mid-rise mixed-use context of the Research and Technology Park Major Node.
- Orienting the building towards Wes Graham Way and Hagey Boulevard, ensuring active frontages, pedestrian-friendly design, and strong transit and cycling connections.
- Providing high-quality landscaping and welcoming public areas that serve both visitors and the local corporate community.
- Using massing, façade articulation, and thoughtful architectural design to create a visually prominent hotel and conference center that respects adjacent land uses.
- Strategically locating and screening vehicular access, loading, and service areas to preserve the quality of the pedestrian realm.

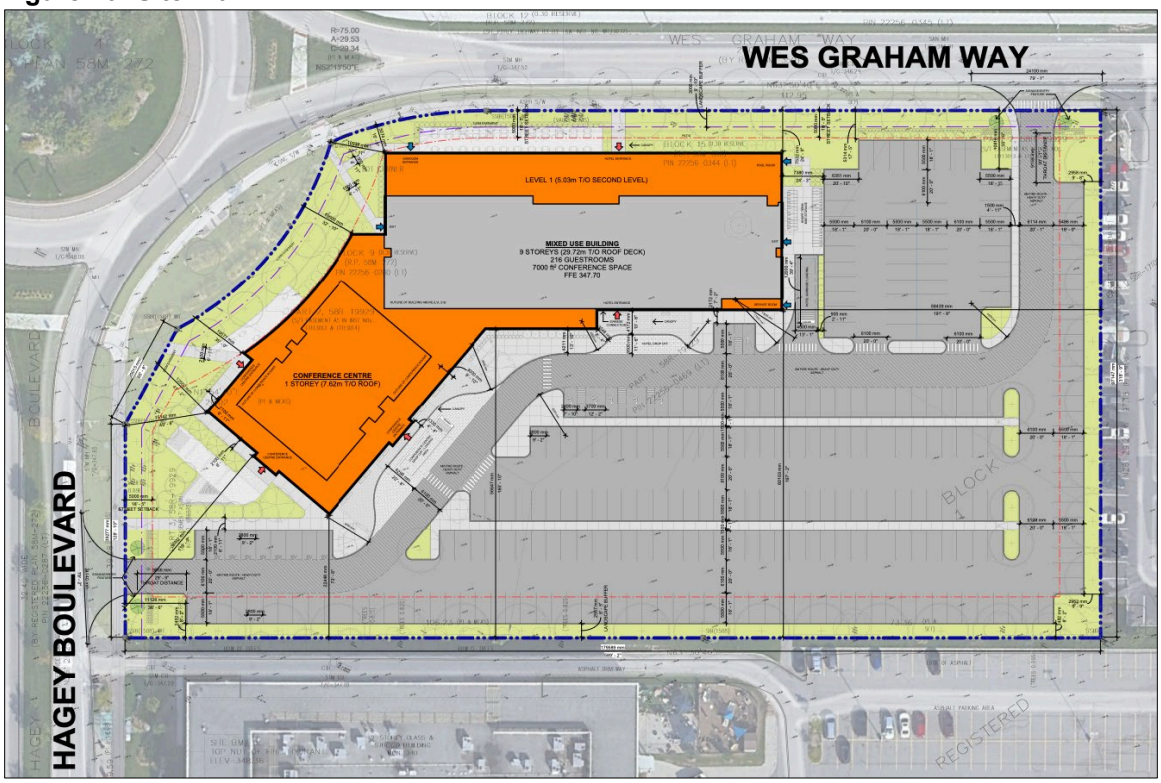
4.2 Proposed Development Concept

The application proposes the development of a 9-storey hotel, oriented along Wes Graham Way, with a 1-storey conference center on the main floor oriented along the western boundary of the property, fronting onto Hagey Boulevard. The resulting building would have a total of 216 guestrooms, with approximately 650.32 m^2 (7,000 ft^2) of banquet/conference floor area at grade. Parking for the proposal is located at grade, at the south and eastern portions of the lot, with separate driveway accesses provided from both Wes Graham Way and Hagey Boulevard.

In total the proposal consists of a contemplated gross floor area (GFA) of approximately 15,236 m^2 (+/- 163,996 ft^2), which results in a Floor Space Index (FSI) or Floor Area Ratio (FAR) of approximately 0.22 times the lot area. The total height of the proposed building, including the parapet and roof deck, is 31.09 meters to the top of the parapet.

The proposal employs a variety of measures to respect the existing and evolving context of the areas, including setbacks, building stepbacks, architectural details, building articulation and building materials/cladding to create a hotel and conference centre building, sensitively and compatibly designed for its context. This includes providing significant setbacks at grade and at tower level, designed to allow the existing relationship to the street to be largely maintained.

Figure 10: Site Plan



Ground Floor

The building's ground floor is setback 5 meters from Wes Graham Way and 10 meters from Hagey Boulevard, with the yard comprised of paved walkways and landscaping along both streetscapes. It is noted that the City's current zoning permits a minimum 5.0 meter setback along Hagey Boulevard. Through detailed design refinement at the Site Plan Approval stage, a reduction of the Hagey Boulevard setback from 10.0 meters to 7.5 meters may be considered, while remaining fully compliant with zoning regulations and maintaining the intended pedestrian-oriented design.

The hotel lobby entrance is centrally located along the north lot line, along Wes Graham Way, with through access between the public realm and parking area at the rear of the building (**Figures 11** and **12**). In addition to this main entrance, the ground floor features a variety of hotel amenity spaces including the lobby which will be located on the ground floor with access from the north and south sides of the buildings, facing Hagey Boulevard and hotel PUDO. The conference rooms are located along the west lot line, fronting on Wes Graham Way.

The ground floor also includes “active use” area along the Wes Graham Way frontage, intended for a bar or café use to be determined at a later stage. Other amenities along the ground floor include, a lounge room, a sunroom, and recreational facilities. There are direct connections between these active use areas and the public realm via the proposed outdoor patios/terraces. Similarly, bicycle parking is to be provided abutting the public realm, and accessible from the bicycle paths along Wes Graham Way. This visibility will help promote use and security.

Figure 11: Ground Floor Plan



Figure 12: Ground Floor Plan | Hotel Wing

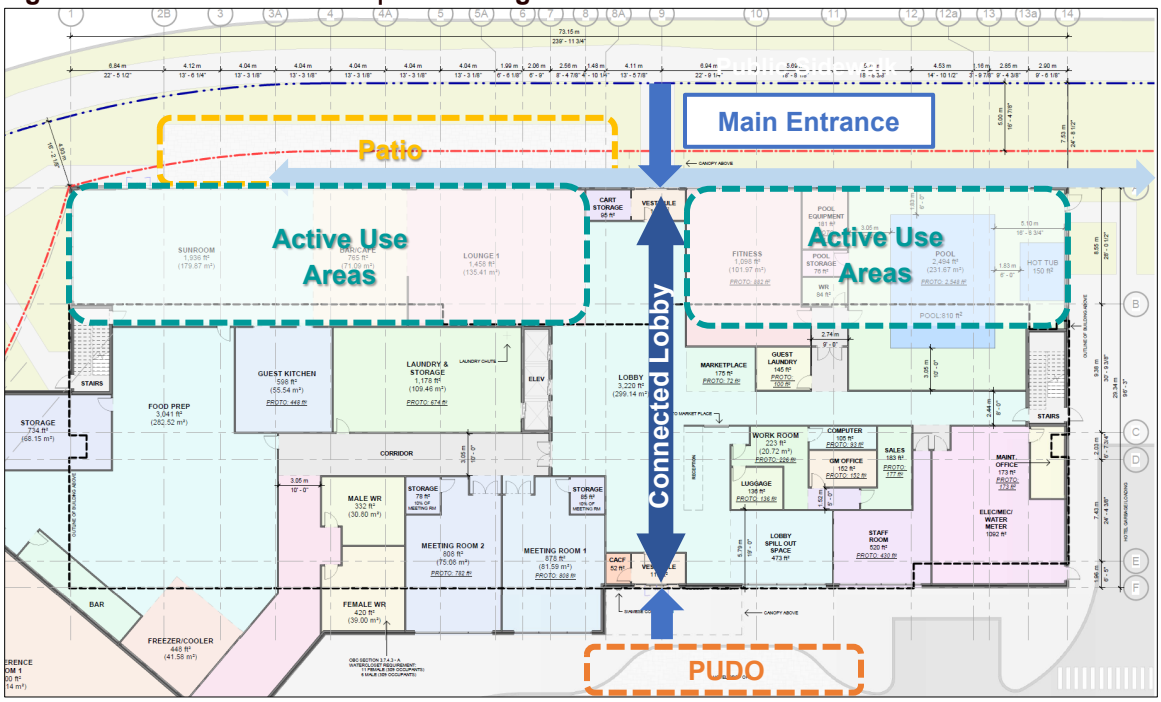
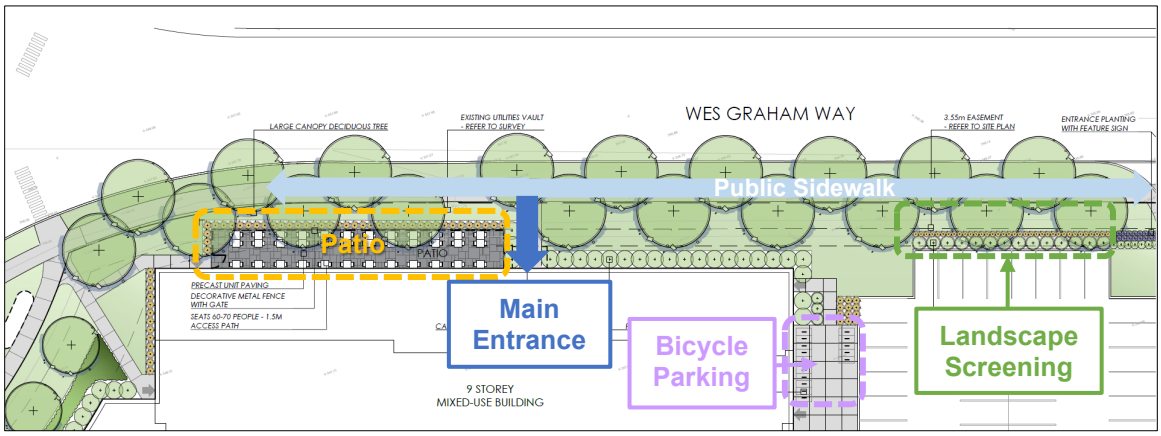


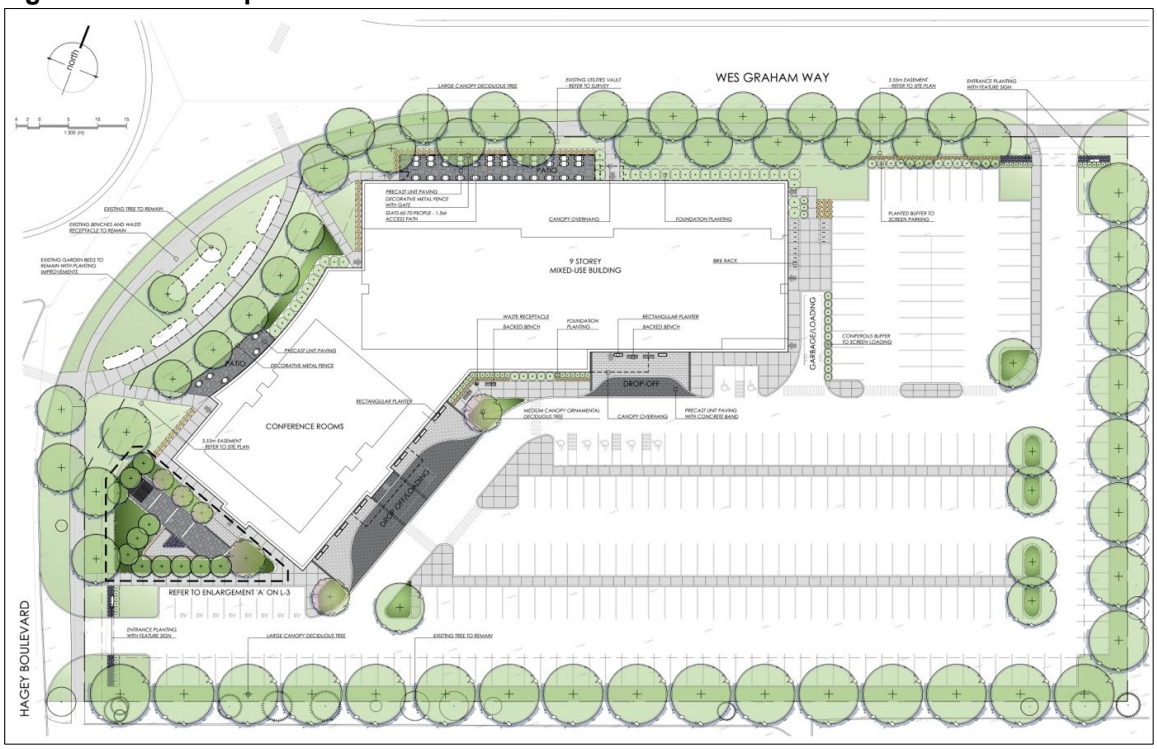
Figure 13: Public Realm Treatment | Wes Graham Way



Surface parking is provided towards the south portion of the site to minimize its visual presence from the public realm and to prioritize an active, pedestrian-oriented streetscape along the primary frontages. Access to the surface parking on the subject site will be provided by way of two driveways, located on the southwest and northeast sides of the lot, with access from both Hagey Boulevard and Wes Graham Way.

Significant landscape treatments are proposed, including 11 new street trees and 66 new trees on the subject site (**Figure 14**). The provision of these plantings will help offset the trees that are required to be removed to facilitate the proposal, while also helping improve microclimate conditions along the streets. Vegetation will also help screen the parking and loading areas on site.

Figure 14: Landscape Plan



On the west end of the building an intensively landscaped outdoor patio area is provided adjacent to the conference centre/banquet hall entrance. The terrace will help animate the public realm along Hagey Boulevard and is intended to accommodate outdoor activities (**Figure 15**).

Figure 15: Public Realm Treatment | Hagey Boulevard

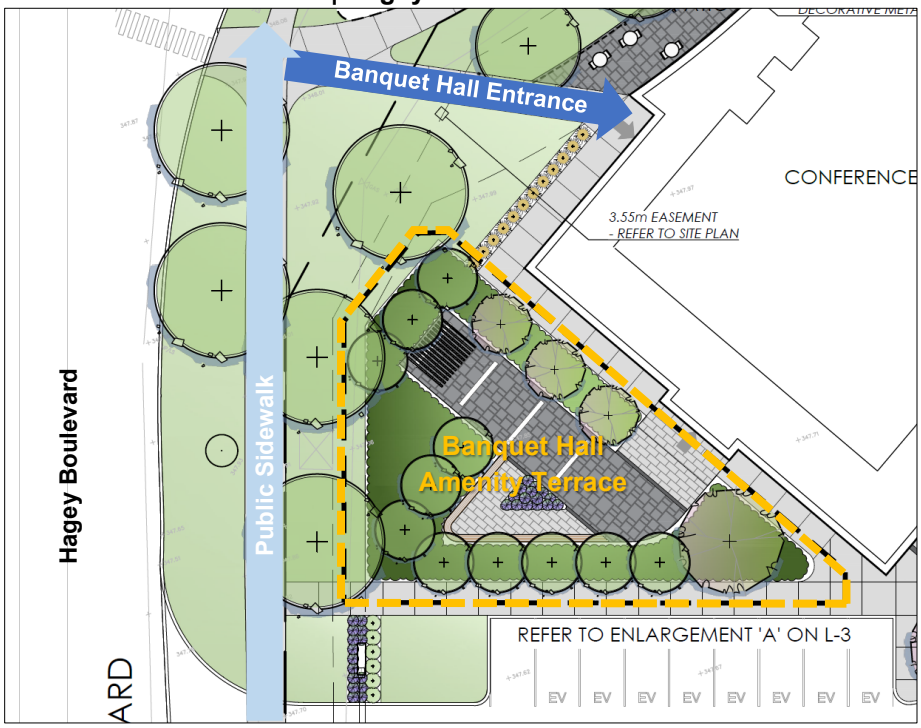


Figure 16: Public Realm Treatment | Roundabout



Upper Building: Levels 2 – 9

As shown in **Figures 17** and **18**, the upper levels of the building (floors 2 -9) are setback 16.25 meters from Wes Graham Way and 10 meters from Hagey Boulevard, maintaining a pedestrian scale, as well as access to sky views and sunlight. The building is further setback 14.42 meters from the Hagey Boulevard and Wes Graham Way intersection, recognizing the prominence of the intersection and importance of the roundabout.

Figure 17: Building Massing | Looking Southwest

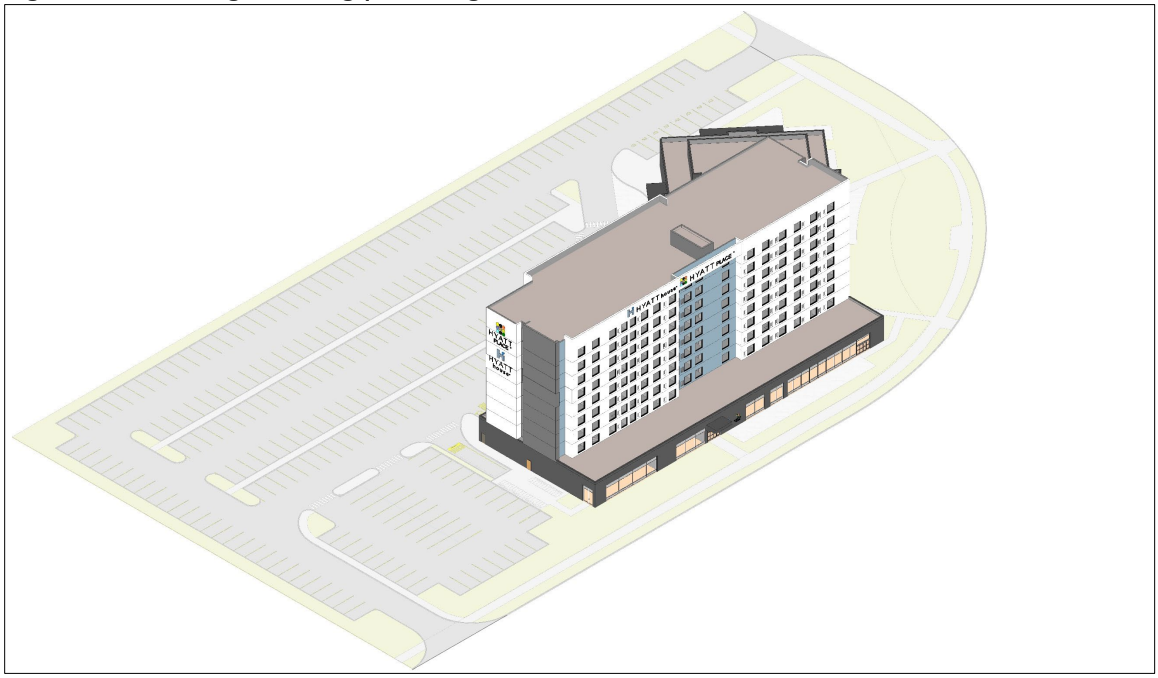
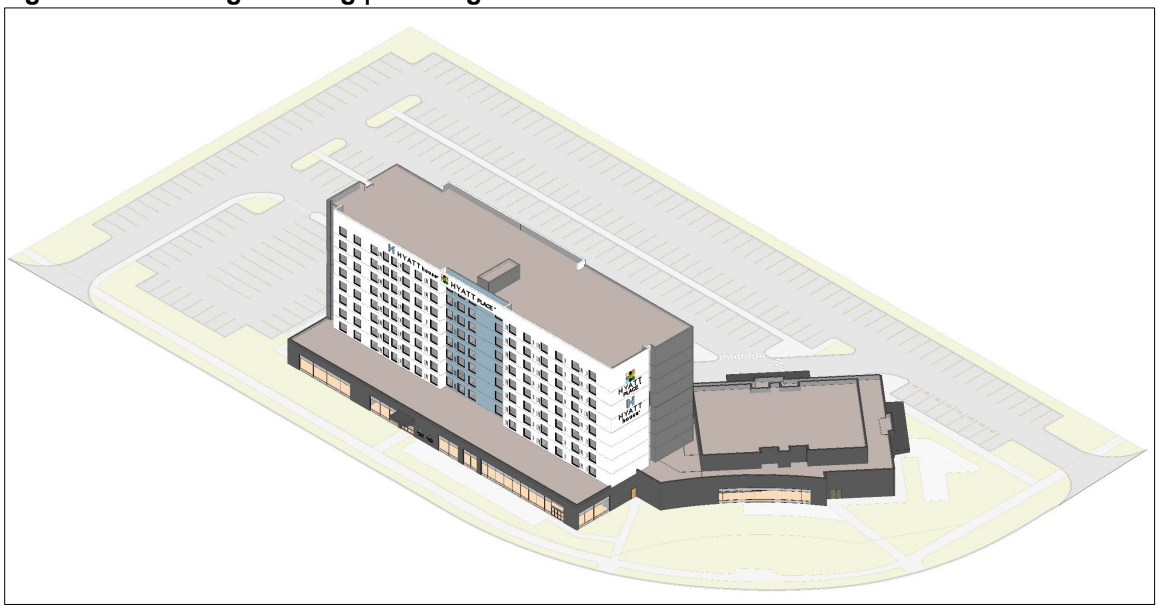


Figure 18: Building Massing | Looking Southeast



The use of materiality and colouring is also intended to provide visual interest, while maintaining a simple, contemporary architectural language. **Figure 19** illustrates the potential design approach based on a similar project undertaken for the Owner on another concurrent development project. The details of the building will be advanced at the site plan control stage.

Figure 19: Conceptual Renderings



Note: *This rendering is intended to convey a similar design approach and materiality, and is not an exact representation of the proposed development*

5.0 Supporting Materials

This Urban Design Brief has considered the following plans and reports prepared in support of the subject applications. With respect to this Urban Design Brief, the following technical reports are of relevance in the consideration of the proposed development:

6.1 Traffic Impact Study

A Traffic Impact Study (TIS) of the proposed development was prepared by TraffMobility Engineering Inc. in April 2025, based on a scope confirmed by City of Waterloo Staff. For the purposes of the TIS, it is anticipated that the proposed development would be completed by 2028.

A review of site circulation and access confirms that there are no issues related to sightlines from the proposed site accesses, nor are there any conflicts with respect to circulation through the subject site by waste, emergency, or delivery vehicles, intercity busses, or passenger cars. An analysis was conducted for the proposed site access onto Wes Graham Way, which has determined that a left turn lane is not warranted. Similarly, the proposed parking supply exceeds the requirements of the City Zoning By-law, while providing the necessary provision of accessible and electric vehicle parking spaces, as well as the necessary loading spaces.

The proposed development contemplates a reduced supply of bicycle parking spaces, which is considered appropriate based on the nature of the development (hotel and conference centre). On this basis, it is expected that demand for bicycle parking will be low given that most guests or visitors are unlikely to travel to the site by bicycle.

6.2 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was undertaken by GradientWind Engineering Inc. in April 2025 in order to investigate pedestrian wind comfort and safety and idenfy where wind conditions may interfere with planned activities so that mitigation measures may be implemented. The study involved the preparation of a computer based wind model using computational fluid dynamic simulations, for the purposes of assessing wind impacts of the proposed development.

Wind data was obtained from Waterloo International Airport, consisting of 44 years of hourly meteorological measurements to determine the prominent wind directions and speeds at the subject property.

Analysis indicates that in both pre- and post-development scenarios sidewalks and transit stops along Hagey Boulevard, sidewalks along Wes Graham Way, and neighbouring surface parking lots will experience acceptable wind conditions.

Within the subject site, outdoor areas including amenity spaces, patios, drive aisles, loading and drop-off areas, surface parking spaces, walkways and building access points

will also experience acceptable wind conditions. It is noted that portions of the outdoor amenity area at the southwest corner of the subject site experience conditions that fall just short of the targeted 'sitting' conditions (77%, whereas 80% is the threshold). Notwithstanding this, it is noted that the proposed landscape treatment of the area, including the selection of marcescent trees along the perimeter of the seating area, will mitigate this condition.

6.3 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report (FSSMR) was prepared by Masongsong Associates Engineering Limited in April 2025 in order to identify the requirements for site servicing and stormwater management, and demonstrate how the proposed development will function within the framework of existing infrastructure.

The FSSMR identifies that there are existing municipal services adjacent to the subject site, including a 200 mm diameter sanitary sewer within Hagey Boulevard, a 300mm diameter watermain within the west boulevard of Hagey Boulevard, and a 1350 mm diameter storm sewer within Hagey Boulevard, that directs runoff southeast to a stormwater management (SWM) facility. Connections are already provided to the subject site for each of these services

It is proposed that a control maintenance manhole be installed at the existing sanitary connection to the property, with the service extended to the west end of the building. The peak sanitary flow has been calculated to be 1.15 L/second, which can be accommodated by the existing sewer. Downstream capacity monitoring is to be undertaken by the City of Waterloo as part of the consideration of the proposed development.

The existing water connection to the property is to be extended to the building mechanical room. A hydrant flow test was performed on April 3, 2025 at 2 hydrants in close proximity to the subject site, which has confirmed that the existing watermain can support the proposed development.

In accordance with the Stormwater Management Report prepared by the University at the time of the development of the Research and Technology Park, roof runoff from the proposed development will be discharged into the existing storm sewer and conveyed to the SWM facility to the southeast. Runoff from the parking lot will be directed through swales on site and ultimately discharged into the SWM facility. Quality control is not required at the site level as the SWM facility was constructed to provide this control.

Foundation dewatering is not anticipated to be required given the proposed building does not possess basement levels, however construction dewatering may be necessary. The method for addressing this need will be detailed at a later stage of development.

Recommendations are also provided with respect to erosion and sediment control through the construction process.

6.0 Design Policy and Guidelines References

The proposed development proposal and subject ZBA application must be reviewed in the context of applicable Provincial and Municipal policy documents. In this regard, the redevelopment proposal and subject applications are reviewed in relation to the policies contained within the following provincial, regional, and municipal documents:

- The City of Waterloo Official Plan (the "**WOP**")
- City of Waterloo Urban Design Manual (the "**UDM**")
- University of Waterloo Research and Technology Park Urban Design Guidelines (the "**RT UDG**")

6.1 City of Waterloo Official Plan (the "WOP")

The WOP was approved by City Council, in part, with modifications, on November 21, 2012; approved by the Region of Waterloo on November 30, 2012 and was granted final approval by the Ontario Municipal Board (OMB) on December 21, 2012.

The subject site is located within a *Major Node* within the City Structure plan of the WOP, is within the *Employment* land use designation, and more specifically the *Academic* sub-category of the City's Employment Areas. The policy framework for these areas is reviewed in detail in the accompanying Planning Justification Report.

Section 3.11 (Urban Design), outlines general policies related to urban design. The following is a summary of the relevant policies contained in this section of the WOP:

Guideline	Response
Policy 3.11.1.1: *Intensification:* *In decisions to consider intensification, the City of Waterloo shall address the integration, compatibility, built-form (including massing), and relationship of new development to existing buildings and to the surrounding neighbourhood character and context, based on the principles of good urban design practice. Policies outlined in this Section may be further augmented through supplemental design policies and guidelines.*	The surrounding area is comprised of low to mid-rise office/commercial buildings largely focused on technology and innovation. The proposed 9-storey hotel and conference centre supports these uses in a properly scaled massing which is compliant with the height provisions of the City Zoning By-law. The proposed development provides appropriate setbacks, human-scale massing and façade articulation. The ground floor along Hagey Boulevard and Wes Graham Way ensures a comfortable pedestrian scale, activating the street edge with high-quality landscaping and weather-protected entrances.

Policy 3.11.1.2: *Character:* *To reinforce and maintain the architectural, visual, and thematic integrity of structures, streetscapes, neighbourhoods and planned development by planning and designing new sites, buildings and additions that create and maintain sensitive designs in terms of the planned physical context into which such development is located and through the coordination of design elements. The physical design of the public and private realm shall be coordinated to fit within the existing character and context.*	A consistent street wall is provided which is consistent with the character and modern design language of the surrounding area. Visual interest is to be maintained through building articulation, materiality, and colouring, while high-quality landscape improvements are to be provided along both street frontages. This includes provision for a double row of trees along each frontage. These elements are cohesive and integrated with the surrounding neighborhood, ensuring a harmonious and visually appealing addition to the Research and Technology area.
Policy 3.11.1.2: *Streetscapes:* *Streetscape design is the combination and coordination of physical elements that give character to the street, which includes the built form, façade treatment, landscaping and street furnishings within the public and private realm. The City shall promote a coordinated approach to streetscape design that results in an attractive and coordinated character with emphasis given to green and complete streets, pedestrian (and non-vehicular) friendly design, coordinated landscape and building design elements and features that animate the street in the public and private realm. It shall be a general policy of this Plan to discourage blank walls along public streets and to integrate above ground utilities (such as roof top mechanical equipment, hydro transformers and gas meters) away from public view and well screened through the development approvals process.*	Landscaping is provided along each frontage, including street trees, to activate the public realm and enhance the pedestrian experience. The patios along the frontages further contribute to activating the streetscape and fostering a lively, pedestrian-friendly environment. Parking is located towards the rear of the building, and is screened through landscape interventions. The resulting layout will have a minimal/mitigated visual impact on the public streetscape. The ground floor cladding along the Wes Graham and Hagey frontages is intended to provide a distinction from the upper level hotel building, creating visual interest at a pedestrian scale along each frontage in an otherwise, vacant land. The stepped back upper building creates separation between the street and the structure, maintaining access to sky views, minimizing shadow impacts, and screening rooftop mechanical equipment.
Policy 3.11.1.10: *Safety and Security:* *Site and building design that promotes safe, comfortable and accessible environments for all users with emphasis on pedestrians and bicyclists through the universal principles of CPTED (Crime*	The proposed development promotes CPTED design principles through the inclusion of active use areas abutting each street. These include an outdoor amenity space along Hagey Boulevard and two patios along each frontage that encourage

Prevention Through Environmental Design). Design amenity and park spaces to achieve natural surveillance.	"eyes on the street," promoting natural surveillance. Clearly defined pedestrian walkways, particularly at the Hagey/Wes Graham roundabout intersection, will also be provided to improve safety and accessibility for all users. The hotel and conference centre will both have highly visible entrances, enhancing accessibility and safety for all users.
Policy 3.11.1.11: *Site Circulation:* *Design sites and buildings based on an efficient, safe and integrated circulation system with priority given to pedestrian movements, nonvehicular movements and safe vehicular turning movements. A variety of strategies shall be used to create and define circulation routes and hierarchy. All sites shall provide convenient, direct and safe pedestrian, barrier-free access and cyclist access to building entrances, amenity spaces, the public realm and other important destinations*	The proposed building entrances of the are directly connected to the existing sidewalks, with patios and other active use areas placed in the abutting yards to create an vibrant public realm. The accompanying Traffic Impact Study (TIS) has confirmed that there are no issues related to sightlines from the proposed site accesses, nor are there any conflicts with respect to circulation through the subject site by waste, emergency, or delivery vehicles, intercity busses, or passenger cars.
Policy 3.11.1.12: *Transit-Oriented Design:* *Design sites and buildings located along transit routes, and planned transit station areas, to promote transit use, pedestrian and cyclist accessibility, active and interesting streetscapes, human comfort and integrated site amenities.*	The subject site is located within a 4-minute walk to the Research and Technology Station to the east. The design of the development aims to capitalize on this accessibility and promote active transportation. Bicycle parking is strategically located outdoors, to the east of the building, adjacent to Wes Graham Way. This location offers direct access to cycling lanes on Wes Graham Way, connecting to the broader cycling network. The building is equipped with multiple entrances, each facilitating pedestrian connections to the transit network.
Policy 3.11.1.14: *Parking:* *Reduce the visual impact of parking and urban heat island effect of asphalt through efforts to "green" or soften the urban landscape. A variety of strategies may be required to organize large parking areas into smaller areas. Parking areas shall be*	Parking is located towards the rear of the proposed development, minimizing its visual impact on the public realm. Additionally, the proposed development, including the parking area, is surrounded my landscaping and trees limiting its

designed to provide convenient and direct pedestrian access to major pedestrian destinations. A high level of building design and landscaping shall be required for parking garage structures in public view, and when possible, provide underground parking for intensification projects, particularly residential or mixed-use development.	visibility and softening the urban landscape. As noted previously, a robust and intensive landscaping program is contemplated, including 11 new street trees and 66 private trees on site.
Policy 3.11.1.15: *Site Servicing Areas:* *Design sites and buildings with convenient and safe truck access and turning movements. Locate or screen loading and storage areas away from public view and incorporate mitigation strategies to minimize impacts to surrounding uses with priority given to residential properties*	All loading, servicing, and utilities are located towards the rear of the building, away from the public realm, and screened by landscaping. As previously mentioned, the TIS report concludes that there no issues related to vehicular circulation through the subject site.
Policy 3.11.1.16: *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.*	Detailed lighting plans will be submitted as part of the Site Plan approval process to ensure appropriate illumination across all publicly accessible outdoor areas, including the parking area.
Policy 3.11.1.18: *Compatible Development:* *Site and building design that complements and enhances the surrounding neighbourhood character and context through a variety of design strategies including building massing, facade design and landscape coordination. The design of sites and buildings shall also minimize adverse impacts to human comfort, and surrounding properties including outdoor lighting, noise, shadowing, wind and snow disposition through a variety of design strategies and performance standards.*	The proposed development centre aligns with the established character of the Research and Technology area through its, high-quality design, and integrated landscaping. The building's orientation, articulated façades, and active uses along both frontages ensure a context-sensitive, pedestrian-friendly public realm. Additionally, the proposed hotel and conference acts as a complementary use that meets local needs and fits seamlessly into its surroundings.
Policy 3.11.1.20: *Building Design:* *Design architecturally well composed buildings that complements and enhances the surrounding neighbourhood character and context. Building design shall also contribute towards an attractive and coordinated streetscape character and*	The proposed building features a simple, modern architectural language, using materiality and articulation to add visual interest. The upper floors of the building are stepped back from the base level,

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.	reducing the building's visual impact and creating a more comfortable, human-scale environment at street level. Together, these design elements reflect a well-composed architectural approach that aligns with the surrounding context, and will also help screen rooftop mechanical equipment from view. Detailed architectural plans will be submitted as part of the Site Plan approval process to ensure high quality durable building materials.
Policy 3.11.1.21: *Accessory structures: Architecturally design accessory buildings and structures such as parking structures, loading areas and garbage enclosures, to complement the primary building design and site design.*	No accessory structures are contemplated for the proposed development. Proposed loading areas are located at the rear of the building, and appropriately separated from primary pedestrian routes. The main loading area has its own designated space between the building and parking area on the east side of the site, and is screened from the public realm by landscaping and bicycle parking areas. The secondary loading space doubles as a drop off area for the conference center, with activities coordinated by building management to avoid conflict.
Policy 3.11.1.22: *Landscape Design: To design sites with a balanced distribution of hard and soft landscaping that contributes toward a coordinated and enhanced site design, streetscape character, create a sense of place, and an aesthetically pleasing comfortable pedestrian environment. Specific treatment may also be required to address a range of considerations such as*	The proposed development includes a variety of hard and soft landscaping, contributing to a balanced relationship between built form and green space. Additionally, a landscape buffer is provided along all property lines, enhancing site screening and contributing to the overall public realm, and providing a significant contribution to enlarging the City tree canopy.

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.	Along the public realm, a double row of trees is proposed, further enhancing micro-climate conditions and encouraging pedestrian activity.
Policy 3.11.1.23: *Site Amenities:* *Design sites and buildings to include a range of on-site amenities such as benches, trash receptacles, bike parking, large canopy trees and/or shade structures to provide for more healthy active outdoor and urban spaces for social gathering, relaxation and enjoyment that results in a higher quality of life.*	The outdoor amenity space and patios adjacent to the bar/café and conference centre activate the public realm and create welcoming spaces for gathering along both frontages. Landscaped setbacks with walkways contribute to a pedestrian-friendly environment, while the overall site design allows for the integration of shade elements such as canopy trees and seating areas. These amenities enhance the vibrancy of the site and the Research and Technology Area.
Policy 3.11.1.24: *Sustainable Design:* *The City shall promote sustainable design practices in the public and private realm through a variety of strategies, including but not limited to:* *a) the adaptive re-use of existing buildings;* *b) sustainable design features that address matters of exterior building design;* *c) incorporation and integration of trees, shrubs, hedges planting or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking in the public and private realm;* *d) elements that promote energy reduction or conservation including building and street orientation for passive solar gains;* *e) elements that promote improved water and air quality conditions* *f) elements that reduce adverse impacts such as urban heat island effect, shadowing, wind and noise;*	Landscaped setbacks along Wes Graham Way and Hagey Boulevard incorporate vegetation, contributing to improved air quality and reduced urban heat island effect. The inclusion of pedestrian walkways, bicycle parking, and active frontage amenities such as the patios and the outdoor amenity space encourages active and multi modal transportation. The building's orientation and stepbacks help reduce wind impacts at street level, supporting energy efficiency and a more comfortable public realm. Furthermore, the Pedestrian Level Wind Study concludes that pre- and post-development scenarios sidewalks and transit stops along Hagey Boulevard, sidewalks along Wes Graham Way, and neighbouring surface parking lots will experience acceptable wind conditions.

g) drought tolerant, salt tolerant and native vegetation species; *h) integration of alternative transportation choices; and,* *i) the creation of healthy, livable spaces.*	
Policy 3.11.2.1: *Connectivity:* *Design that promotes connectivity with emphasis on pedestrian and non-vehicular safety, convenience and direct and convenient access to transit routes, amenity spaces, building entrances and public streets. Barrier-free access will be encouraged to building entrances from the public street, particularly along transit routes.*	Direct pedestrian access is provided from both Wes Graham Way and Hagey Boulevard, with prominent building entrances oriented toward the public realm promoting strong connectivity to the pedestrian and cycling network. Walkways along both frontages support safe, barrier-free movement and connect seamlessly to the surrounding street network, prioritizing pedestrian convenience and accessibility. The site layout also accommodates access from multiple points, including two driveways and connections to surface parking.
Policy 3.11.2.2: *Interest:* *Design which results in visual interest and interesting and active spaces.*	The proposed development includes active spaces through a combination of thoughtful architectural design and landscape design. Building materials, colours, and and articulation will contribute to a visually dynamic streetscape along both Wes Graham Way and Hagey Boulevard. Active uses such as the café/bar, conference centre, and adjacent patios animate the frontage and invite social interaction, while landscaped walkways and amenity spaces enhance the pedestrian experience
Policy 3.11.2.4: *Infill Development:* *Design buildings to be in proportion with the lot size and to fit harmoniously into the surrounding character and context. The design of the site and buildings shall be compatible with the surrounding character and context.*	The proposed building will be in proportion with the lot size and is designed to fit harmoniously into the surrounding character and context of the Research and Technology Park. The site and building design are carefully considered to be compatible with the existing low- to mid-rise character of the area, ensuring that the development integrates with the surrounding environment.

Policy 3.11.2.5: *Building Design:* *The design of buildings shall contribute to a high quality and coordinated streetscape character and context. Buildings should generally have their principle building façade and entrance to face the primary public street particularly along transit routes or transit station areas and be designed with articulated building facades*.	The proposed building design contributes to a high-quality, coordinated streetscape by positioning the principal façade and main entrance along both Hagey Boulevard and Wes Graham Way ensuring clear visibility and accessibility. The hotel lobby will also feature a direct travel route between the parking area at the rear of the building, and the public realm along Wes Graham Way.
Policy 3.11.2.6: *Built Form and Massing:* *Locate buildings to establish an urban street enclosure and to frame street intersections. The design and massing of tall buildings (greater than three storeys) shall relate to the surrounding context, as well as, to the street proportions (building height to street width ratio) and to human scale dimensions. The design of high-rise buildings shall be designed to reduce adverse impacts related to wind, shadowing, visual impacts and to reduce the appearance of bulk through a variety of design and massing strategies.*	The building's massing appropriate for the surrounding context, street proportions, and complies with the existing zoning provisions for the property which allow for a maximum height of 81 metres. Setbacks are properly scaled at grade to permit ample landscaping and a human-scale experience at street level. Upper level building step-bakcs allow the integration of the 9 storey building into the character of the area while maintaining access to sunlight and sky views. Design strategies such as building articulation further minimize adverse visual impacts.
Policy 3.11.2.8: *Site Amenities:* *Encourage a range of site amenities for all development and enhanced site amenities for intensification projects and master planned projects.*	In addition to the hotel and conference centre spaces, the design includes patios, landscaped walkways, and a variety of pedestrian-friendly features such as seating areas and green spaces.
Policy 3.11.4.3: *Streets:* *Streets are part of the transportation network, but should be designed as important public spaces. Where appropriate, streets should balance space requirements to accommodate pedestrians, bicycles, transit, amenities, public art, landscape treatments, vehicles, utilities and stormwater.*	The streetscape along both streets incorporate wide landscaped setbacks, pedestrian walkways, and outdoor amenity area, creating a welcoming environment for all users. The addition of bicycle parking and the integration of the garden beds and benches into the landscaping along the roundabout ensures that the streets not only serve as transportation routes but also as attractive, functional public spaces.
Policy 3.11.4.4: *Pedestrian Oriented:* *Station Areas shall be pedestrian oriented places that are safe, accessible,*	Paved walkways are provided throughout the site, connecting seamlessly to existing sidewalks along Wes Graham Way and

connected, and easy to navigate for people of all abilities. Connectivity to and from transit stops to buildings will be a priority and shall be enhanced by: *a) Ensuring continuous sidewalks are located on both sides of the street;* *b) Clearly marking intersections relative to pedestrians;* *c) Improving pedestrian comfort with shade trees and landscaped boulevards; and* *d) Providing amenities such as lighting, seating, and way-finding signage; and,* e) *Providing for wider sidewalks where feasible.*	Hagey Boulevard, and ensuring continuous and accessible pedestrian movement around the site. Landscaped setbacks with shade trees are also implemented to enhance pedestrian accessibility and comfort, creating a safe, welcoming environment for all users, including those with different abilities.
Policy 3.11.4.5: *Building Orientation: Buildings shall be oriented towards streets and walkways. Buildings shall be as close to the street in accordance with the implementing Zoning By-Law, to contribute to the vibrancy and attractiveness of the street.*	The proposed building is oriented toward both streets, with principal entrances directly connected to the public realm. Active use areas and outdoor patios/terraces will further contribute to the vibrancy of the public realm, and intensive landscaping will enhance the attractiveness and prominence of the roundabout at the intersection.
Policy 3.11.4.6: *Built Form:* *The built form of buildings shall enhance the appearance and character of streetscape and public realm, including walkways by:* *a) Locating primary building entrances and principal building façades parallel to street;* *b) Locating buildings close to the street so that they can contribute to the desired street enclosure and contribute to the overall appearance and visual cohesiveness of the urban built form;* *c) Incorporating ample transparent glazing on ground floors in active and convertible frontage areas to create visibility to and from the public realm and promote street life;*	The proposed development satisfies the criteria of this section as has been previously described.

d) Providing a sympathetic transition in height and scale to surrounding stable neighbourhoods; *e) Serving as passive surveillance of the street; and* *f) Using high quality materials in the design of new buildings that are consistent and compatible with the surrounding context; and,* g) *Creating visual interest through projections, articulations, carried rooflines and entrance features.*	
Policy 3.11.4.7: *Sustainable Design:* *Buildings and landscaped areas within Station Areas shall support sustainable development and design. Sustainable building design includes high-performance exterior glazing, stormwater retention and reuse, green roofs installation of solar panels or geothermal systems, and net-zero building and site design.*	The proposed development incorporates extensive landscaping and the use of on-site swales to manage surface runoff, to contribute to a sustainable design, while conforming to the stormwater management plan for the R+T Park.
Policy 3.11.4.8: *Community Character:* *New development shall be sensitive to the planned character of each of the Station Areas and enhance and/or complement any cultural heritage resources located within the Station Area*.	As described previously, proposed development provides an appropriately scaled built form proximate to, and along the main access route to, the LRT Station, and will enhance the public realm through various means, thus encouraging pedestrian activity to/from the station.
Policy 3.11.4.9: *Parking:* *Parking within Station Areas shall be designed and organized here it will not detract from the public realm or mobility. Design of parking areas shall:* *a) Limit new surface parking lots within 100 metres of a Light Rail Transit Stop;* *b) Restrict surface parking lots and drive aisles between the front of buildings and the street;* *c) Locate parking to the side or rear of buildings where surface parking is proposed, to enable the development of a continuous street edge and the creation of attractive urban spaces;* *d) Screen parking structures.*	No surface parking is proposed between the building and the street, ensuring continuous and active streets. Access points are strategically placed to maintain mobility, and landscaping is incorporated around the perimeter of the parking area to soften its visual impact.

e) Provide active uses on the ground floor where feasible; *f) Require the perimeters of surface parking lots to be landscaped with trees and other appropriate planting materials; and,* g) *Encourage the interior areas of parking lots to include landscaped islands. Landscaped islands should be of sufficient size to ensure growth of trees and complementary vegetation.*	
Nodes and Corridors	
Policy 3.11.2.1: *Connectivity:* *Design that promotes connectivity with emphasis on pedestrian and non-vehicular safety, convenience and direct and convenient access to transit routes, amenity spaces, building entrances and public streets. Barrier-free access will be encouraged to building entrances from the public street, particularly along transit routes.*	Minimal curb cuts are provided along the public realm, with clear distinction between public and private realm, and vehicular/pedestrian use areas to minimize potential for conflict. As previously described, all building entrances are connected to the existing sidewalks, and the public realm will be enhanced by active uses at grade, as well as additional street trees and site landscaping.
Policy 3.11.2.4: *Infill Development:* *Design buildings to be in proportion with the lot size and to fit harmoniously into the surrounding character and context. The design of the site and buildings shall be compatible with the surrounding character and context.*	The proposed development is appropriately scaled for the subject site and surrounding context. The overall building height is permitted by the existing zoning of the lands. Where site specific provisions have been proposed, they are largely as a result of the intended use, and unique configuration of the subject site.
Policy 3.11.2.5: *Building Design:* *The design of buildings shall contribute to a high quality and coordinated streetscape character and context. Buildings should generally have their principle building façade and entrance to face the primary public street particularly along transit routes or transit station areas and be designed with articulated building facades.*	As has been previously described, the proposed built form and architectural design treatment is consistent with this policy direction.
Policy 3.11.2.6: *Built Form and Massing:*	As has been previously described, the proposed built form and architectural

Locate buildings to establish an urban street enclosure and to frame street intersections. The design and massing of tall buildings (greater than three storeys) shall relate to the surrounding context, as well as, to the street proportions (building height to street width ratio) and to human scale dimensions. The design of high-rise buildings shall be designed to reduce adverse impacts related to wind, shadowing, visual impacts and to reduce the appearance of bulk through a variety of design and massing strategies.	design treatment is consistent with this policy direction. The supporting Pedestrian Level Wind Study further demonstrates the wind conditions in post-development conditions will be appropriate for the intended uses of surrounding private and public realm areas.
Policy 3.11.2.8: *Site Amenities:* *Encourage a range of site amenities for all development and enhanced site amenities for intensification projects and master planned projects.*	As previously described, a range of active uses and amenities are located at grade along both streets which will enhance the vibrancy of the public realm leading to the LRT Station and at the roundabout intersection of Hagey Boulevard and Wes Graham Way.
Station Areas	
Policy 3.11.4.1: *Place Making:* *Place making shall occur around the station by enhancing the public realm and creating vibrant, attractive, and safe public and private spaces. Attractive spaces should physically and visually connect the public and private realms. Spaces should be organized in a logical and complementary manner through the design, placement, and construction of new buildings, streets, structures, open spaces, vistas and landscaping.*	The building design incorporates outdoor spaces and landscaped areas in locations that serve to activate the public realms, and promote pedestrian activity. The site layout will provide a consistent streetscape, with clear connections to the nearby transit station and surrounding open spaces. The integration of thoughtful landscaping, pedestrian connections, and active ground-floor uses will foster a welcoming and dynamic environment.
Policy 3.11.4.4: *Pedestrian Oriented:* *Station Areas shall be pedestrian oriented places that are safe, accessible, connected, and easy to navigate for people of all abilities. Connectivity to and from transit stops to buildings will be a priority and shall be enhanced by:* *(a) Ensuring continuous sidewalks are located on both sides of the street;* *(b) Clearly marking intersections relative to pedestrians;*	As has been previously described, the proposed development will contribute to enhancing the existing public realm, and is consistent with the direction provided within this Policy.

(c) Improving pedestrian comfort with shade trees and landscaped boulevards; and *(d) Providing amenities such as lighting, seating, and way-finding signage; and,* *(e) Providing for wider sidewalks where feasible.*	
Policy 3.11.4.5: *Building Orientation:* *Buildings shall be oriented towards streets and walkways. Buildings shall be as close to the street in accordance with the implementing Zoning By-Law, to contribute to the vibrancy and attractiveness of the street.*	The proposed building is oriented towards the streets, with principal entrances facing Wes Graham Way and Hagey Boulevard.
Policy 3.11.4.6: *Built Form:* *The built form of buildings shall enhance the appearance and character of streetscape and public realm, including walkways by:* *(a) Locating primary building entrances and principal building façades parallel to street;* *(b) Locating buildings close to the street so that they can contribute to the desired street enclosure and contribute to the overall appearance and visual cohesiveness of the urban built form;* *(c) Incorporating ample transparent glazing on ground floors in active and convertible frontage areas to create visibility to and from the public realm and promote street life;* *(d) Providing a sympathetic transition in height and scale to surrounding stable neighbourhoods;* *(e) Serving as passive surveillance of the street; and* *(f) Using high quality materials in the design of new buildings that are consistent and compatible with the surrounding context; and,*	The proposed development enhances the streetscape and public realm by orienting principal façades and entrances parallel to Wes Graham Way and Hagey Boulevard, locating the building close to the street to create a strong urban enclosure, and incorporating outdoor amenity spaces at the ground level to promote street life and provide passive surveillance.

(g) *Creating visual interest through projections, articulations, carried rooflines and entrance features*.	
Policy 3.11.4.7: *Sustainable Design: Buildings and landscaped areas within Station Areas shall support sustainable development and design. Sustainable building design includes high-performance exterior glazing, stormwater retention and reuse, green roofs, installation of solar panels or geothermal systems, and net-zero building and site design.*	The proposed development incorporates sustainable design elements such as extensive landscaping and integrated stormwater management strategies that roof and surface runoff to an existing SWM facility. The site layout and efficient land use within an *MTSA* align with the goals of sustainable development.
Policy 3.11.4.8: *Community Character: New development shall be sensitive to the planned character of each of the Station Areas and enhance and/or complement any cultural heritage resources located within the Station Area.*	The building's scale, massing, and architectural detailing are compatible with the surrounding context, contributing to a cohesive and contemporary urban environment. In particular, the proposed height complies with the provisions of the existing Zoning By-law.
Policy 3.11.4.9: *Parking: Parking within Station Areas shall be designed and organized here it will not detract from the public realm or mobility. Design of parking areas shall:* *(a) Limit new surface parking lots within 100 metres of a Light Rail Transit Stop;* *(b) Restrict surface parking lots and drive aisles between the front of buildings and the street;* *(c) Locate parking to the side or rear of buildings where surface parking is proposed, to enable the development of a continuous street edge and the creation of attractive urban spaces;* *(d) Screen parking structures.* *(e) Provide active uses on the ground floor where feasible;* *(f) Require the perimeters of surface parking lots to be landscaped with trees and other appropriate planting materials; and,* (g) *Encourage the interior areas of parking lots to include landscaped*	Parking is situated to the rear of the building, ensuring it does not interrupt the street edge or detract from the public realm. No surface parking is placed between the building and the street, and the design incorporates landscaping to soften the visual impact and enhance the site's environmental quality. Active ground-floor uses fronting Wes Graham Way and Hagey Boulevard will create an engaging street presence near the LRT station.

islands. Landscaped islands should be of sufficient size to ensure growth of trees and complementary vegetation.	

Summary Opinion Concerning the WOP

The proposed development satisfies the urban design policies of the WOP for the many reasons set out above. In view of the analysis set out above, it is our opinion that the proposed redevelopment is in conformity with the WOP.

6.2 Urban Design Manual (UDM)

The Urban Design Manual (UDM) is the City of Waterloo's primary consolidated set of design standards, guidelines, and reference materials that guide the implementation of the City's urban design and built form policies. Originally adopted by Council in 2009, the UDM continues to play a critical role in the development review process and in guiding public realm improvement initiatives across the city.

Recognizing the need for an update after more than a decade, the City initiated a refresh of the manual. Part 1 Amendments to the UDM were presented to City Council and adopted on June 28, 2021. These revisions now serve as the City's primary urban design guidelines on an interim basis, replacing the 2009 version until the completion of the full Part 2 UDM Refresh.

This guideline document should be considered within the context of each development proposal and each neighbourhood. These guidelines are not policy nor prescriptions but rather suggestions relating to important building and site elements for individual tall building infill proposals. There is no one manner to design buildings and therefore, appropriate regard should be given to this guideline document, and it should be applied with discretion and flexibility, as appropriate in the circumstance.

Important guideline statements, germane to the consideration of the subject application, and the manner in which the design guidelines are addressed, are noted below.

Guideline	Response
***Section 2.1.1 - Pedestrian-Friendly Design**:* *To design the streetscape as pedestrian-friendly features and spaces.*	Features such as wide walkways, high quality landscaping, multiple building entrances at grade, and active ground-floor uses with outdoor areas, including bar/café, and swimming pool, will foster an inviting and walkable environment.
***Section 2.1.2 - Human-Scale Development**:*	Adequate stepbacks, articulated façades, and a clearly defined ground floor are

To design sites and buildings that relate to human scale proportions and dimensions.	incorporated into the design to break down the building's mass and maintain a comfortable, human-scale presence at street level.
***Section 2.1.3 - Compatible Development**:* *To design sites and buildings that enhances the quality of the surrounding neighbourhood character and does not result in adverse impacts to surrounding properties or loss in quality of life.*	The proposed development maintains an appropriate built form and use which is compatible with the context of the adjacent community. In this regard, no adverse planning impacts are anticipated.
***Section 2.1.4 - Safety and Security**:* *To design sites and buildings for safe and secure use for all users and to reduce the incidence of feature and crime.*	The proposed development incorporates active uses at grade, with connected outdoor amenity areas that promote natural surveillance along both streets.
***Section 2.1.5 - Transit-Oriented Design**:* *To design sites and buildings that relate to, and are integrated with, planned and future transit route(s) and promote transportation demand management strategies and transit use.*	The proposed development is proximate to the R+T Park LRT Station, and will serve to enhance the pedestrian route leading to same, as has been described previously.
***Section 2.1.6 - Building Design**:* *To design buildings with well proportioned and articulated facades that relates to, and enhances, the surrounding neighbourhood character and context.*	The proposed building provides an appropriate building mass, with setbacks that permit ample landscaping along the public realm. Building step-backs above the ground level will maintain sky views, maintain sunlight conditions on the public realm, and enable the screening of rooftop mechanical equipment.
***Section 2.1.7 - Amenity Areas**:* *To encourage site and building design that enhances the quality of life for its users and provides opportunity to relate and improve the quality of the public realm and semi-public realm.*	Outdoor spaces and landscaped areas are thoughtfully integrated into the design, providing opportunities for social interaction while improving the vibrancy of the public realm. These will help foster a connection between the development and the surrounding community, enriching the urban experience.
***Section 2.1.8 - Landscape Design**:* *To design sites with a balanced level of sustainable landscape treatment that complements the surrounding character, adds interest to the site and provides effective buffers and screening.*	The site incorporates sustainable landscape treatments such that blend seamlessly with the surrounding environment. The design includes landscaped buffers and screening along all sides to create visual interest and

	ensure enough buffer between the street and the development.
Section 2.2.3 – Character: *To design sites and buildings that respect and enhance the surrounding neighbourhood character and contribute to a sense of place.*	The building height, massing, and design have been carefully considered to ensure compatibility with the surrounding area's low- to mid-rise structures, fostering a cohesive visual experience. Additionally, the inclusion of pedestrian-friendly features and outdoor amenity spaces adds to the local character, making the site a positive contribution to the sense of place.
Section 2.3.2 - Site Circulation: *To design sites and buildings with an efficient and safe circulation system with high priority given to pedestrian accessibility and neighbourhood connectivity.*	The development prioritizes pedestrian circulation by providing wide, accessible pathways that ensure easy movement throughout the site and connectivity to sidewalks.
Section 2.3.3 - Universal Design: *Design all sites, buildings and public spaces for universal design and barrier free accessibility.*	Universal design principles are applied across the development to ensure that all spaces are accessible to all. This includes wide walkways and accessible routes throughout the site, as well as barrier-free amenity spaces.
Section 2.3.4 - Engaging Spaces: *Design sites and buildings that contribute to engaging spaces with emphasis on animated streetscapes, social gathering and interest.*	As has been previously described, the proposed development will contribute to animating the streetscapes with areas that promote social gatherings.
Section 2.3.5 - Sustainable Design: *To incorporate sustainable design features that result in more sustainable forms of development and practices.*	The site includes stormwater management systems that capture and reuse rainwater, reducing runoff and minimizing environmental impact. The design also prioritizes active transportation by incorporating bike parking areas located close to existing cycling infrastructure, encouraging sustainable commuting options.
Section 3.1.3 - Site Services: *To provide well designed, convenient site service areas that are screened from*	Site service areas are designed to be unobtrusive, ensuring that essential utilities, loading areas, and waste management services are located away

public view and promote safe and efficient vehicular access.	from public view. These areas are screened with landscaping or architectural features to minimize their visual impact on the site's aesthetics. The design also ensures easy access for maintenance and efficient service delivery, supporting the operational needs of the development without detracting from the user experience.
***Section 3.2.1.3 - Nodes and Corridors**: To move the City of Waterloo's policies framework from that of a dispersed-city philosophy, to that of a compact-city philosophy and promote compatible development*.	The proposed development provides a mix of uses and ensuring pedestrian and cycling connectivity to nearby transit stations.

Summary Opinion Concerning the UDM

As previously discussed, the Urban Design Manual is a guideline tool that should be considered with flexibility and discretion, given the context of each development proposal. Earlier sections of this Planning Report have analyzed the specific development proposal in relation to City OP policies, design elements of this proposal, and contextual circumstances. The proposed development in relation to this guideline document has also been reviewed and many of the important suggestions from this document have been incorporated into the proposal. In view of the foregoing analysis of the design guidelines for tall buildings, it is our conclusion that the proposed building has been designed to generally satisfy this City guideline document.

6.3 University of Waterloo Research and Technology Park Urban Design Guidelines (the "RT UDG")

The RT UDG is the guideline document for the R+T Park. It is intended to provide guidance to developers, tenant and users of the Park to ensure that further development is consistent with objectives of the University of Waterloo. The key objective of the University is to create a distinct and strong sense of place at the UW Research and Technology Park by ensuring a high-quality public realm and infrastructure that reflect the significance of the Park, while also encouraging new developments to maintain a consistent corporate character.

It is important to note that that guideline document was developed in 2002, during the infancy of the Research and Technology Park, to guide early-stage planning and establish a cohesive vision for the area. As such, much of the language and guidelines will be read as outdated due to the development that has taken place in the district since then. Important guideline statements, germane to the consideration of the subject application, and the manner in which the design guidelines are addressed, are noted below.

Grand Boulevard Guidelines

Relevant direction for the Grand Boulevard (Hagey Boulevard) is contained in **Section 3.2** and includes the following:

Grand Boulevard Guidelines	Response
The sides of the boulevard will be lighted and landscaped with continuous formal rows of deciduous trees…	The proposed development features several large street trees along Hagey Boulevard.
A multi-use sidewalk will be integrated within the landscape verge on both sides of the boulevard.	The existing sidewalk will be enhanced with high-quality landscaping, promoting an attractive and cohesive public realm that enhances the pedestrian experience.
Setback and Landscape Treatment	
Buildings will be set back 10.5 metres from the Grand Boulevard.	The proposed building setback exceeds the 10.5 m requirement, providing a 15.14 m setback from the sidewalk along Hagey Boulevard
This setback is characterized as a primary landscape area where: • Primary landscape areas should convey a strong sense of environmental responsibility and corporate image. • Primary landscape areas should be composed of lawn, a mix of mature coniferous and deciduous trees and gardens. Fences will not be allowed. • Parking will not be allowed between the boulevard right of way and building frontages. • Driveway access to parking areas will be permitted from the Grand Boulevard	The 15.14 m setback along Hagey Boulevard features high-quality landscaping with a mix of lawn and large canopy deciduous trees, and an outdoor amenity space, contributing to an enhanced public realm. Further, the outdoor amenity area adjacent to Hagey Boulevard, encourages passive surveillance and pedestrian engagement. No parking is located between the boulevard and the building frontage. While driveway access is provided from Grand Boulevard/ Hagey Boulevard is proposed toward the southeast portion of the site to support site circulation.
Built Form	
Buildings will be predominantly built to the 10.5 metre setback line to clearly define the edge of the Grand Boulevard.	The proposed building is setback 15.14 m from Hagey Boulevard to support a generous landscaped frontage, define the Hagey edge and establish a consistent streetscape character.

Buildings will be 3 to 4 storeys in height and of a scale appropriate to establish the character of the Grand Boulevard. In no event can any part of a building fronting on the Grand Boulevard be less than 2 storeys in height.	While the conference centre is only 1-storey in height it maintains a height of +/- 7.62 metres (25 feet), which is much larger than a typical residential or commercial storey. In this regard, the intent of this policy is maintained. Further, the design will provide clear definition of the public realm along Hagey Boulevard with generous setbacks, and high-quality and intensive landscaping, which integrates with the boulevard's character through human-scale massing.

Great Circle Guidelines

Relevant direction for the Great Circle, being the roundabout at the intersection of Hagey Boulevard and Wes Graham Way, is contained in **Section 3.3** and includes the following:

Great Circle Guidelines	Response
The outer edge of the Great Circle right of way should be lighted and landscaped with a continuous formal row of deciduous trees.	The proposed development features additional street tree plantings within the Great Circle, as well as additional plantings within the yard abutting the boulevard of the ROW.
Setback and Landscape Treatment	
Buildings will be set back 10.5 metres from the circle.	The proposed development setback exceeds 10 m from the side property line, to clearly define the edge of the Grand Boulevard.
This setback is characterized as a primary landscape area where: • Primary landscape areas should convey a strong sense of environmental responsibility and corporate image. • Primary landscape areas should be composed of lawn, a mix of mature coniferous and deciduous trees and gardens. Fences will not be allowed.	The setback along Hagey Boulevard features high-quality landscaping with a mix of lawn and large canopy deciduous trees, and a patio area adjacent to the conference centre, contributing to an enhanced public realm and encouraging public surveillance. No parking is located between the Great Circle and the building frontage. Parking is located towards the rear of the property

• Parking will not be allowed between the circle right of way and building frontages. • Driveway access to parking areas will not be permitted from the circle and should be taken from the Parkside Drive Extension or Street "A".	and away from the circle's right of way and primary frontages. No driveway access is provided from the Great Circle.
Built Form	
Buildings will acknowledge and respond to the Great Circle. Buildings should be predominantly built to or front the 10.5 metre setback line.	As mentioned previously, the proposed building setback exceeds 10 m from Hagey Boulevard.
Buildings will be 3 to 5 storeys in height and of a scale appropriate to establish the character of the Great Circle. In no event can any part of a building fronting the circle be less than 2 storeys in height.	While the conference centre is only 1-storey in height it maintains a height of +/- 7.62 metres (25 feet), which is much larger than a typical residential or commercial storey. In this regard, the intent of this policy is maintained.
High quality exterior cladding materials such as glass, steel, metal paneling and masonry must be employed on the building facades facing the Great Circle and its flanks on adjoining streets. Pre-cast paneling and exterior insulated finishing systems will not be allowed on the portion of the facade facing the Great Circle.	High quality materials and articulated façade treatments will be further detailed at the site plan control stage to contribute to a visually dynamic streetscape along the Great Circle facade.

Parkside Drive Extension (now Wes Graham Way)

Relevant direction for the Parkside Drive Extension, now identified as Wes Graham Way, is contained in **Section 3.3**. The RT UDG promotes a strong sense of arrival while reinforcing themes of environmental responsibility and corporate identity. The relevant guidelines are as follows:

Parkside Drive Extension Guidelines	Response
The sides of the extension should be lighted and landscaped with continuous formal rows of deciduous trees…	The proposed development features the provision of a double row of trees along the Wes Graham streetscape.

A multi-use sidewalk will be integrated within the landscape verge on both sides of the extension….	The existing sidewalk will be enhanced with high-quality landscaping, including a double row of trees, promoting an attractive and cohesive public realm that enhances the pedestrian experience
Setback and Landscape Treatment	
Buildings will be set back 10.5 metres from the edge of the street.	The proposed building setback exceeds 10 m from the Wes Graham Boulevard curb.
This setback is characterized as a secondary landscape area where: • Secondary landscape areas should continue a sense of environmental responsibility and corporate image. • Secondary landscape areas should be composed of lawn, a mix of mature coniferous and deciduous trees and gardens. Fences will not be allowed. A limited amount of berming will be allowed where warranted and appropriate. • A limited amount of parking for visitors and space for "pick-ups" and "drop-offs' will be allowed off-street in the secondary landscape setback. Parking areas will be single loaded and appropriately screened.	The setback along Wes Graham Way features high-quality landscaping with a mix of lawn, trees, a patio adjacent to the hotel, and other landscaping in order to contribute to a vibrant public realm, with opportunities for passive surveillance provided by the active use areas included at grade. Parking is located in the rear of the property and screened from public view. No parking or pick up and drop offs are proposed along the Parkside Extension.
Built Form	
Buildings will be situated towards the front of the property to address the street, although not necessarily built to the 10.5 metre setback line.	The proposed development fronts onto the Wes Graham Way with a setback that exceeds 10 m from the street's curb.
In no event can any part of a building fronting on the drive or extension be less than 2 storeys in height.	The hotel building fronting onto the street is 9 storeys, satisfying this guideline.

Section 3.8 provides out guidelines related to Building Design. The following is a summary of the relevant policies contained in this section of the Research and Technology Park Urban Design Guidelines:

- While no specific overall architectural themes are established, individual building should be designed to create a distinct sense of place, while reflecting the modern research and technology functions and activities that they can accommodate.
- Each building will have a unique and distinct design character, their sitting, landscaping and design should however contribute to the overall quality and sense of place of the various districts within the Park.
- High quality exterior classing materials such as glass, steel, metal paneling and masonry must be employed particularly on the front of the buildings. Pre-cast paneling and exterior insulated finishing systems could be allowed in appropriate locations and in appropriate proportions, Exposed concrete block will not be permitted.

Summary Opinion Concerning the RT UDG

The proposed development aligns with the design intent outlined in the RT UDG.

7.0 Conclusion

Based on the preceding analysis, the conclusion of this Urban Design Brief is that the proposed development represents a thoughtful, context-sensitive built form, that aligns with the City of Waterloo Official Plan, City of Waterloo Urban Design Manual and the University of Waterloo Research and Technology Park Urban Design Guidelines. The proposed hotel and conference centre has will complement the surrounding built form, reinforce key street edges, and contribute positively to the evolving character of this R+T Park.

APPENDIX 1

Curriculum Vitae

GOLDBERG GROUP

ADAM LAYTON
MCIP, RPP

ASSOCIATE PRINCIPAL

Mr. Layton is an associate principal of Goldberg Group, established in 2006.

Mr. Layton has experience in a broad spectrum of projects across the Greater Toronto Area and Southern Ontario. These include a range of expropriations, Planning Act Applications (Official Plan/Zoning By-Law Amendment, Draft Plan of Subdivision, Site Plan Control). Mr. Layton has provided expert planning testimony to the Ontario Land Tribunal – OLT (formerly the Local Planning Appeal Tribunal), and The Toronto Local Appeal Body (TLAB).

Mr. Layton is a Registered Professional Planner in Ontario and a full member of the Canadian Institute of Planners.

PROFESSIONAL EXPERIENCE

ASSOCIATE PRINCIPAL Goldberg Group	2024- PRESENT
PRINCIPAL Evans Planning	2022-2024
PARTNER Evans Planning Inc. Senior Associate Planner 2016-2019	2016-2022
PLANNING MANAGER Ideal Developments	2015-2016
PLANNER/DEVELOPMENT COORDINATOR Sierra Construction	2011-2015

EDUCATION, PROFESSIONAL AFFILIATIONS & MEMBERSHIPS

- Bachelor of Environmental Studies (Hons.) University of Waterloo – 2009
- Full Member, Canadian Institute of Planners
- Registered Professional Planner
- Full Member, Ontario Professional Planners Institute (OPPI)

SELECTED PROJECT EXPERIENCE

RETAIL/COMMERCIAL

- Norwood Plaza Minor Variances
- OPA ZBA for Estate Winery, Hotel, and Spa, Prince Edward County
- Senior's Recreation Centre, Woodstock
- Retirement Home Expansion, Woodstock
- 7-storey retirement home, East Gwillimbury

INDUSTRIAL/BUSINESS PARKS

- 582 Rivermede Road, Vaughan
- 169 Cityview Boulevard Vaughan
- Steel Manufacturing and Processing Facility, Woodstock

MIXED RESIDENTIAL/COMMERCIAL

- Redevelopment of 2839 Jane Street, Toronto
- Redevelopment of 1326-1328 Wilson Avenue, Toronto
- Redevelopment for multiple Mid-Rise buildings at 1285-1325 Finch Avenue West, and 30 Tangiers Road, Toronto
- Redevelopment of 28 Main Street Unionville, Markham (OLT)
- Redevelopment of 9712 Yonge Street, Richmond Hill
- Redevelopment of 812-908 Rossland Road with 2 6-storey mixed-use buildings, Whitby
- Redevelopment of 700 Rossland Road, 3115-3125 Garden Street with an 18-storey mixed-use building, Whitby
- Redevelopment of lands at Garrard and Taunton Road with stacked and traditional towns, Whitby
- Multi-phase redevelopment consisting of 5 buildings with over 800 units, Whitchurch-Stouffville
- Multi-phase redevelopment consisting of approximately 3,000 units, 9999 Markham Road, Markham
- Mixed Use Development consisting of over 2,000 units in 25-29-storey buildings, Caledon

RESIDENTIAL

- Redevelopment of 2810-2814 Bayview Avenue with 7-storey apartment building, Toronto (OLT)
- Redevelopment of 172-202 Drewry Avenue with 45 townhouse dwellings, Toronto
- Infill development at Pinecrest Road and Harmony Road, Oshawa
- Townhouse redevelopment, 2540-2550 Brock Road, Pickering
- Townhouse redevelopment, 2660-2680 Brock Road, Pickering
- Stacked Townhouse Redevelopment, 13351-13359 Yonge Street, Richmond Hill
- Infill Plan of Subdivision, Mosely Street, Wasaga Beach 12-storey mid-rise residential building, 720 Granite Court, Pickering
- 11-storey mid-rise residential building, 1304-1308 Wilson Avenue (OLT)
- 8-storey mid-rise residential building, 13572-13586 Bayview Avenue, Richmond Hill
- Plan of Subdivision for 33 Residential Lots at 252-272 Old Bloomington Road, Aurora
- Plan of Subdivision for 5 residential Lots at 16 Finesse Court, Richmond Hill
- Redevelopment of lands with 9-storey apartment building, 8-14 Yongehurst Road, Richmond Hill
- Townhouse Redevelopment, 10-20 Fincham Avenue, Markham (OLT)
- Infill Townhouse Redevelopment, Markland Street, Markham
- Infill residential development, Mississauga
- Infill Townhouse development, Jefferson Sideroad, Richmond Hill
- Redevelopment of 14029 Yonge Street with 27 detached dwellings, Aurora
- Multi-phase redevelopment, including 100+ townhouse dwellings, Wasaga Beach
- 2-storey addition atop existing 4-storey apartment building, 1 Marquette Avenue, Toronto
- Redline revisions and registration of various phases of residential subdivision, Woodstock
- Infill Subdivision, Tavistock

OTHER PLANNING ASSIGNMENTS

- Expropriation Analysis for Extension of Highway 427, Vaughan, Ontario
- Urban Design Plan for Garden/Rossland Urban Central Area Mixed Use Designated Lands, Whitby, Ontario
- Adaptive Reuse of Heritage Factory - Initial Site Concept Design, coordination with Heritage Department, Negotiations with City Staff regarding CIP Redevelopment Incentives, London

COMMITTEE OF ADJUSTMENT/TLAB

- Consent to Sever, 8 Campbell Avenue, Vaughan
- Minor Variance to add additional dwelling units to existing Apartment Building, 10 Elvaston Drive, Toronto
- Consent to Sever and Minor Variance within Heritage Conservation District, Kleinberg
- TLAB Hearing for replacement dwelling, 50 Marmion Avenue, Toronto
- Consent and Minor Variance Applications, 14th Avenue, Markham
- Minor Variance Applications for expansion to existing Yeshiva, 7555 Bathurst Street, Vaughan