FINAL

215 Lexington Road, Waterloo
Urban Design Brief

Prepared for Hygate Development Corporation
by IBI Group
May 31, 2022

Document Control Page

CLIENT:	Hygate Development Corporation
PROJECT NAME:	215 Lexington Road, Waterloo
REPORT TITLE:	215 Lexington Road, Waterloo Urban Design Brief
IBI REFERENCE:	133176
VERSION:	1
DIGITAL MASTER:	https://ibigroup.sharepoint.com/sites/Projects1/133176/Internal Documents/6.0_Technical/6.17_Planning/03_Tech-Reports/PTR_UDB_215LexingtonFINAL.docx\2022-05-31\BW
ORIGINATOR:	Christian Tsimenidis, Emma Tillery
REVIEWER:	Dave Galbraith, Betty White
AUTHORIZATION:	Dave Galbraith
CIRCULATION LIST:	
HISTORY:	

Table of Contents

1 Introduction 1

2 Background 1

2.1 Site Location and Context 1

2.2 Neighbourhood Context 5

3 Proposed Development 8

3.1 Site Plan 9

3.2 Elevations 10

3.3 Massing Models 15

4 Land Use Planning Framework 18

4.1 City of Waterloo Official Plan 18

4.1.1 General Urban Design Policies 18

4.2 Urban Design Manual 26

5 Conclusions 30

Table of Figures

Figure 1: Aerial Imagery of the Subject Lands (Source: Region of Waterloo GIS mapping) 2

Figure 2: The Subject Property – view from Davenport Road looking southeast (source Google Streetview) 3

Figure 3: The Subject Property – view from Lexington Road looking northeast (source Google Streetview) 3

Figure 4: The Subject Property – view from Lexington Road looking southwest (source Google Streetview) 4

Figure 5: The Intersection of Davenport Road and Lexington Road with pedestrian crossings – view from Lexington Road looking northeast (source Google Streetview) 4

Table of Contents (continued)

Figure 6: The Bus / Transit stops, painted bicycle lane and sidewalk in front of the Subject Property – view from Lexington Road looking southwest (source Google Streetview) 5

Figure 7: The separated bicycle lane – view from Lexington Road looking south-west (source Google Streetview) 5

Figure 8: Neighbourhood Context Map (source Region of Waterloo GIS mapping) 7

Figure 9: The Plaza abutting the Subject Property to the southwest – view from Lexington Road looking southwest (source Google Streetview) 7

Figure 10: The Waterloo Mennonite Brethren Church abutting the Subject Property to the northeast – view from Lexington Road looking southwest (source Google Streetview) 8

Figure 11: Site Plan prepared by IBI Group 10

Figure 12: Proposed North Elevation Plan (Building A) prepared by IBI Group 11

Figure 13: Proposed North Elevation Plan (Building B) prepared by IBI Group 11

Figure 14: Proposed East Elevation Plan prepared by IBI Group 12

Figure 15: Proposed West Elevation Plan prepared by IBI Group 12

Figure 16: Proposed South Elevation Plan (Building A) prepared by IBI Group 12

Figure 17: Proposed South Elevation Plan (Building B) prepared by IBI Group 13

Figure 18: Proposed East Interior Elevation Plan (Building B) prepared by IBI Group 13

Figure 19: Proposed West Interior Elevation Plan (Building B) prepared by IBI Group ... 14

Figure 20: Proposed South Interior Elevation Plan (Building B) prepared by IBI Group .. 15

Figure 21: 3D Massing Model of the Proposed Development prepared by IBI Group 16

Figure 22: 3D Massing Model with View from Davenport Road prepared by IBI Group .. 16

Figure 23: 3D Massing Model with View from Southeast prepared by IBI Group 17

Figure 24: 3D Massing Model with View from Lexington Road prepared by IBI Group ... 17

1 Introduction

On behalf of our client, Hygate Development Corporation, please accept this Urban Design Brief and supporting material regarding the proposed development of the subject lands municipally known as 215-229 Lexington Road in the City of Waterloo (“Subject Lands”, “Site” or “Subject Property”).

Our client is proposing to develop the subject lands for the purpose of two residential buildings consisting of 453 total units (617 bedrooms). The applicant has built out ‘Phase 1’ of the development which included a six-storey retirement home with 216 units (248 bedrooms) and associated parking. The applicant is now proposing an Official Plan Amendment and Zoning By-Law Amendment in support of ‘Phase 2’ which would see the demolition of the existing Long Term Care home with 84 units and the development of two additional residential buildings. Building A, as shown on the site plan, is a seven storey building fronting Lexington Road; and Building B is aa tiered ‘U’ shaped building, proposed to be constructed at the rear of the site. Underground parking over 2 levels will be provided beneath and between the two buildings, with limited surface parking also proposed.

This Urban Design Brief has been prepared as part of the complete Official Plan Amendment and Zoning By-Law Amendment applications for the proposed development and provides an overview of the proposed design of the building and how it conforms to the planning policy, zoning, and urban design framework applicable to the property, including the City of Waterloo Official Plan and the City’s Urban Design Guidelines.

2 Background

2.1 Site Location and Context

The subject lands are municipally addressed as 215--229 Lexington Road and are delineated legally as:

> Part Block A Plan 1313 And Part Lot 7 German Company Tract, Parts 1, 4 & 5, Plan 58r6774 & Part 3, Plan 58r2194 Subject To An Easement In Gross Over Part 1, Plan 58r17857 As In WR853469 Subject To An Easement In Gross Over Part Block A, Plan 1313 And Part Lot 7, German Company Tract, Being Part 1, Plan 58r20971 As In Wr1298354 City Of Waterloo

The subject property is approximately 1.925 hectares in area and has a frontage of approximately 105 metres along Lexington Road. The property is located on the south side of Lexington Road, opposite the intersection with Davenport Road and just north of Conestoga Parkway/Highway Number 85; with which it shares a boundary of approximately 124 metres. The Conestoga Parkway runs parallel to the western property line. An aerial image is shown in Figure 1.



Figure 1: Aerial Imagery of the Subject Lands (Source: Region of Waterloo GIS mapping)

The proposed redevelopment of this property is being completed in two Phases. Phase 1 has recently been completed on the southwestern side of the property and contains a six-storey retirement home with 216 units (248 bedrooms) and associated parking. The northeastern side of the property currently contains an existing Long Term Care home with 84 units, identified as the “Pinehaven Nursing Home”. This building will be demolished as part of Phase 2 of the development to develop Building A. It is noted that while the building itself will be demolished, the long term care beds are proposed to be relocated elsewhere in the community by others.

A municipal sidewalk runs along the extent of Lexington Road on the subject property side of the street. On the opposite side of the street, the sidewalk terminates at the corner of Anndale Road, just east of the Christ Lutheran Church.

Pedestrian crossings are painted on the roadway immediately in front of the subject property, providing a pedestrian connection to both sides of Davenport Road, which is opposite the subject site.

A dedicated cycle lane runs along both sides of Lexington Road, marked by road paintings. It is separated from the roadway by a grassed boulevard on the north side of Lexington Road between Davenport Road and the start of the bridge over the Conestoga Parkway.

As shown in Figure 1 above, the subject property is square by Lexington Road, but irregular in shape toward the rear of the property which slopes steeply down from Lexington Road toward the Highway. The rear portion of the subject property contains a stormwater management pond which is proposed to be retained through the future redevelopment of the site. Figures 2 and 3 illustrate the Streetview images of the subject property.

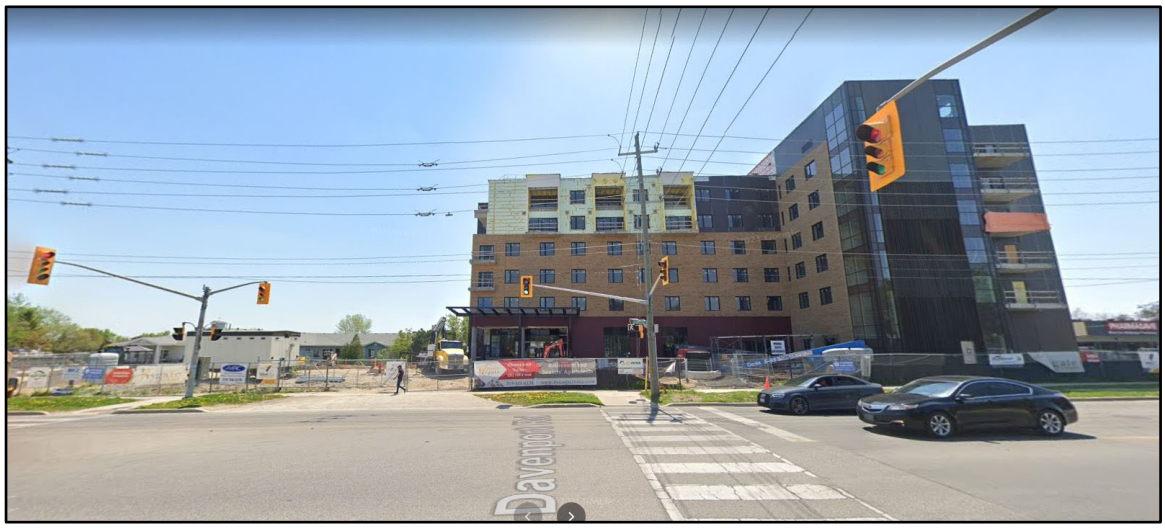


Figure 2: The Subject Property – view from Davenport Road looking southeast (source Google Streetview)

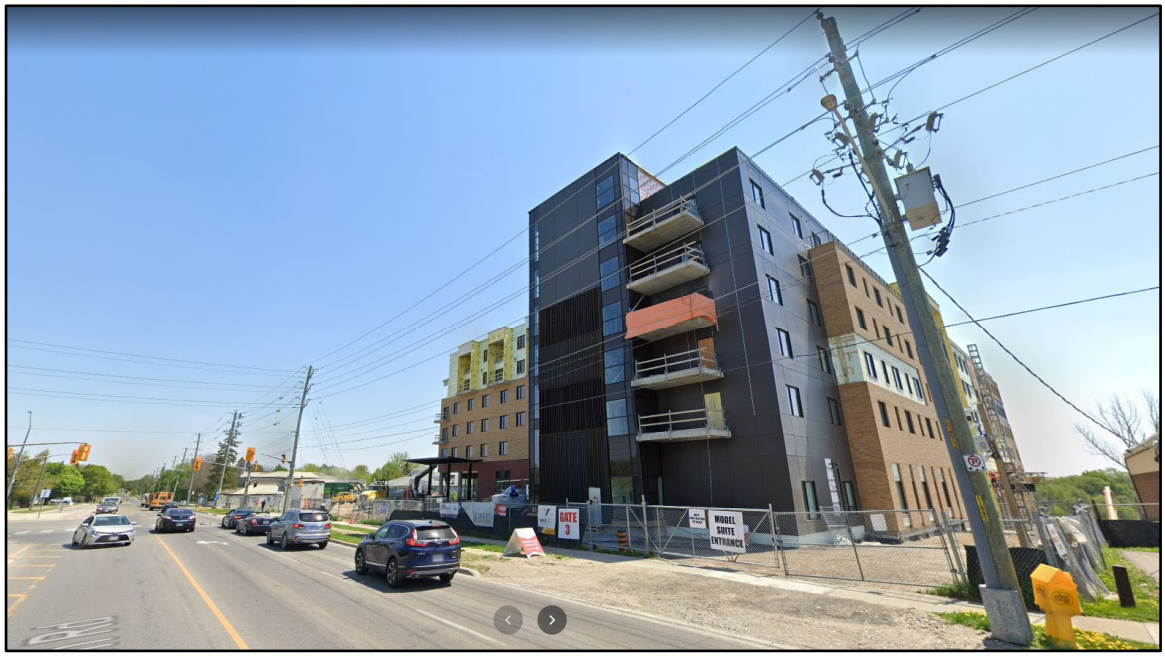


Figure 3: The Subject Property – view from Lexington Road looking northeast (source Google Streetview)

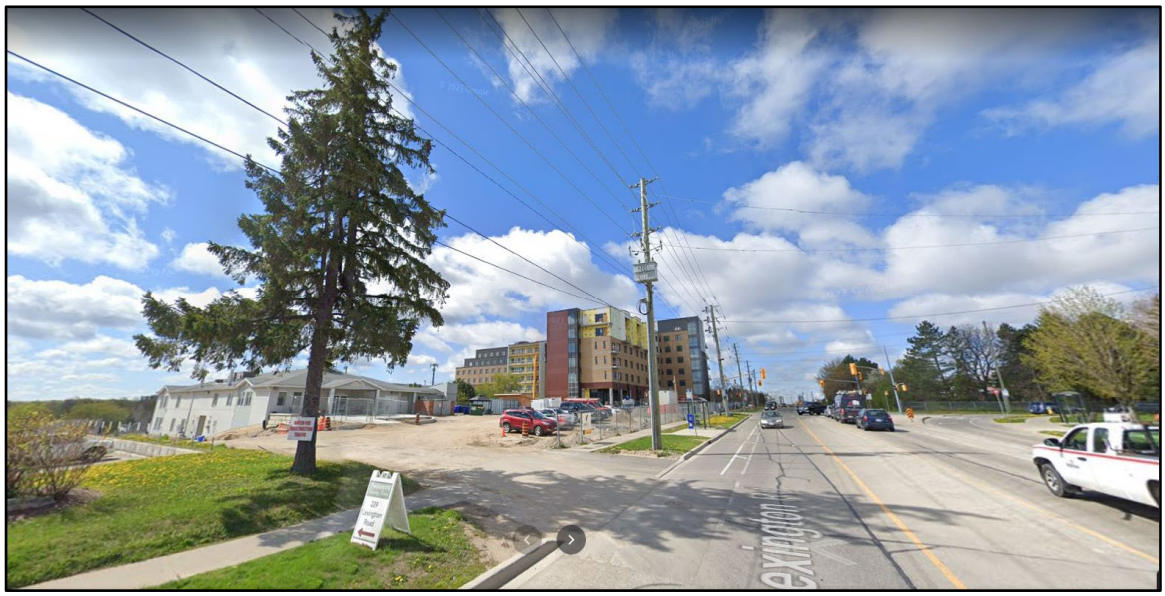


Figure 4: The Subject Property – view from Lexington Road looking southwest (source Google Streetview)



Figure 5: The Intersection of Davenport Road and Lexington Road with pedestrian crossings – view from Lexington Road looking northeast (source Google Streetview)

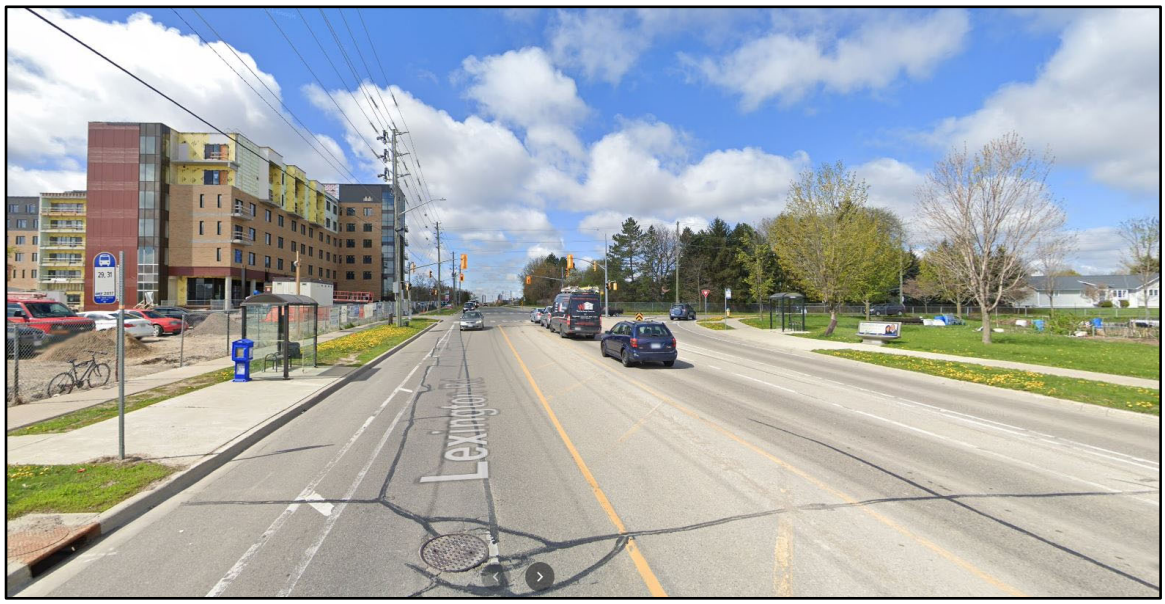


Figure 6: The Bus / Transit stops, painted bicycle lane and sidewalk in front of the Subject Property – view from Lexington Road looking southwest (source Google Streetview)

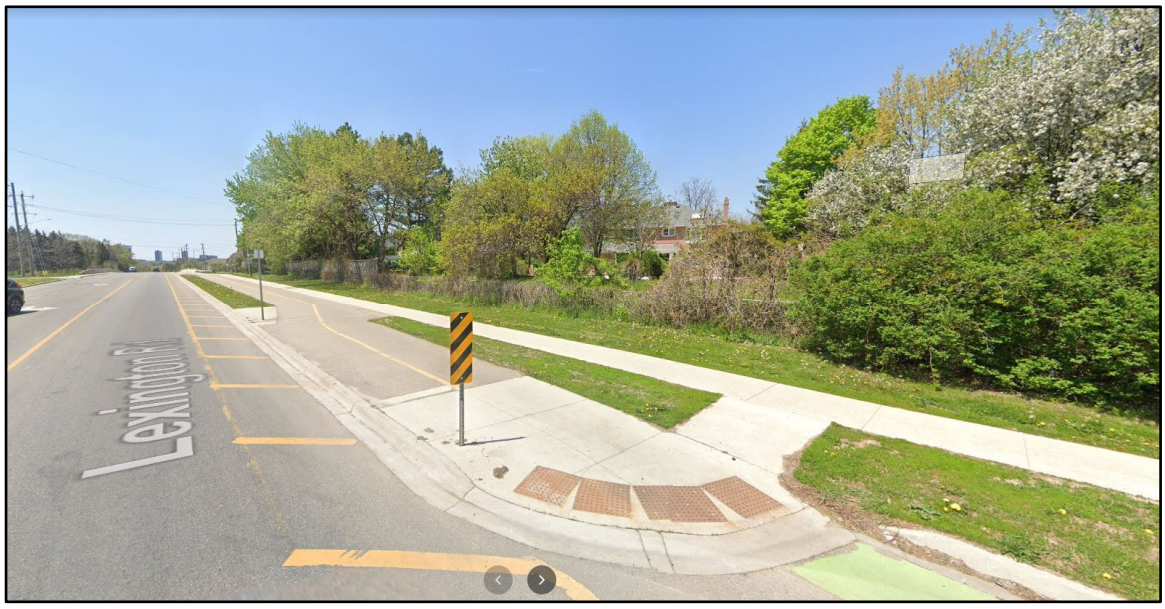


Figure 7: The separated bicycle lane – view from Lexington Road looking south-west (source Google Streetview)

2.2 Neighbourhood Context

The subject property is situated in a neighbourhood which contains a mix of residential, commercial and institutional uses within close proximity to the site. Abutting the subject property immediately to the northwest is a commercial Plaza with smaller, neighbourhood focused convenience stores and services. Abutting the northeast of the subject property is the Waterloo Mennonite Brethren Church which contains a large religious institutional building and an associated surface parking lot. Opposite the Waterloo Mennonite Brethren Church, on the north side of the Lexington Road/Davenport Road intersection is the Christ Lutheran Church. To the

south exists green space that is identified as a 'Parks and Other Green Space' in Schedule A3 of the City's Official Plan.

The property is also in close proximity to nearby residential uses including a predominantly low rise residential subdivision to the northwest and townhouses to the southeast of the site. It is noted that the subject property does not directly abut residential properties. The residential properties on the north side of Lexington Road, between the Highway and Davenport Road back onto Lexington Road, do not have vehicular access onto Lexington Street. Residential properties south of the Waterloo Mennonite Brethren Church do front Lexington Road.

The subject property on its southwestern property line runs parallel to Highway 85/Conestoga Parkway, which is a provincial highway providing access to Kitchener and beyond to the west and Elmira and beyond to the north. There is no existing or planned interchange providing access to Highway 85 from Lexington Road.

Grand River Transit has bus stops located in front of the subject property with routes leading to the nearby Transit Stations at Conestoga Mall and westward toward uptown Waterloo and further west to the Boardwalk.

To the south of Highway 85, along the south side of Lexington Road are seven larger Lot single detached dwellings and employment lands, including the City of Waterloo Service Centre. On the north side of this section of Lexington Road is a larger subdivision with single detached, semi-detached and townhouse dwellings; but with no individual driveway access to Lexington Road.

The subject property is located within a 5 minute drive northwest along Davenport Road and leads to Conestoga Mall, a Regional Shopping Mall proving many shops and services, including a grocery store, Food Court and Cinema. The closest ION LRT transit stop is located at Conestoga Mall along with a bus terminus.

The following table highlights these and various other land uses within close proximity of the subject property. This table is to be read in conjunction with the Neighbourhood Context Map, in Figure 8.

No.	Description
1	Waterloo Mennonite Brethren Church
2	Christ Lutheran Church
3	Neighbourhood Plaza
4	Civican Ball Diamond Park/Lexington Park
5	Sandowne Public School
6	Dunvegan Park
7	Neighbourhood Plaza
8	St. Matthew Catholic Elementary School
9	University Downs Plaza
10	Sandowne Park
11	Employment/Commercial Lands
12	Bluestream Park
13	Kingscourt Park
14	Conestoga Mall
15	ION's Conestoga Station

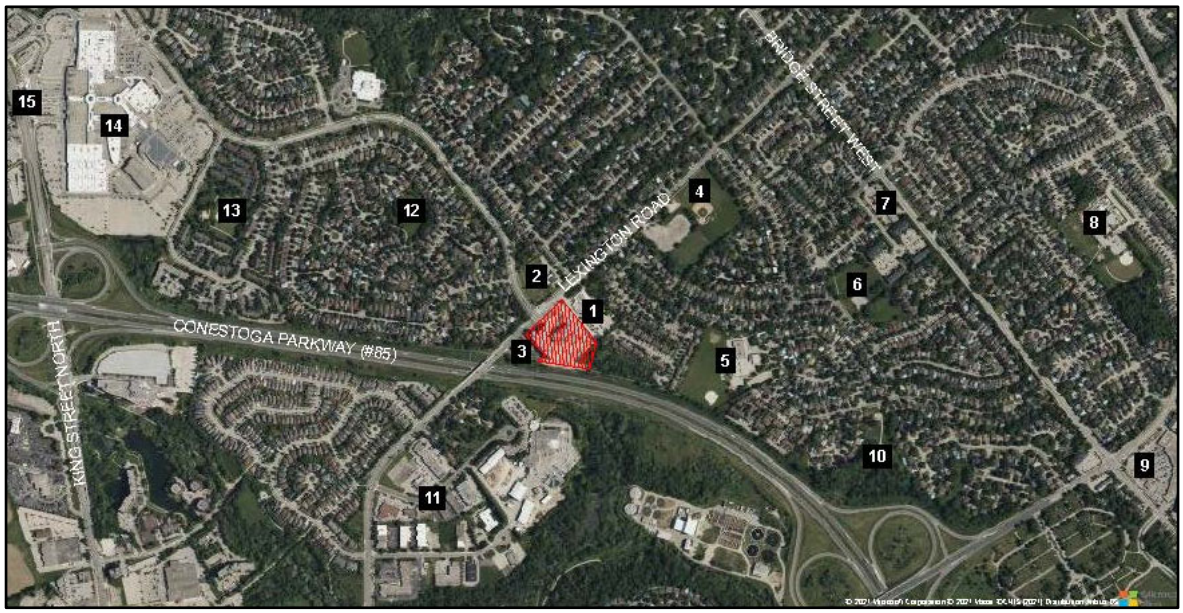


Figure 8: Neighbourhood Context Map (source Region of Waterloo GIS mapping)



Figure 9: The Plaza abutting the Subject Property to the southwest – view from Lexington Road looking southwest (source Google Streetview)

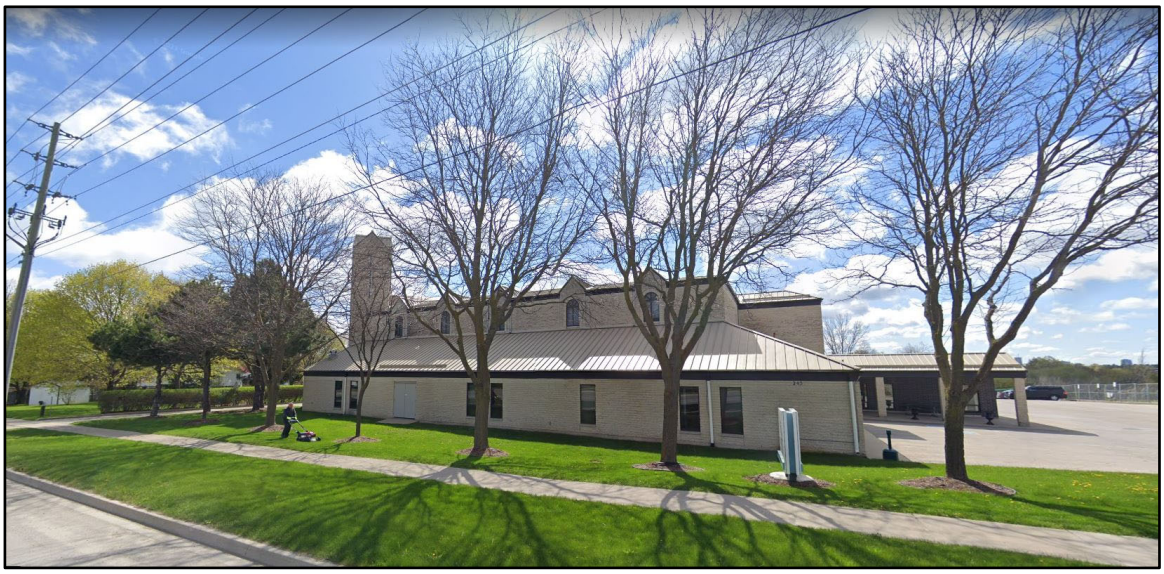


Figure 10: The Waterloo Mennonite Brethren Church abutting the Subject Property to the northeast – view from Lexington Road looking southwest (source Google Streetview)

3 Proposed Development

This section of the Urban Design Brief provides an overview of the proposed building concept and summarizes key statistics and characteristics of the design.

Our client intends to develop the subject lands for the purpose of two residential buildings consisting of 453 total units (617 bedrooms). As previously noted, Phase 1 has already been approved and constructed to provide a six-storey retirement home with 216 units (248 bedrooms) and associated parking. Phase 2 includes the demolition of the existing Long Term Care home with 84 units and the development of two more residential buildings.

Building A will be seven storeys fronting Lexington Road, consisting of 78 dwelling units (104 bedrooms). Building B will be a terracing 'U' shaped building, with a maximum height of 12 storeys. Building B consists of 355 dwelling units (513 bedrooms) and will be located to the rear of the subject lands. The tiered building design from 12 storeys at its tallest to 8 storeys allows for a smoother transition between the proposed development and low-rise residential uses to the rear. A breakdown of the unit/bedroom count and size for both Building A and B can be found below:

NAME	UNIT COUNT	BEDROOMS
Building A		
1B	18	18
1B+D	19	19
2B	34	68
Subtotal:	71	105
Building B		
1B	149	149
1B+D	103	103
2B	130	260
Subtotal:	382	512
TOTAL:	**453**	**617**

As noted above, the proposed Building B has been designed to include stepbacks that terrace from north to south. On the western side of Building B, the height transitions from 12 to 10 storeys facing the commercial plaza and Conestoga Parkway. On the eastern side of Building B, the height transitions from 10 to 8 storeys as it approaches the southeast. A step back above the eastern façade has also bee provided above the 6th storey. The tallest portion of the building is located in the centre and steps down toward the property lines, overlook and shadowing onto residential areas to northwest and southeast will be minimized.

A total of 551 parking spaces will be provided for the development of which 64 spaces will be at-grade, 237 on the first level of underground parking, and 250 on the second level. A total of 14 barrier-free parking spaces are provided on the site.

A total of 332 bicycle parking spaces are provided on the site. 49 of the proposed bicycle spaces are Type A, and 283 bicycle parking spaces are Type B. This will encourage active forms of transportation and aims to make use of the existing bicycle lanes along Lexington Road adjacent to the subject property.

The proposed development features indoor amenity space on the ground floors of each building. A courtyard is provided to the rear of Building B for outdoor common amenity space, which also provides relief in the massing of the development which will be visible from the south and south-east. This extensive courtyard will stretch between the buildings and provide outdoor amenity space that is internal to the site. This will provide a balance between green space and pavement on the site, as well as provide opportunities for social gatherings and interaction among residents.

The proposed development also retains the existing stormwater management (SWM) pond to the rear. From a planning and design perspective, the proposed SWM pond will provide a buffer to the nearest residential properties to the southeast in order to provide a smoother transition, greater setback, and minimize shadowing impacts from the buildings.

3.1 Site Plan

Figure 11 shows the proposed Site Plan prepared by IBI Group for the proposed development of Phase 2. As demonstrated below, the site will utilize the existing two access in order to enter the site from Lexington Road. Building A features a principal access from the Lexington Road façade providing access to the lobby, private amenity space and elevators to the residential dwellings. Likewise, Building B will have two separate lobbies on the eastern and western wing in order to provide access.

The proposed development will feature two (2) levels of underground parking and surface parking for a total of 551 parking spaces. The proposed surface parking is located behind Building A, as well as the centre and western area of Building B. A loading bay and drop off / pickup area is located in between Building A and B. Underground parking can be accessed from both the western and eastern drive aisles. The proposed parking has been strategically designed to minimize as much surface parking as possible, as well as visual impacts from the public realm.

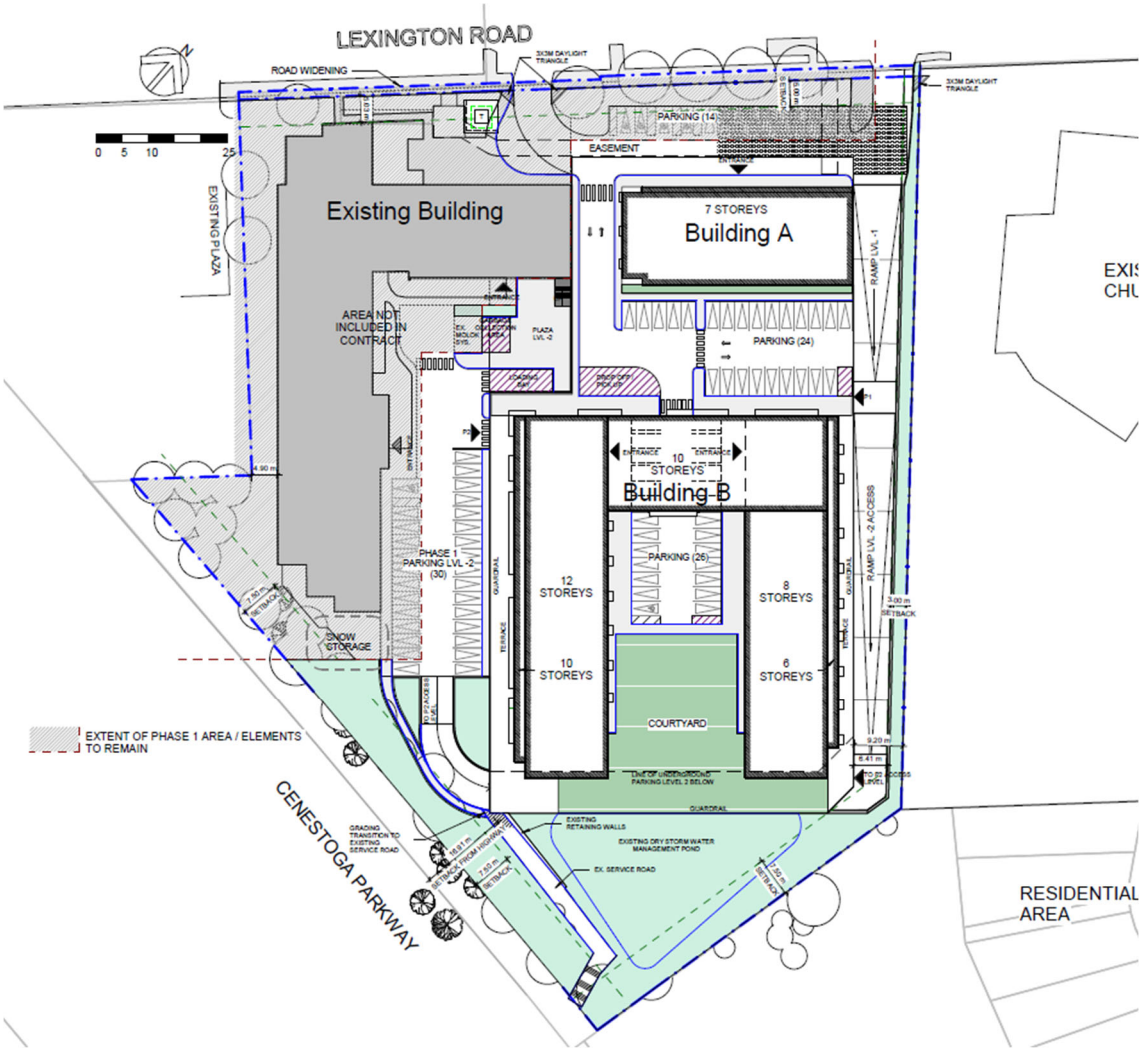


Figure 11: Site Plan prepared by IBI Group

3.2 Elevations

The following Figures 12 to 20 provide an illustration of the Building Elevations from various perspectives of the proposed development. The proposed building materials are proposed to include masonry brick, metal finishing, stained patterned concrete, and glazing. The proposed materials and architectural elements are intended to create an attractive design that is respectful of the surrounding area and foster a relationship between the public realm and proposed development.

The proposed development features well-articulated facades which include large windows and terraces to enhance the façades. The proposed buildings also minimize the visual impact of off-street parking, given that the proposed underground parking levels are seamlessly blended into the proposed development, especially along the southern façade. The proposed materials and articulation of the development aim to accentuate the depth of the facades in order to capture an aesthetically pleasing look considerate of the City's urban design objectives.

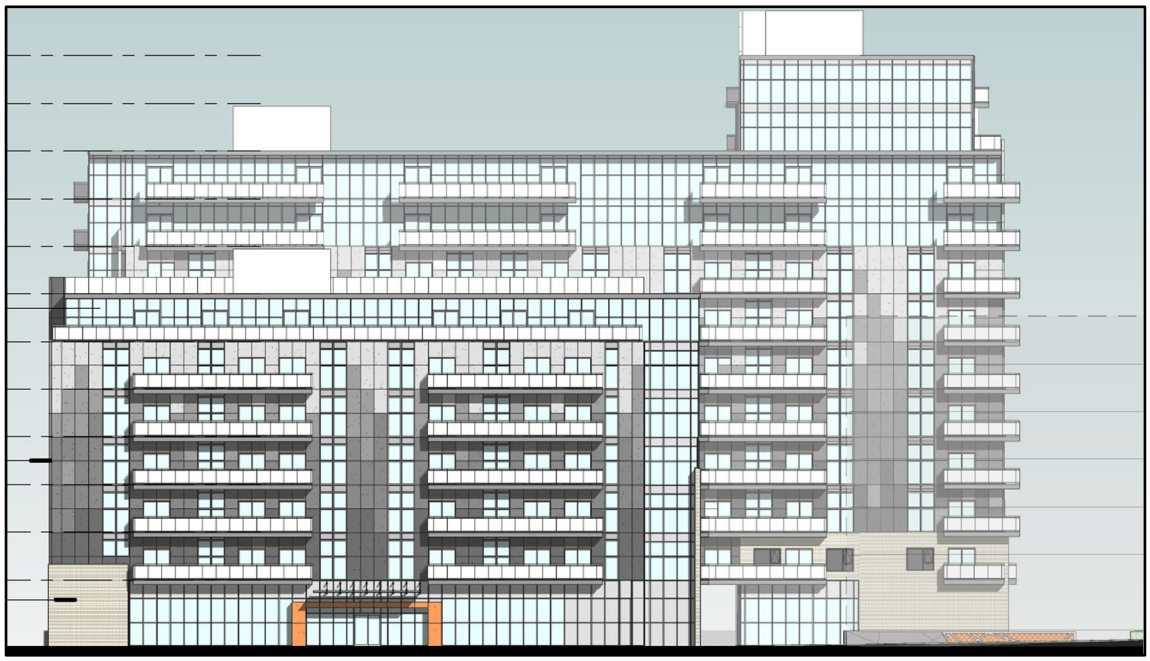


Figure 12: Proposed North Elevation Plan (Building A) prepared by IBI Group

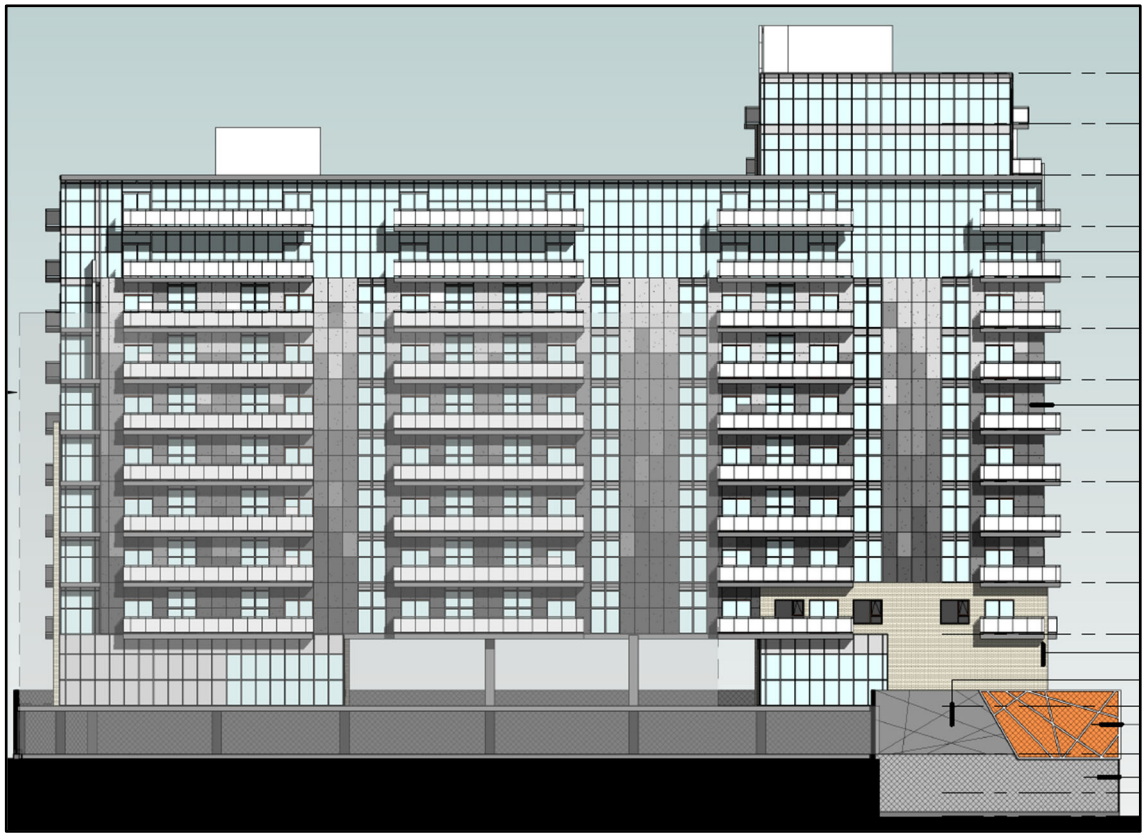


Figure 13: Proposed North Elevation Plan (Building B) prepared by IBI Group

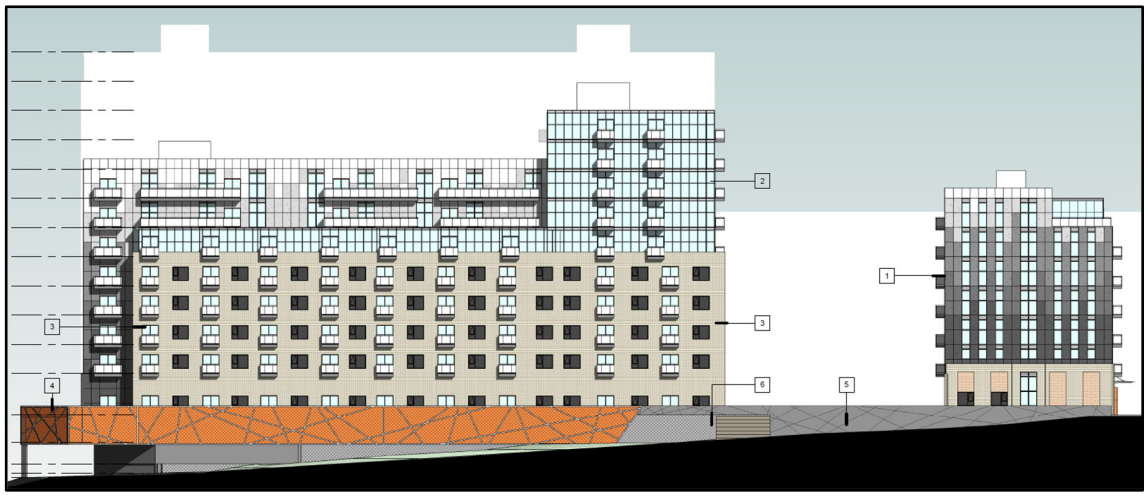


Figure 14: Proposed East Elevation Plan prepared by IBI Group

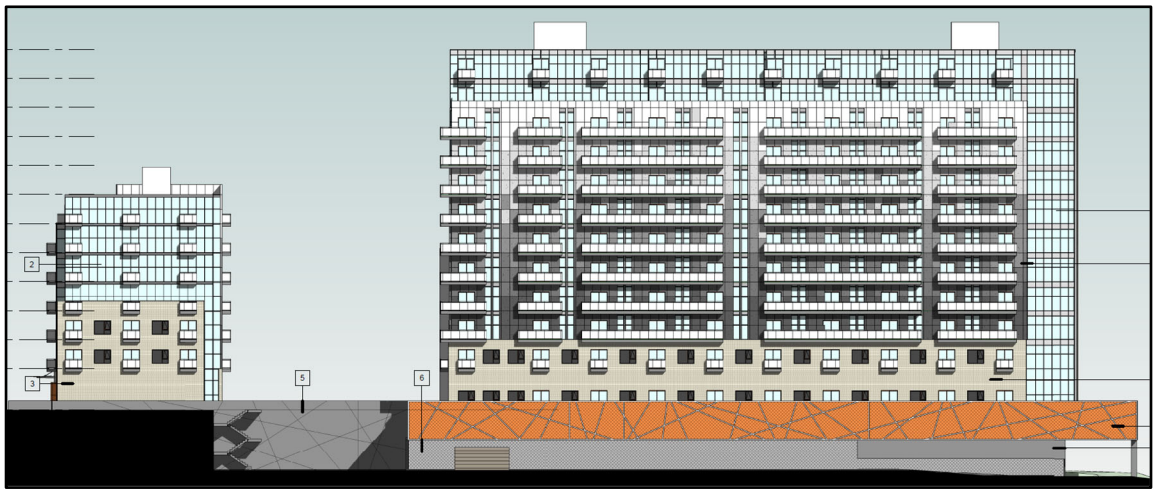


Figure 15: Proposed West Elevation Plan prepared by IBI Group

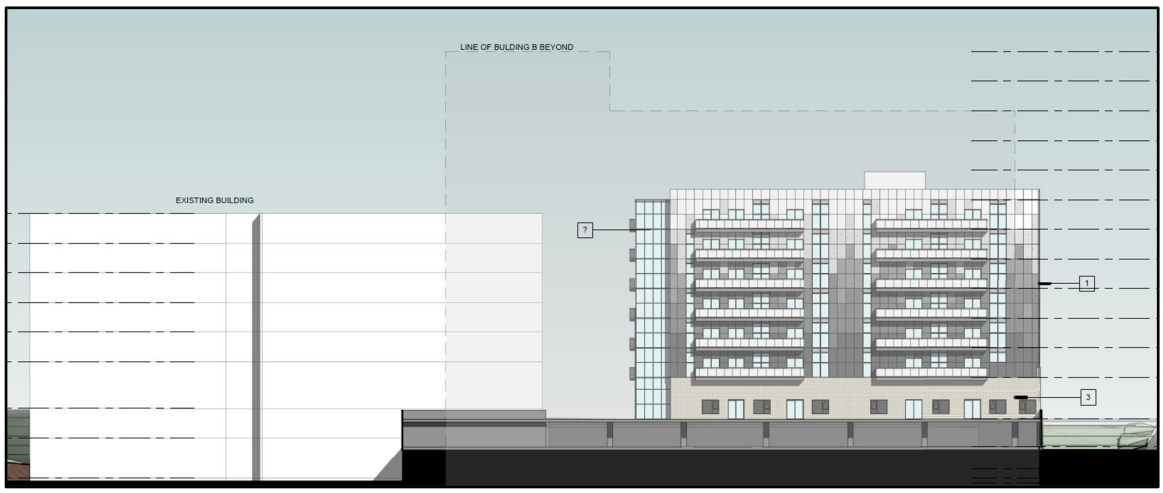


Figure 16: Proposed South Elevation Plan (Building A) prepared by IBI Group

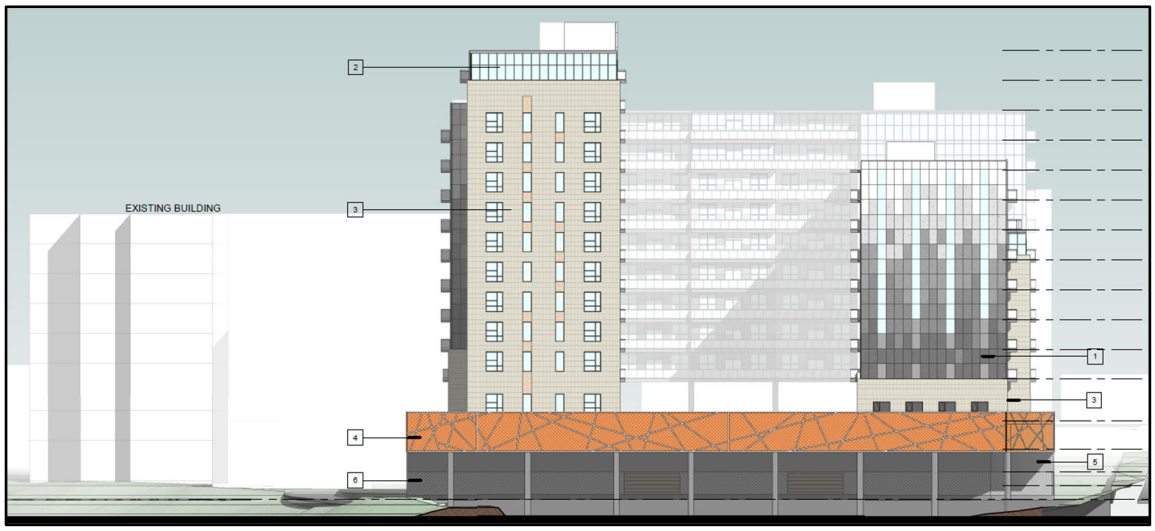


Figure 17: Proposed South Elevation Plan (Building B) prepared by IBI Group

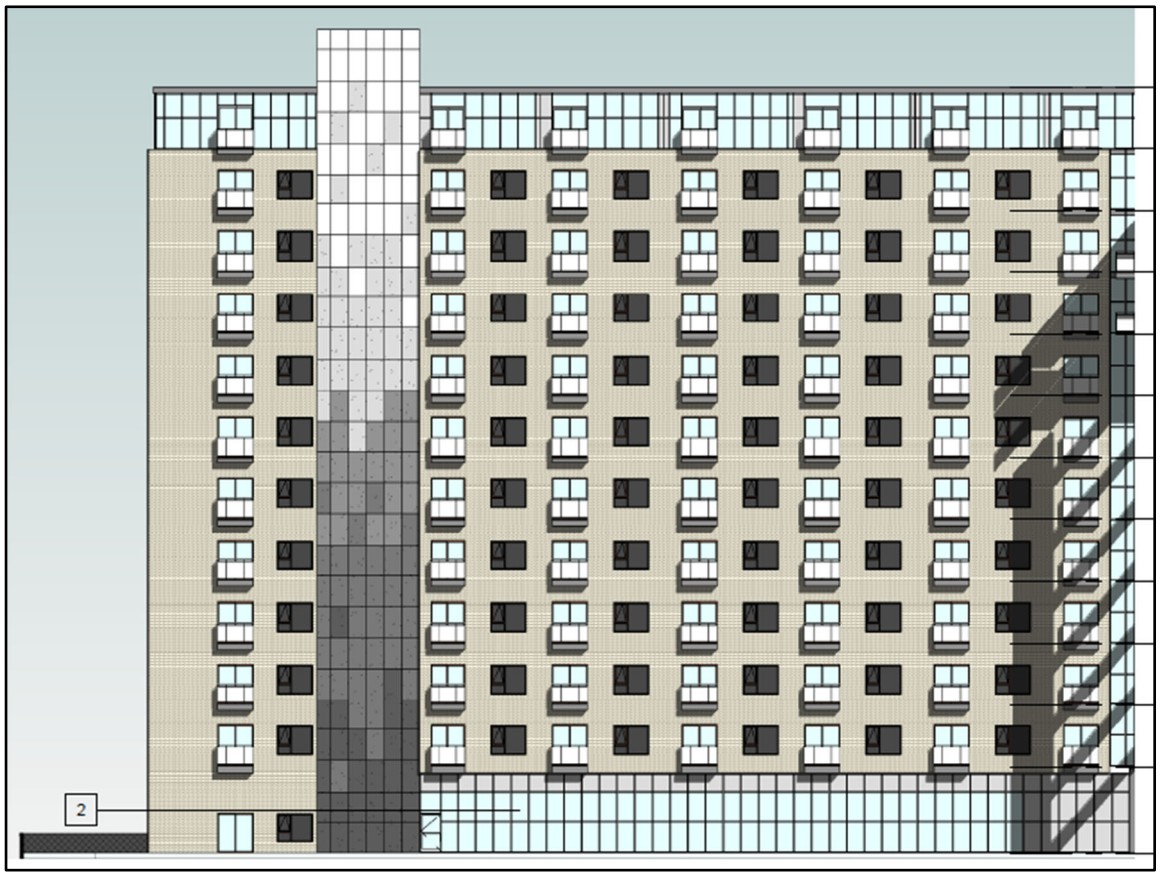


Figure 18: Proposed East Interior Elevation Plan (Building B) prepared by IBI Group

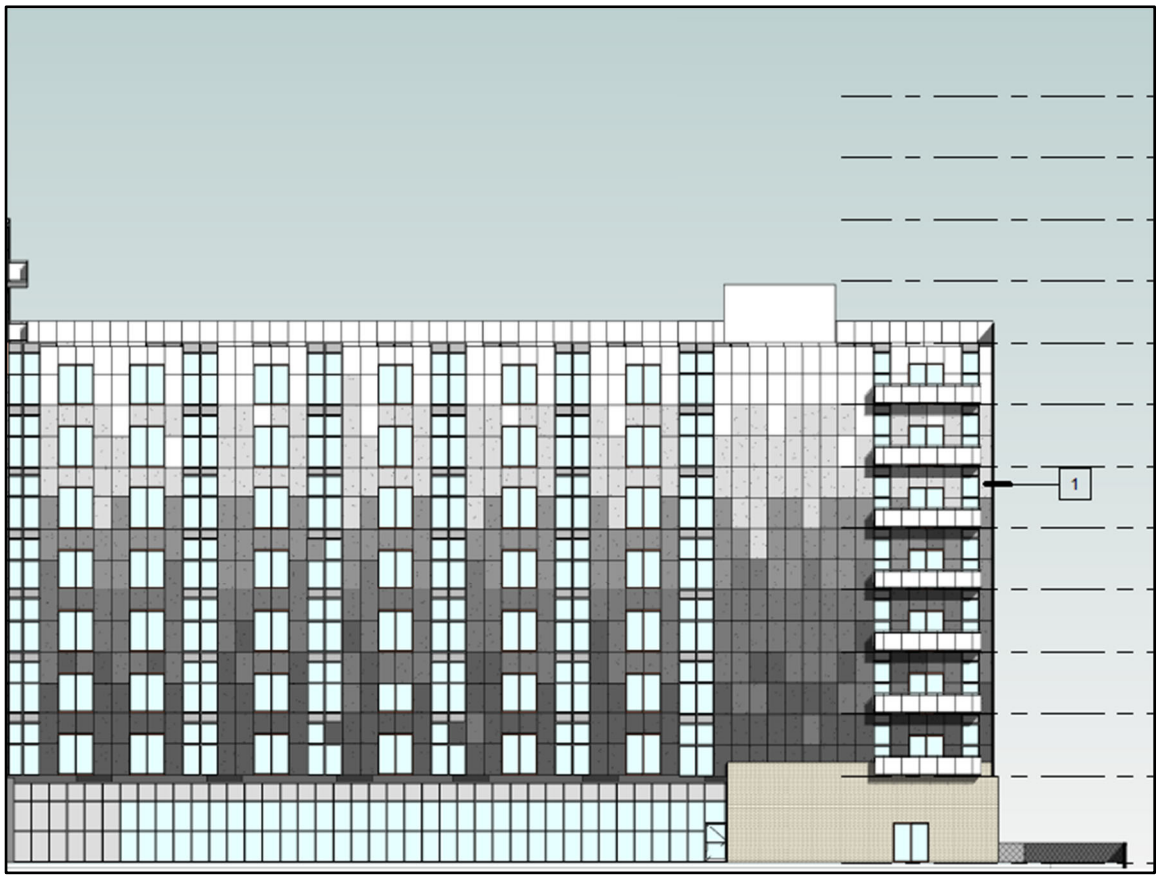


Figure 19: Proposed West Interior Elevation Plan (Building B) prepared by IBI Group

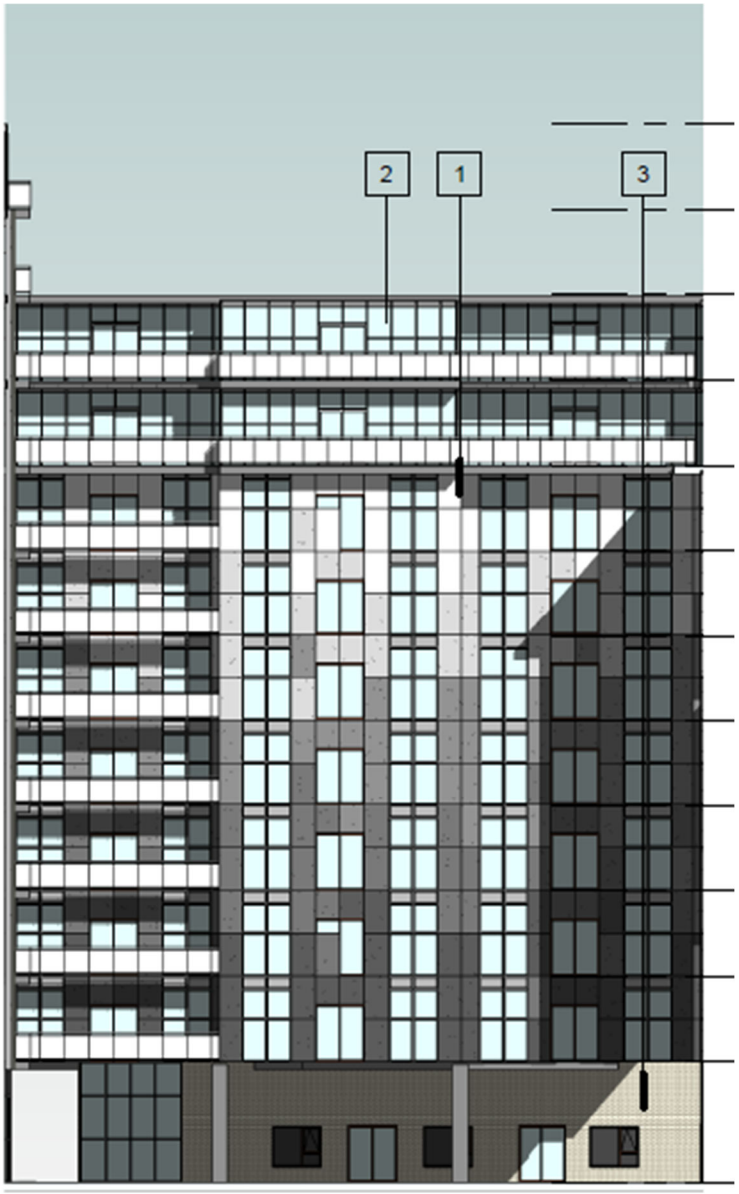


Figure 20: Proposed South Interior Elevation Plan (Building B) prepared by IBI Group

3.3 Massing Models

Figures 21 to 24 provide an illustration of the Massing Models from various perspectives of the development.

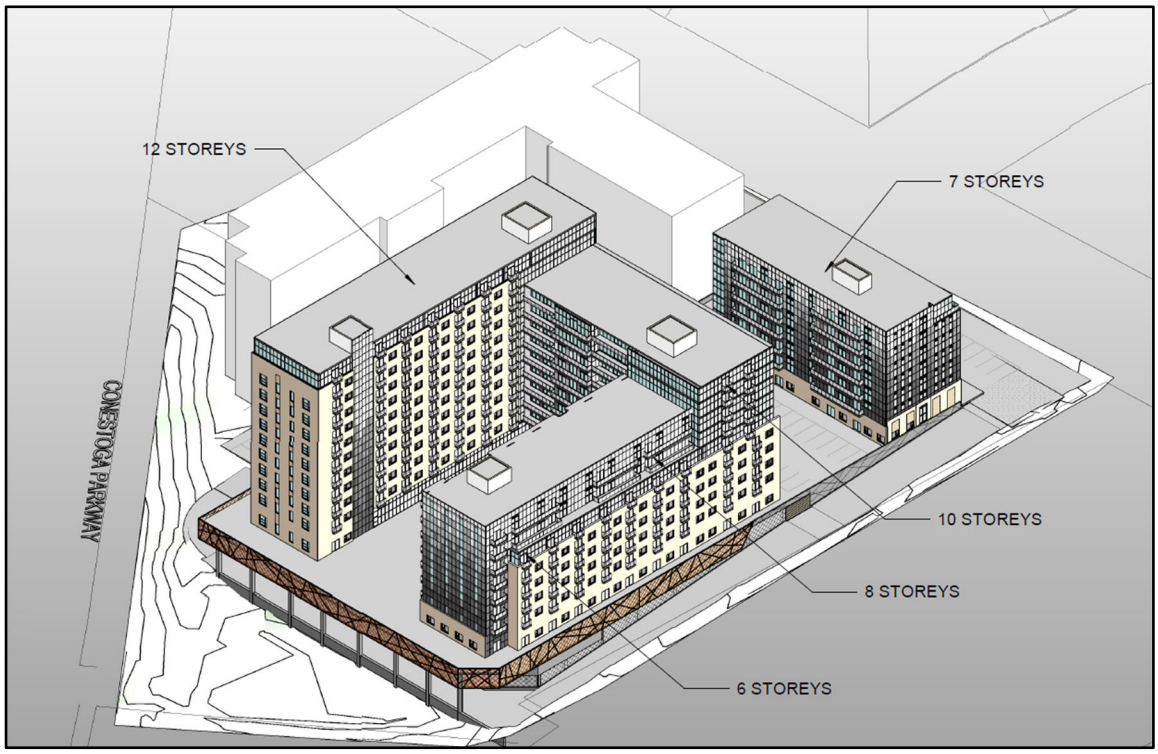


Figure 21: 3D Massing Model of the Proposed Development prepared by IBI Group

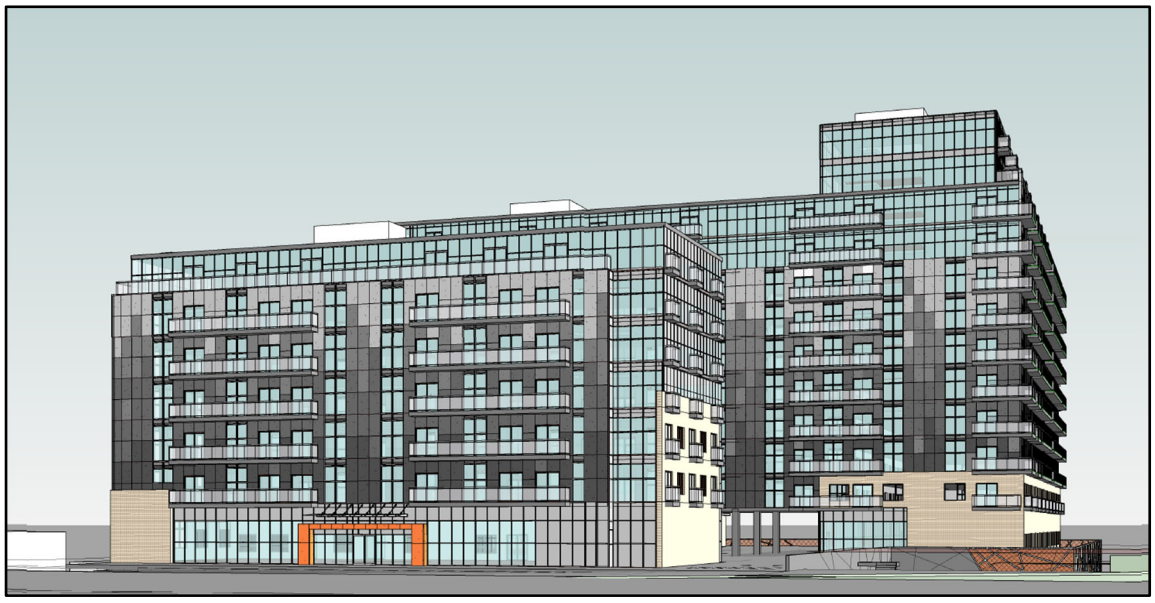


Figure 22: 3D Massing Model with View from Davenport Road prepared by IBI Group

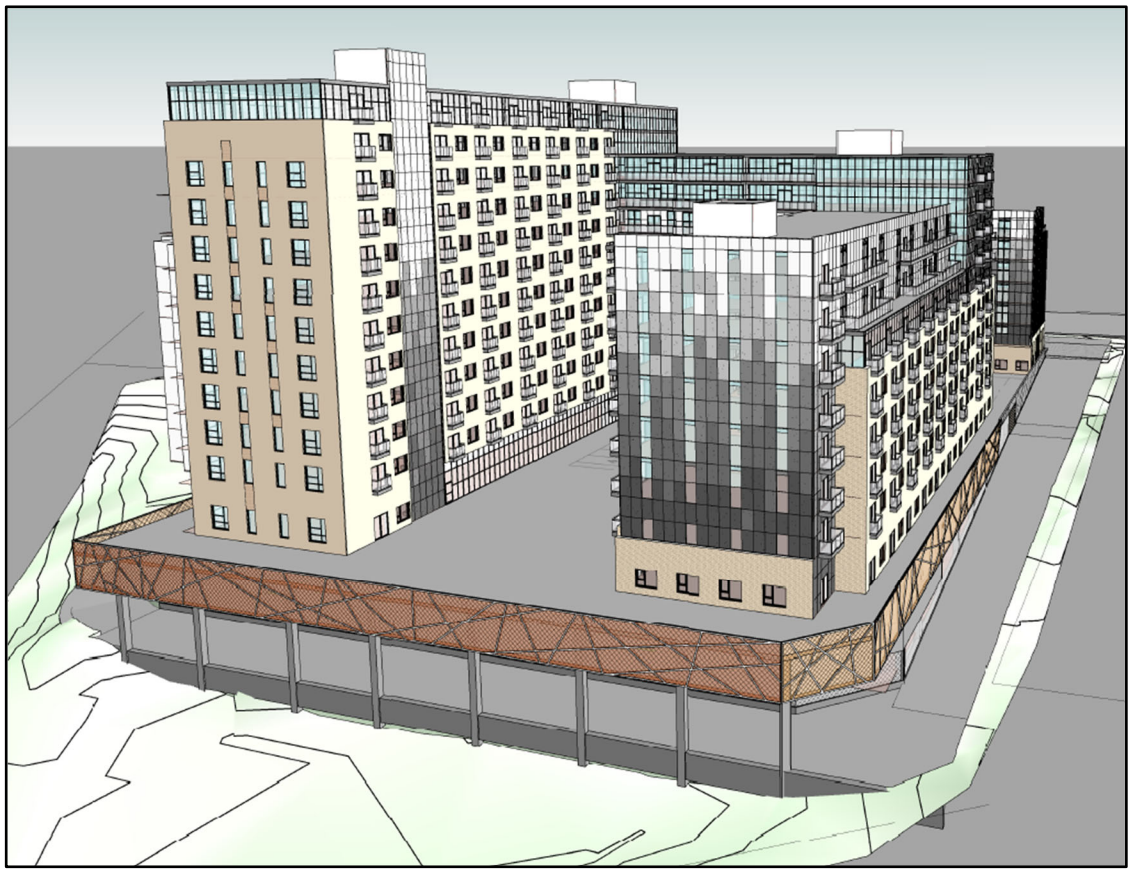


Figure 23: 3D Massing Model with View from Southeast prepared by IBI Group



Figure 24: 3D Massing Model with View from Lexington Road prepared by IBI Group

4 Land Use Planning Framework

The use and development of the subject lands is guided by a range of legislation, policies, plans and regulations including the following:

- Planning Act;
- Provincial Policy Statement;
- Growth Plan for the Greater Golden Horseshoe;
- Region of Waterloo Official Plan;
- City of Waterloo Official Plan;
- City of Waterloo Zoning By-Law; and
- City of Waterloo Urban Design Manual.

The above noted planning documents are discussed in the Planning Justification Report prepared and submitted as part of the complete submission package. The following subsections of this Urban Design Brief build on this policy analysis and specifically discuss the City's urban design policies outlined in the City of Waterloo Official Plan and the City of Waterloo Urban Design Manual.

4.1 City of Waterloo Official Plan

4.1.1 General Urban Design Policies

Section 3.11.1 of the City of Waterloo Official Plan sets out general urban design policies which support the City's urban design objectives and "define the primary design elements and expectations that will apply to all development in the City in the public and private realm." The following table outlines these policies and describes how the proposed development conforms.

Policy	Discussion of Conformity
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.	The proposed development represents a higher density use that is supported by the current Official Plan land use designation, as well as the current Zoning By-Law. The proposed development provides a unique opportunity to intensify existing lands that are currently underutilized within the built boundary and permitted a maximum density of 450 bedrooms per hectare. The proposed development has consideration for the built-form and massing of the surrounding development that currently exists through appropriate setbacks and height. Most notably, the proposed transition in height from 12 to 6 storey for Building B provides a meaningful transition in height between the tallest portion of the development and the existing low-rise residential uses to the southeast. The proposed development is also surrounded by a commercial plaza, institutional uses, and employment lands to the west. It is our opinion that the proposed deign of the development is

Policy	Discussion of Conformity
	computability with the existing uses in the area and respects the character of the neighbourhood. The proposed development provides context-sensitive intensification while maintaining a smooth transition between existing uses on adjacent properties.
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 context of the site is diverse and unique. The site itself contains a recently developed retirement residence and the surrounding area generally consists of low-rise residential uses, commercial and employment lands, as well as institutional uses. The site is also bound by open space to the south as well as a major transportation corridor to the west. The least sensitive interfaces of the site are toward the highway and the church property, whereas the most sensitive interfaces are toward the northeast and southeast. Recognizing this context, the bulk of the massing of the development has been situated toward the centre of the site, furthest away from the sensitive interfaces. It is our opinion that the proposed development responds to the planned function of the site and that the proposed design has been designed to minimize built-form and massing impacts on adjacent lands. It is our opinion that the proposed development is sensitive of the existing character of the neighbourhood, as the transition in height of Building B along the eastern property line steps-down from 10, 8, and 6 storeys. This will support the context appropriate intensification of the site while minimizing impacts on nearby sensitive uses.
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	The proposed development, more specifically Building A, will be oriented toward Lexington Road in order to provide an active frontage. It is our opinion the orientation and placement of Building A will enhance the streetscape established by Phase 1 of the development. The proposed glazing and terraces facing Lexington Road will provide an aesthetically pleasing design that will activate the frontage along Lexington Road.

Policy	Discussion of Conformity
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.	
Existing Site Features: Identify opportunities to retain prominent site features and vegetation through sensitive or innovative design strategies and to protect adjacent site features and vegetation on abutting properties through the development review process including, but not limited to, the location and massing of buildings, site grading, landscape and buffer opportunities, tree protection measures and alternative stormwater management strategies.	The existing site currently contains the six-storey retirement home with 216 units (248 bedrooms) and associated parking from Phase 1. The north-eastern side of the property houses an existing Long Term Care home with 84 units, identified as the “Pinehaven Nursing Home”. There is little to no vegetation that currently exists on the subject lands, which means there is little to no opportunity to preserve existing features.
Heritage: For building and site design to sympathetically conserve, respect and build upon cultural heritage resources of the City as a whole and the Uptown Waterloo Urban Growth Centre in particular. The City shall encourage sensitive designs for new development in close proximity to prominent heritage resources and Heritage Districts.	Not applicable.
Open Space: To facilitate the integration of a linear park and/or open space system which may include a community trail system, into subdivision design and intensification proposals, and where feasible, into the existing central areas of the City and to promote access to the existing or planned open space system.	It is our understanding that the City of Waterloo is looking to implement a multi-use trail along the south-western property line, as per Schedule F of the Official Plan, with lands previously conveyed to by the applicant to the City of Waterloo for such purposes. The proposed development contemplates a pedestrian connection to this future pathway to the City’s multi-use trail system and will encourage walking/cycling as a means of transportation. The development also contemplates an extensive landscaped terraced area between the two wings of Building B. This area will provide a meaningful outdoor amenity area for residents which will receive ample sunlight throughout the day. Given its location between the two wings of the building, this open space will also be buffered from wind impacts from the west and partially buffered from transportation noise generated by the highway.

Policy	Discussion of Conformity
Gateways: A gateway is a special location or entry point that establishes a formal entrance from one area to another. Design sites and buildings with coordinated features and elements at designated gateways, which may include major transportation corridors and major street intersections, to establish a sense of place or identity. Gateways may also include primary entrances into intensification sites and neighbourhoods that contribute toward a distinctive or recognizable character and sense of arrival.	The proposed development is located at the intersection of two Major Collector Roads identified as Lexington Road and Davenport Road. As such, the residential buildings have been designed to create an aesthetically pleasing development that will be recognized by onlookers, given the pedestrian and vehicular traffic on these roads. There is a distinct sense of arrival when crossing the Conestoga Parkway going eastbound on Lexington Road, creating a recognizable character in the surrounding area.
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 has consideration for CPTED principles. Through detailed site design through the site plan approvals process entrapment areas will be avoided, and appropriate lighting and outdoor security systems will be confirmed . From a deign perceptive, windows and balconies along the building facades will face the entrances, walkways and parking areas, which will provide natural surveillance on the property.
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 within a short walking/cycling distance of two (2) GRT bus routes, including the 29 and 31 that run along Lexington Road and Devonport Road.
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	The proposed development will be designed to conform to the standards and regulations of the AODA and the Ontario Building Code. 14 barrier-free parking and access to entrances leading to the proposed development will be provided. Barrier free common areas and amenity spaces will also be provided, to be determined through the future site plan approvals process.

Policy	Discussion of Conformity
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. Barrier-free access shall be subject to all applicable legislative standards and to local performance 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 projects, particularly residential or mixed-use development.	The majority of the proposed site parking will be located in Two (2) levels of underground parking. This will reduce the visual impact of the off-street parking located on the site from the public. The design of the underground parking spaces provides a seamlessly blend with the topography of the subject property. Given the lands slope down from north to south, the two (2) levels of underground parking will be exposed on the south side and are designed to have architectural elements consistent with the above floors to create a seamless transition.
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 development and accesses will provide sufficient and convenient truck access and turning movements. A loading space is provided between Building A and B within the subject property in order to screen the loading space from the 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.	A Lighting Plan / Photometric design will be developed during the Site Plan process.
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.	Appropriate signage will be implemented for the proposed development at the Site Plan process.

Policy	Discussion of Conformity
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 has regard for the surrounding neighbourhood and context through the proposed design elements. For example, building massing and orientation of the proposed development has consideration for the adjacent commercial and institutional uses, as well as the low-rise residential dwellings to the southeast. As mentioned throughout this Brief, the proposed transition in height of Building B from 10 to 6 storeys facing the low-rise residential dwellings ensures that the proposed development does not impose in terms of privacy, overlook, massing and shadowing issues.
Human-Scale Development: Development that reinforces human scale dimensions and proportions through design.	The proposed development, specifically Building A, will have frontage along Lexington Road and address the street. The front façade proposes extensive at-grade glazing to enhance the environment for pedestrians and provide natural surveillance, creating a human-scale development. Based on the proposed front yard setback, height and massing of the development, the proposal will not impose over the adjacent pedestrian walkway.
Building Design: Design architecturally well composed buildings that complements and enhances the surrounding neighbourhood character and context. Building design shall also contribute toward an attractive and coordinated streetscape character and toward 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	The proposed development is intended to provide an attractive design to create a relationship between the public realm and development. The proposed building material, includes masonry brick, metal finishing, stained patterned concrete, and glazing. The proposed development does not feature blank walls, but rather well-articulated facades which include large windows and terraces are incorporated to enhance the façades. The proposed buildings also minimize the visual impact of off-street parking, given that the proposed underground parking levels are seamlessly blended into the proposed development, especially along the southern façade.

Policy	Discussion of Conformity
design, interesting skyline and compatible development.	
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.	The proposed parking structure for underground parking spaces has been designed to seamlessly blend with the topography of the subject property. Given the lands slope down from north to south, the two (2) levels of underground parking will be exposed on the south side. The exposed levels of underground parking have been designed to match or blend with the architectural elements of the above floors in order to create a seamless transition.
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.	Please note that a detailed Landscape Plan will be submitted during the Site Plan process. Based on the preliminary landscaping plans, it is our opinion that the proposed landscaping and outdoor amenity areas will create an aesthetically pleasing environment for pedestrians. It is our opinion that it will provide an appropriate balance between landscaped area and development on the subject lands.
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.	Common amenity space is provided on the ground floors of both Buildings A and B for future residents. These features will create a healthy balance between outdoor and indoor space for residents on-site. Social gatherings in these spaces may also encourage social interaction among residents. Further, a courtyard is provided to the rear of Building B for outdoor amenity space.
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;	 (a) Not applicable. (b) Matters related to materials will be confirmed through the site plan approval and building permit applications for the project.

Policy	Discussion of Conformity
	Preliminary materials are shown on the building elevations.
(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;	(c) The proposed development contemplates a landscape design which will include tree planting and greenery as well as extensive planters and hedges along the perimeter and rear of the subject lands, to be confirmed through the Site Plan process. Bicycle parking – both indoor, secure and outdoor - will also be providing in order to promote active transportation.
(d) elements that promote energy reduction or conservation including building and street orientation for passive solar gains;	(d) Various energy saving, and environmental design elements will be incorporated into the project, which will be confirmed through the site plan approvals and building permit processes.
(e) elements that promote improved water and air quality conditions.	(e) Opportunities to improve water and air quality conditions will be explored through the site plan process and the mechanical design of the project.
(f) elements that reduce adverse impacts such as urban heat island effect, shadowing, wind and noise;	(f) To the extent possible, surface paving will be minimized, as structured parking will be provided below grade. Two levels of underground parking are provided to provide majority of the parking spaces on-site.
(g) drought tolerant, salt tolerant and native vegetation species;	(g) A mix of drought tolerant, salt tolerant and native vegetation will be considered through the landscape design for the project to be confirmed through the site plan approvals process.
(h) integration of alternative transportation choices; and,	(h) Pedestrian walkways will connect to the municipal sidewalk system along Lexington Road and 332 bicycle parking spaces are provided, thus encouraging alternative modes of transit. The proposed development is also adjacent to existing bicycle lanes along Lexington Road.
(i) the creation of healthy, livable spaces.	(i) The amenity spaces and incentives to encourage active transportation will create a healthy and liveable space for future residents.
Public Art and Culture: Promote the integration and design of public art and cultural elements in the public and private realm that contributes to a sense of place, meaning or context.	At this time, public art has not been considered for the proposed development.

Policy	Discussion of Conformity
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.	The proposed development has consideration for the location of utilities within the public right-of-way. On-site utilities are located in areas to minimize visual impact, including an HVAC system on the rooftop. The proposed transformer will be located in the front yard adjacent to the front access.
Wayfinding: To design sites and buildings with a range of wayfinding strategies that provide a sense of direction, orientation and convenient accessibility for all users. All sites and buildings shall be designed with clear signage and identification that is fully visible or accessible from the public street, including sites with multiple buildings and users.	Appropriate signage will be provided for the development to provide for safe and accessible access for residents and their guests through the site. Details relating to Signage will be provided during the Site Plan Approval stage.
Priority: To place a greater emphasis on urban design compared to density.	The proposed development was designed to respect the adjacent uses by way of the proposed massing and built-form. The proposed stepbacks along Building B were specifically designed to provide a smoother transition to the low-rise residential development to the rear. It is our opinion that the proposed design to stagger Building B from 10 to 6 storeys in height as it approaches the rear lot line will minimize any impacts to the adjacent residential uses.

Based on the above, it is our opinion that the proposed development is in keeping with the Urban Design policies outlined in the City of Waterloo Official Plan.

4.2 Urban Design Manual

The City's Urban Design Manual ("UDM") sets out additional policies in order to establish a high standard of urban design in the City. The City's UDM Appendices illustrate that the proposed development falls under the 'General City Design Guidelines'. The proposed buildings are classed as Mid-rise buildings (between 4 – 12 storeys in height) and as such have supplemental guidelines in the UDM section 3.1.4 'Tall Buildings'. The following sections provide an analysis of the guidelines in Part 2 of the UDM.

Policy	Discussion of Conformity
3.1.4 Tall Buildings	
BUILT FORM	
1. Design tall buildings with a defined base, middle and top section to emphasize human scale dimensions, reduce appearance of bulk and to create an interesting skyline	The proposed Building A does not feature a distinct middle / top section given that it is only seven storeys in height.
2. Architecturally integrate each section of the building to create a unified architectural expression and composition through integration of building materials, coordinated design elements and colour(s).	The proposed development features a cohesive architectural design through similar building materials, colours and architectural elements shared between Buildings A and B.
3. Design tall building mass to minimize shadowing and wind impacts to surrounding properties, public spaces and outdoor amenity spaces.	Based on the Shadow and Wind Study prepared as part of a complete submission, the proposed development will have acceptable levels of shadowing and wind impacts.
4. Design mid-rise buildings with a transition in massing on the top section with priority given to upper storey facade step-backs, terracing and other articulated forms. Encourage subtle transition between the base and middle sections through cornices, canopies, different materials and other design strategies. Encourage layered, curtain wall and modulated facades and avoid flat walls	The proposed development features a transition in massing and building step-backs at the roof and mechanical penthouse level. Private balconies along the facades provide building articulation and visual interest to avoid flat walls and create depth.
5. Emphasize vertical articulation through coordinated fenestration patterns, vertical bays, stepped forms and lesser degree, colour. Avoid flat walls on large buildings	The proposed Building B includes a number of stepbacks and transitions in height to avoid flat walls and create greater depth to the building. For example, Building B transitions in height along the eastern property line from 10, 8, and 6 storeys, while the western side transitions from 12 to 10 storeys facing the Conestoga Parkway.
6. As a general principle, emphasize horizontal articulation particularly along the base and top sections through building step-backs, terracing, cornices, banding elements, fenestration proportion and detailing, alternative building materials, and to a lesser degree, colour.	Horizontal articulation is achieved by the proposed private balconies and transition in height through stepbacks along Building B from 12, 10, 8 and 6 to breakup the horizontal massing.
7. Emphasize the base/podium section. Provide façade stepback between base and middle section to create a human scale dimension and transition in massing. Encourage deeper step-backs for residential podiums which may include live-	The base of the development has been emphasized in a variety of ways, including providing a taller ground floor and through the use of alternate building materials.

Policy	Discussion of Conformity
work or townhouse units at grade. Avoid blank walls facing the public realm.	
8. Encourage transition in massing adjacent to low-rise buildings. Design taller building massing and height to step down toward adjacent low rise buildings or incorporate measures such as a prominent cornice to create a physical transition between buildings.	The proposed development has consideration for the surrounding land uses based on the massing and height transition. For example, Building B transitions from 10 to 6 storeys along the eastern property line to ensure the proposed development does not impose over the adjacent residential uses.
9. Architecturally integrate mechanical penthouse into roof form and design. Design as feature.	The proposed development features a design that seamlessly integrates the mechanical penthouse. The proposed mechanical penthouse will be enclosed to minimize visual impacts to the proposed development and surrounding area to blend with the overall development.
DETAILING	
10. Design buildings to have a strong relationship to the street. Design building entrances and canopies in proportion with the building scale. Provide larger entrance features for larger buildings. Encourage canopies to extend toward the property line to emphasize the building entrance and to create an outdoor amenity area	The proposed development features an attractive street-facing façade along Lexington Road with the aim of maximizing the building façade length. This enhances the public realm by minimizing visual impacts from the drive aisles and surface parking. Further, the proposed entrances, large windows and balconies will create an attractive design from the public realm in order to enhance the streetscape and foster a relationship between the site and Lexington Road.
11. Design the base section to relate to human scale dimensions and relate to lower storey buildings in neighbourhood. Incorporate similar materials (such as brick or stone) to complement the surrounding character and create a pattern that complements the surrounding residential scale and rhythm	The base sections of the proposed buildings will feature a mix of masonry brick and windows in order to create a base that enhances the streetscape and surrounding area. This will create a base that is pedestrian scaled and distinct from the remainder of the development.
12. Design base section to architecturally complement the middle section. Encourage complementary building materials and colours. Create additional interest through modulating bays and projecting elements (such as cornices).	The proposed development features a transition in masonry brick, stained patterned concrete, and glazing in order to create an architectural design that creates distinct segments along each façade.
13. Provide large windows to reduce the appearance of bulk, promote activity and interest along the street, to create a balanced elevation and to provide maximum visual exposure to surrounding views. Avoid	The proposed development will feature large windows and balconies on all facades in order to provide natural surveillance of the subject lands and surrounding area. This will provide ‘eyes on the street’ to

Policy	Discussion of Conformity
small or undersized windows. Encourage spandrels and glass curtain wall systems to soften the building design, increase window openings or the appearance of glazing on facades. Provide larger windows and glazing at-grade and the first two storeys.	entrances and walkways on the subject property and surrounding lands.
14. Incorporate a variety of balcony treatments architecturally integrated into the building design and massing. Encourage recessed and partially recessed balconies particularly on building corners and lower storey floors. Consider opportunity for juliet balconies and projecting balconies. Balcones should be designed as an integral part to the building rather than appearing to be unresolved additions or elements. Encourage curtain wall systems.	The proposed development will feature cantilevered balconies along each façade in order to add greater depth to the proposed development.
15. Architecturally integrate elevator and mechanical penthouses into the roofline. Incorporate with upper storey massing, unique building design features or alternative finishes. Design to coordinate with upper storey materials and colours. Consider colour match with lighter tone. Consider cornices to accent penthouse and physically integrate or screen access steps into roof structure and penthouse.	The proposed development features a design that seamlessly integrates the mechanical penthouse. The proposed mechanical penthouse will be enclosed to minimize visual impacts to the proposed development and surrounding area to blend with the overall development. The proposed buildings transition from darker colours (masonry brick) to glazing in order to accent each segment of the building.
CIRCULATION and SERVICING AREAS	
16. Design building and site to provide direct and convenient access for all loading areas and facilities. Encourage internal loading areas or rear service lanes. Avoid long or difficult reverse turning movements for loading vehicles.	The proposed development includes a loading area that is internal to the site between Building A and Building B. This provides ease of access to the loading area, as it is located at-grade and within a relatively short distance from the site access.
17. Provide short term and visitor parking near the building entrance(s).	Many of the proposed visitor parking spaces are located at-grade and near the proposed building entrances to allow for ease of access and circulation of vehicles on site.
SITE AMENITIES	
18. Incorporate a variety of outdoor amenity spaces such as courtyards, roof gardens, internal forecourts and small garden areas.	A courtyard is provided to the rear of Building B in order to provide outdoor amenity space for future residents.
19. Design site to accommodate street tree planting in the front, side and rear yards.	Please note that a detailed Landscape Plan will be submitted during the Site Plan process. Based on the preliminary landscaping plans, it is our opinion that the

Policy	Discussion of Conformity
	proposed landscaping and outdoor amenity space will create an aesthetically pleasing environment for pedestrians. It is our opinion that it will provide an appropriate balance between landscaped area and development on the subject lands.
20. Encourage roof gardens, terraced balconies and outdoor amenity spaces above podium structures.	Balconies and private terraces are provided to provide future residents private outdoor space. Further, a courtyard is provided to the rear of Building B to allow for shared outdoor amenity space. A terrace also surrounds Building B along the first floor.
21. Provide sufficient bike parking for site development with indoor secured bike rooms and outdoor visitor spaces.	The proposed development provides a total of 332 bicycle parking spaces. This includes 283 Type A and 49 Type B bicycle parking spaces. The proposed bicycle parking is located indoors within secured rooms in order to provide greater security.

Based on the analysis provided above, it is our opinion that the proposed development is in keeping with the objectives outlined in the City's Urban Design Manual.

5 Conclusions

This Urban Design Brief has been prepared as part of the complete Official Plan Amendment and Zoning By-Law Amendment applications for the property known as 215-219 Lexington Road in the City of Waterloo. This Urban Design Brief provides a thorough overview of the proposed development and a discussion of how the design of the buildings is aligned with the land use planning and urban design framework of the City of Waterloo.

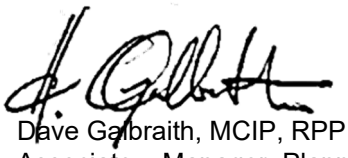
In our opinion, the proposed buildings support the achievement of the City's urban design vision for the property, demonstrating high quality design, and complementing the surrounding neighbourhood.

Sincerely,

IBI GROUP



Christian Tsimenidis, BES
Urban Planner
CT/DG/baw



Dave Galbraith, MCIP, RPP
Associate – Manager, Planning

https://ibigroup.sharepoint.com/sites/Projects1/133176/Internal Documents/6.0_Technical/6.17_Planning/03_Tech-Reports/PTR_UDB_215LexingtonFINAL.docx\2022-05-31\BW