

Final

Urban Design Brief

581 – 595 Langs Drive, Cambridge



Prepared for Regional Municipality of Waterloo
by IBI Group
June 15, 2022

581 – 595 **LANGS DRIVE, CAMBRIDGE**

Prepared for Regional Municipality of Waterloo

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1 Introduction

On behalf of our client, the Regional Municipality of Waterloo, we are pleased to submit this Urban Design Brief in support of the proposed Official Plan Amendment and Zoning By-Law Amendment Applications to permit the proposed redevelopment of the property municipally known as 581 – 595 Langs Drive in the City of Cambridge. The proposed redevelopment provides for a 136 dwelling unit, mixed-use building for the purpose of affordable rental housing in support of the Waterloo Region Housing Master Plan. The proposed maximum height is 7-stories. The proposed redevelopment will provide for apartment-style dwelling units and a 'Youth Community Centre' located on the ground floor.

This Urban Design Brief has been prepared as part of the complete Official Plan Amendment and Zoning By-Law Amendment applications for the proposed redevelopment and provides an overview of 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 Cambridge Official Plan Urban Design Policies.

2 Background

This section describes the existing conditions of the subject lands, as well as its context. The urban design characteristics of the surrounding neighbourhood are also highlighted.

2.1 Site Location and Context

The subject property is known municipally as 581 – 595 Langs Drive in the City of Cambridge. The legal address of the subject property is Blk A Plan 1259 Cambridge S/T 403417; S/T 383629, Cambridge.

The subject property is approximately 10,117.2 square metres (108,900 square feet) in area with 112.22 metres (368 feet) of frontage on Langs Drive. It is located on the north side of Langs Drive, just west of the intersection with Concession Road; in the center of a triangle formed by Hespeler Road (#24) to the east, King Street East/Coronation Boulevard to the southwest and Highway #401 to the north (as shown in Figure 1 and Figure 2).

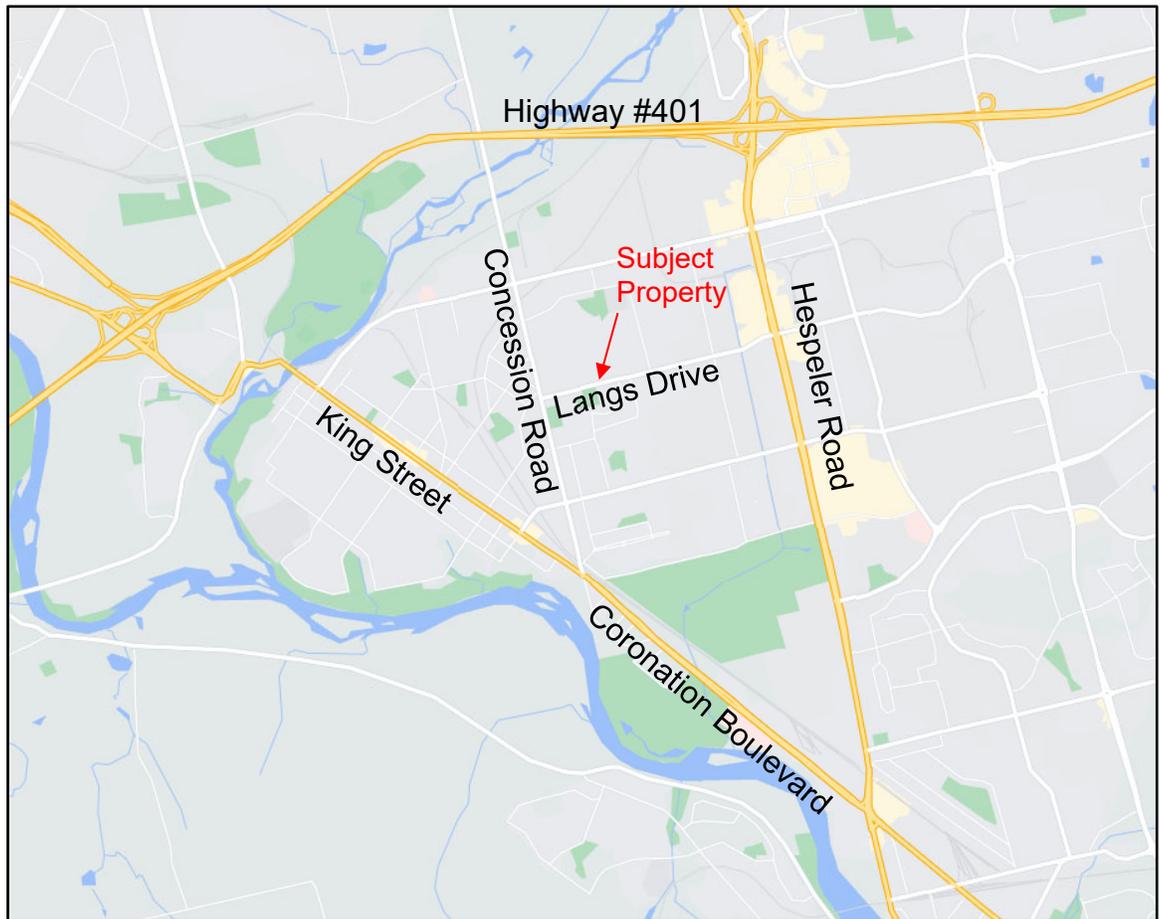


Figure 1: Location of Subject Property (Source: Google Maps)



Figure 2: Aerial Image of Subject Property (Source: City of Cambridge GIS Mapping, Aerial Image 2020)

The Subject Property currently includes eight (8) blocks of buildings of multiple dwellings and a Youth and Teen (Community) Centre; a Children’s park and amenity area; and two (2) parking areas for residents and visitors (as shown in Figure 3, Figure 4, Figure 5, and Figure 6).



Figure 3: Aerial Image of Subject Property (Source: City of Cambridge GIS Mapping, Aerial Image 2020)



Figure 4: View of existing building (including the Youth & Teen Centre, being the Green siding section and single storey portion on the right) along frontage of Langs Drive (Source: Google Streetview)



Figure 5: View of existing frontage, looking east along Langs Drive (Source: Google Streetview)



Figure 6: View of existing frontage, looking west along Langs Drive (Source: Google Streetview)

2.2 Neighbourhood Context

The Subject Property is located within an established Neighbourhood, with a Seniors Community and Home abutting the property to the west, single detached and multiple dwellings abutting to the east and north and William G. Davis Public School directly across Lands Drive, to the south. There are a number of other schools and parks in the surrounding neighbourhood along with a church and a wellness centre. The remaining area is generally made up of single detached dwellings.

Hespeler Road, to the east, is a corridor of retail and commercial properties. Behind this, to the west is an area of Light Industrial uses that back onto the residential area which includes the Subject property.

The following Table details notable points of interest in the surrounding neighbourhood and relates to the numbered points in Figure 7 below:

NUMBER	POINT OF INTEREST
1	William Davis Public School
2	Fairview Mennonite Home and Seniors Community

3	Preston Mennonite Church
4	Coronation Public School
5	William E. Pautier / Jane Brewer Wellness Centre
6	Saint Michael Catholic Elementary School
7	Otto Klotz Park
8	Studiman Park
9	Saint Noel-Chabanel Catholic Elementary Public School
10	Area of Light Industrial Uses
11	Commercial Retail Area along Hespeler Road



Figure 7: Neighbourhood Context (Source: Google Maps)

3 Proposed Redevelopment

The Region is proposing to redevelop a 7-storey, mixed-use building consisting of 136 dwelling units and a ground floor Youth Community Centre. All of the proposed dwelling units will be dedicated to affordable rental housing in order to support the Waterloo Region Housing Master Plan and to provide additional affordable housing in the Waterloo Region. More specifically, approximately one-third (1/3) of the dwelling units will be rent-geared-to-income, 1/3 below average market rent, and the remaining 1/3 will be low end of the market rent.

The proposed Youth Community Centre is located on the ground floor in the southwest corner, with frontage along Langs Drive. The subject property currently contains a 'Youth and Teen (Community) Centre' to which the proposed redevelopment will offer an updated and larger space of 183.28 square metres. The proposed Youth Community Centre will offer a variety of engaging activities and program for youth ages in order to support the existing and surrounding community.

It is important to note that the proposed redevelopment also features an office that is 33.31 m² (358.5 ft²) in size. The proposed office space will be utilized by one or two Regional workers in order to facilitate day to day activity for the proposed affordable housing redevelopment. Based on our review of the City's Zoning By-Law, it is our opinion that the proposed office space represents an *accessory use*, as this space is considered *incidental, subordinate and exclusively devoted to the principal uses of the land upon which, or of the building or structure within which the accessory use is located*. Work conducted in the office strictly relates to the proposed affordable housing development.

The proposed mixed-use building is an L-Shaped building that addresses the street frontage along Langs Drive. The front portion of the building facing Langs Drive is 7-storeys in height, and transitions to 5-storeys toward the rear in consideration of the adjacent two-storey residential uses to the north.

Extensive outdoor amenity space is provided behind the proposed building as a focal point of the redevelopment. The proposed outdoor amenity space will feature a playground area, coloured asphalt play area, a gazebo-like structure for shade, as well as barbeque pits and picnic benches for community gatherings. Additional landscaping, such as trees and shrubs are also included within the proposed outdoor amenity area. The proposed outdoor amenity space has been programed for inclusivity, as it is barrier-free, and will foster social interaction among residents.

Indoor amenity space is also located on the ground floor of the proposed redevelopment, which includes a multi-purpose room, meeting room, as well as a community gathering space that faces the outdoor amenity space area. Both the proposed indoor and outdoor amenity spaces will encourage social interaction and gatherings among residents to create a unique sense of place and community.

The proposed redevelopment provides for a total of 142 parking spaces at-grade. More specifically, this 96 spaces dedicated to the residential use, 21 visitor parking spaces, 25 spaces for the Youth Community Centre, as well as 5 Type A and 5 Type B Barrier-Free parking spaces. Barrier-free parking spaces are located within close proximity to building entrances to provide ease of access. Parking is provided along the perimeter of the subject property in order to provide a buffer zone between the adjacent properties.

The proposed redevelopment also features a total of 60 bicycle parking spaces, 48 will be secured indoors, while the remaining 12 are located outside. This provides an opportunity for the use of active transportation. One (1) loading space is also provided.

As shown in the figures below, a preliminary Site Plan, Floor Plans, and Building Elevations have been prepared for this submission by IBI Group.

3.1 Site Plan

Two (2) vehicular accesses are provided from Langs Drive to the site, making use of the existing accesses on the site. A primary entrance to the building is located along Langs Drive when entering the site from the south. Additional entrances to the building are provided in the rear and side-yards of the building to ensure ease of access from all fronts of the redevelopment.

3.2 Floor Plans

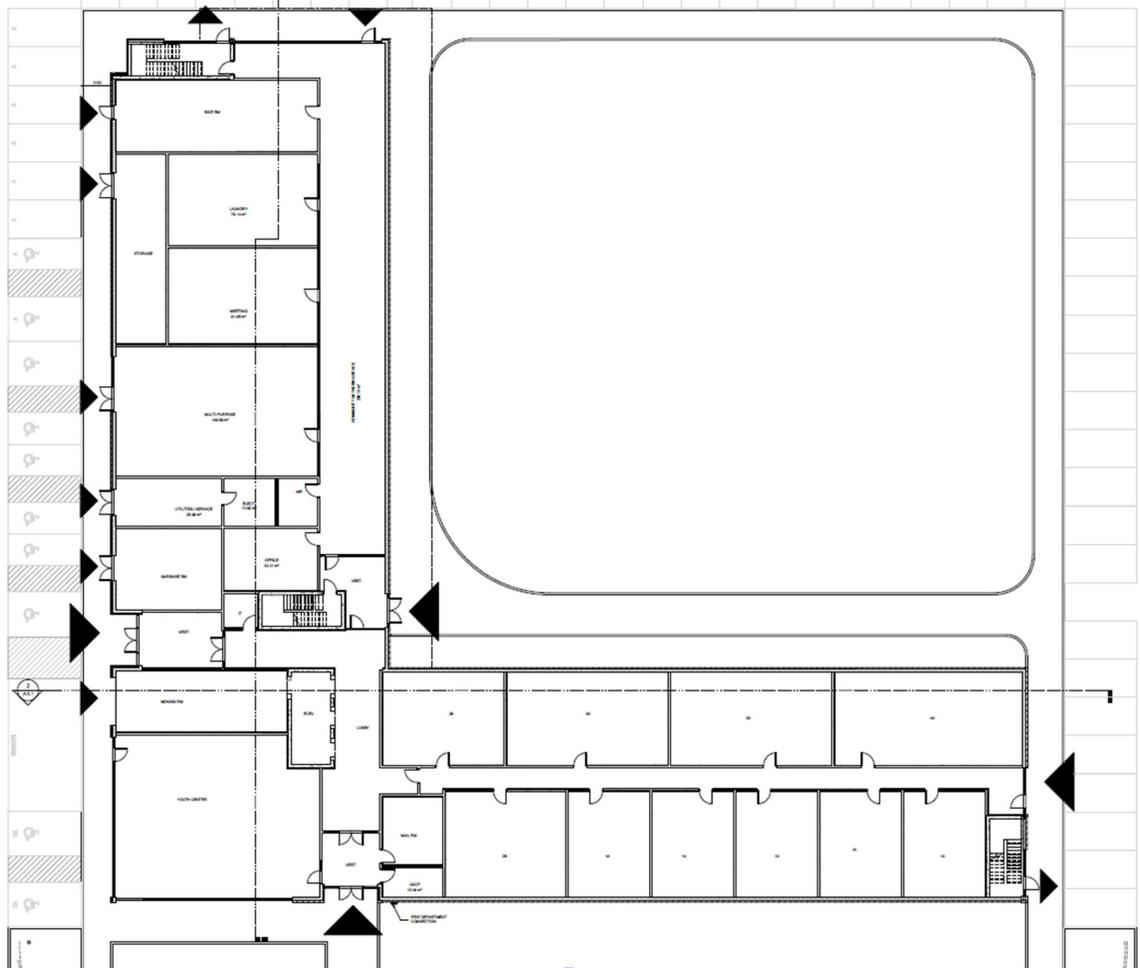


Figure 9: Ground Floor Plan prepared by IBI Group

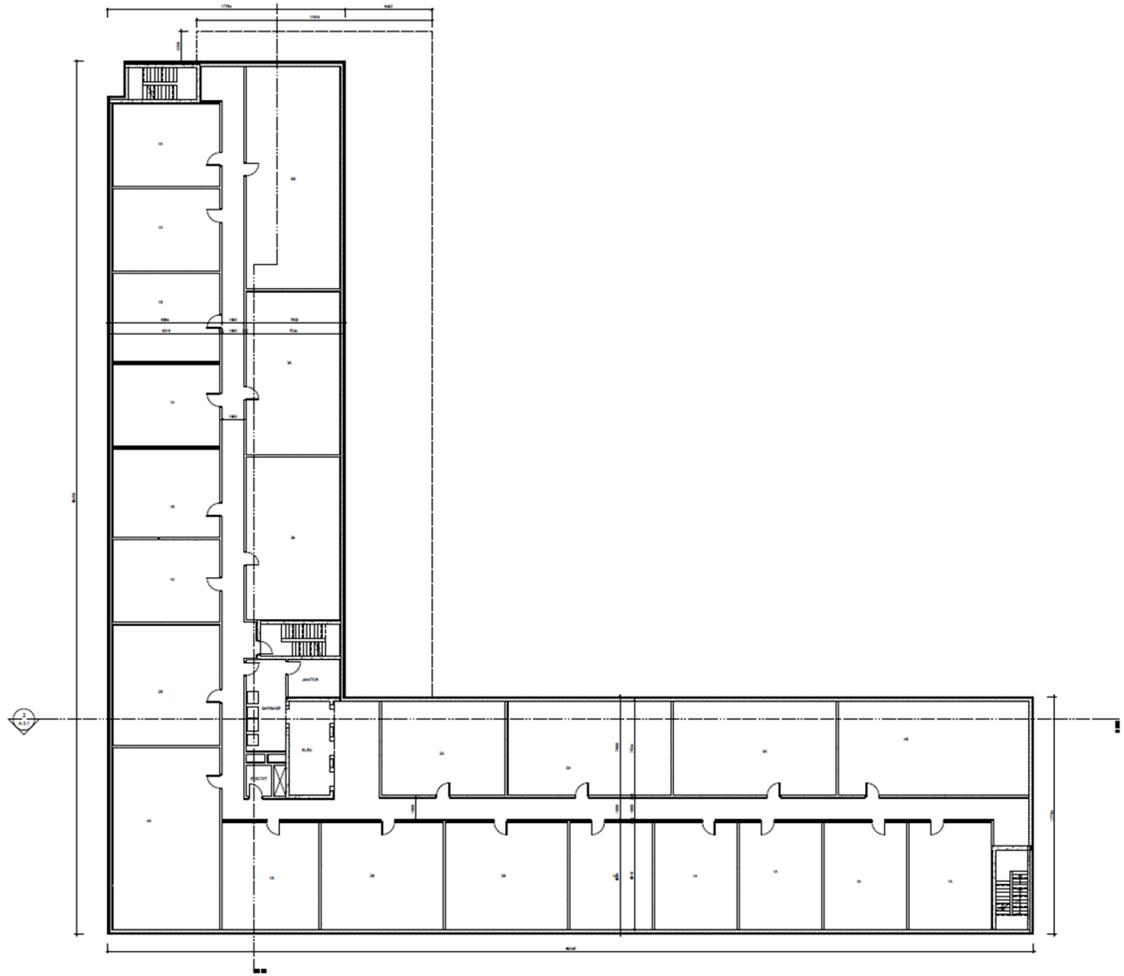


Figure 10: 2nd to 5th Storey Floor Plan prepared by IBI Group

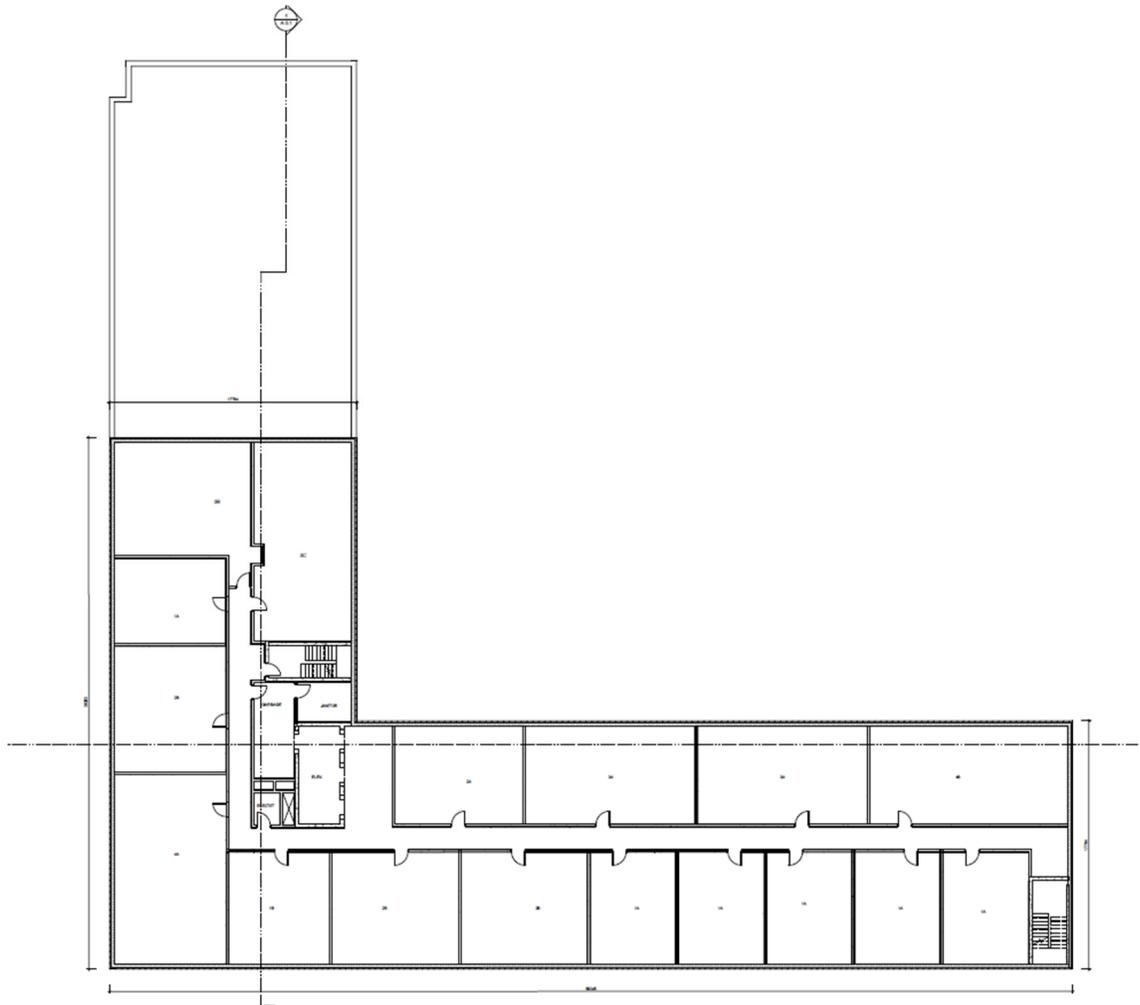


Figure 11: 6th and 7th Storey Floor Plan prepared by IBI Group

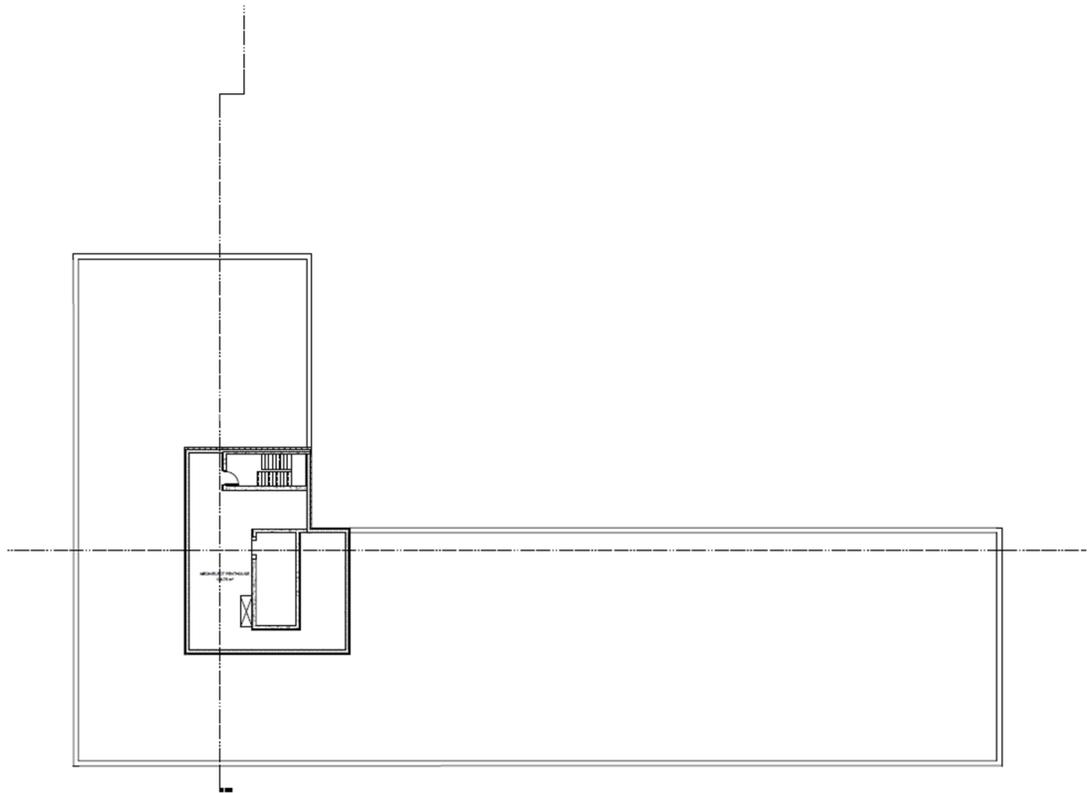


Figure 12: Roof Floor Plan prepared by IBI Group

3.3 Elevations and 3D Massing Models

The following figures (Figures 13 to 20 inclusive) provide Building Elevations and 3D Massing Models prepared by IBI Group from various perspectives of the proposed redevelopment. The project architect describes the redevelopment as a dense urban development anchored by both interior and exterior community amenity and gathering space. The building will present an accessible and whimsical entrance to the street in the form of a yellow “house” that projects a sense of home at the southwest corner of the building. Family (3, 4 and 5 bedroom) units will be arrayed along the interior faces of the L-shaped building providing overlook into the landscape courtyard and children’s play area. Durable materials will be used along the ground floor exterior finishes to resist wear and tear at this level. The building has been designed to provide much needed affordable housing, at an effective price point, while still achieving a high standard for design and community spaces.

The proposed redevelopment has been designed to provide for the ‘modernization’ of the residential and youth centre on the subject property. 581 – 595 Langs Drive has been designed to be a contemporary, infill building that is compatible with the surrounding neighbourhood. The proposed building includes a setback that terraces from 7-storeys along Langs Drive to 5-storeys as it approaches the rear property line in order to respect the adjacent residential dwellings.

The proposed redevelopment features well-articulated facades which include large windows to enhance the façades. The proposed building also minimizes the visual impact of off-street parking, given that the proposed parking is located along the perimeter and to the rear. The proposed materials and articulation of the redevelopment aim to accentuate the depth of the facades in order to capture an aesthetically pleasing look considerate of the City’s urban design objectives. Building materials will be further refined during the Site Plan Application stage.



Figure 13: South Elevation Plan (facing Langs Drive) prepared by IBI Group



Figure 14: East Elevation Plan prepared by IBI Group



Figure 15: North Elevation Plan prepared by IBI Group



Figure 16: West Elevation Plan prepared by IBI Group



Figure 17: 3D Massing Model – Southwest View prepared by IBI Group



Figure 18: 3D Massing Model – Southeast View prepared by IBI Group



Figure 19: 3D Massing Model – Outdoor Amenity Area prepared by IBI Group



Figure 20: 3D Massing Model – Community Gathering Space prepared by IBI Group

4 Urban Design Review

As noted in the Pre-Consultation Record provided by City staff, it is understood that the proposed Urban Design Brief shall discuss policies Section 5 of the City’s Official Plan. Given that the subject property is not located within Galt, Main Street in Galt, Hespeler or Preston, the City’s Urban Design Guidelines documents do not apply to the proposed redevelopment. As such, the following section provides an overview of the Urban Design policies in the City of Cambridge Official Plan as it applies to the subject property and the proposed redevelopment.

4.1 City of Cambridge Official Plan

Section 5 of the Official Plan outlines urban design objectives and policies to ensure growth and development in the City achieves a high standard of urban design. The proposed redevelopment has been designed to reflect the following urban design objectives in Section 5.1 of the Official Plan:

- a) create an attractive, accessible, safe and healthy built environment;
- b) enhance connectivity to allow for ease of travel throughout the city by multiple modes of transportation;
- c) protect and enhance public views and vistas of natural and built features;
- d) achieve high quality design for the public and private realm;
- e) ensure compatibility in scale, form, massing and height transition between new development and existing buildings and adjacent neighbourhoods while being sensitive to the context;
- f) encourage the incorporation of sustainable design features into the built environment;
- g) promote a high standard of urban design as a key factor in establishing attractive and well integrated development throughout the community;
- h) integrate urban design into the development approval and decision making processes of the City;

- i) ensure that development is sensitive to and respectful of the physical and functional identity and the heritage attributes of Cambridge;
- j) allow for creativity in design expression while ensuring compatibility and quality of development;
- k) design our community at the pedestrian scale in support of fostering social interaction, active streetscapes and walkable neighbourhoods; and
- l) prepare and use urban design guidelines and standards.

In our opinion, the proposed redevelopment conforms to the urban design objectives noted above for the following reasons:

- a) The proposed redevelopment is attractive and achieves a high standard of urban design that ensures an accessible, safe and healthy built environment is created. The proposed redevelopment ensures accessibility for all persons by conforming to the standards of the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act.
- b) The proposed redevelopment promotes the use of active and public transportation by creating a pedestrian linkage to Langs Drive. The proposed redevelopment features bicycle parking and is within proximity of GRT bus stops along Langs Drive and Concession Road.
- c) The proposed redevelopment will not negatively impact public views and vistas, as it has been designed to be compatible with the existing surrounding development through similar size, scale, form and massing.
- d) The proposed redevelopment aims to achieve a high level of urban design that fosters a strong relationship with the private and public realm.
- e) The proposed redevelopment promotes a compatible form of infill development, thus making efficient use of existing urbanized lands and infrastructure.
- f) Sustainable features will be further refined during the Site Plan Approval Stage further in the development process.
- g) The proposed redevelopment achieves context-sensitive intensification that is compatible with the surrounding land uses and will be well integrated with the broader community.
- h) The proposed redevelopment considers the integration of urban design into the development approval and decision making processes of the City
- i) The proposed redevelopment will not impact cultural heritage features in the City of Cambridge.
- j) The proposed redevelopment offers an architectural design that is unique yet compatible with the City's urban design guidelines and surrounding uses in the area.
- k) Based on the proposed siting and orientation of the building, the proposed redevelopment creates a pedestrian oriented environment that will enhance the streetscape.
- l) The proposed redevelopment has been designed in consideration of the City's urban design guidelines and standards.

The following table examines the applicable Urban Design Policies outlined in the Official Plan and discusses how the proposed redevelopment conforms to these policies:

Policy No.	Policy	Discussion of Conformity
5.2 Healthy and Liveable Communities		
5.2.1	<p>The design of our built environment will promote sustainable, healthy, active living through:</p> <ul style="list-style-type: none"> a) well-connected and maintained streets, paths and trails that are able to safely accommodate different modes of transportation; b) safe, accessible, aesthetically pleasing, well-serviced and inclusive developments; c) resilient natural environments that support wildlife and their habitat and are better connected to residential areas; and d) walkable neighbourhoods that offer a mix of uses and range and variety of housing types with convenient access to public transit. 	<ul style="list-style-type: none"> a) The proposed redevelopment is connected to the municipal sidewalk in order to provide access to various uses in the immediate area. This will also provide access to two (2) GRT bus routes along Langs Drive and Concession Road (#56 and #64). These connections provide individuals greater access to the subject property using various modes of transportation. b) The proposed redevelopment will conform to the standards and regulations of the AODA and the Ontario Building Code, thus providing a safe and accessible development. c) The proposed redevelopment is not impacted by natural heritage features, however, it is located within walking and cycling distance of green space. d) The proposed redevelopment offers a mix of residential units and an institutional unit on the subject property that will positively contribute to the neighbourhood. 136 apartment-style uses dedicated to affordable rental housing will contribute to the Regional and City housing stock and provide greater housing options. Further, the proposed redevelopment has access to two (2) GRT bus routes that are within walking / cycling distance of the site.
5.2.2	<p>The City will support the integration of pedestrian and cycling facilities into existing and new development areas.</p>	<p>The proposed redevelopment will connect to the existing municipal sidewalk system and features 60 bicycle parking spaces. There are no existing bicycle lanes or facilities adjacent to the subject property.</p>

Policy No.	Policy	Discussion of Conformity
5.3 Transit Oriented Development		
5.3.1	<ul style="list-style-type: none"> a) compact urban form and a mix of medium and high density uses are encouraged along arterial roads, transit routes and within walking distance of transit station areas to encourage transit use and reduce travelling distances; b) provision of a safe environment for pedestrians and encouragement of pedestrian activity through: <ul style="list-style-type: none"> i) a mix of land uses; ii) development that includes a variety of services and amenities provided at grade and oriented to the municipal sidewalk; and iii) continuous sidewalks along both sides of the street; and c) a high quality public realm promoted to enhance the identity of the area and create gathering points fostering a positive pedestrian experience; and d) access to the transit station provided from various modes of transportation including consideration of pedestrian, bicycle parking, and where applicable, passenger transfer and commuter pick-up/drop off areas. 	<ul style="list-style-type: none"> a) The proposed redevelopment is located along a collector road which supports mixed-use and multi-unit residential development. The proposed redevelopment will offer 136 dwelling units and a youth community centre within walking and cycling distance of two (2) GRT bus routes (#56 and #64). b) The proposed redevelopment offers a mix of land uses on the subject property, being residential and institutional. The proposed youth community centre is located on the ground floor and oriented toward Langs Drive and municipal sidewalk. c) The proposed redevelopment aims to achieve a high-level of urban design directly facing the adjacent street and sidewalk in order to activate the street frontage and foster a strong relationship between the site and public realm. The proposed redevelopment also features surface parking to the rear and side yards in order to minimize the visual impact of parking and enhance the streetscape. The proposed youth community centre is located along the ground floor with large windows to create a pedestrian scale and/or oriented development. d) The subject property is located within walking and cycling distance of two (2) GRT bus routes (#56 and #64). The proposed redevelopment also offers a total of 60 bicycle parking spaces, 48 of which are indoor and 12 are located

Policy No.	Policy	Discussion of Conformity
		<p>outdoor. This will provide opportunities for various modes of transportation to and from the site.</p>
<p>5.3.2</p>	<p>Development applications that do not fully meet the transit oriented development policies in the Regional and City Official Plans, may be permitted provided the owner/applicant demonstrates, to the satisfaction of the City and Region, that the proposed development is designed in such a way that subsequent phases or infilling would meet the transit oriented development provisions.</p>	<p>Given that that the subject property is located within a Community Node identified within the City’s Official Plan, the proposed redevelopment application aims to meet the transit-oriented policies of the Official Plan. The proposed redevelopment represents context-sensitive intensification that is both transit and pedestrian oriented. The proposed redevelopment is within walking distance of bus stops along Langs Drive and Concession Road in order to facilitate the use of public transit. Further, bicycle parking / storage is provided to encourage active transportation.</p>
<p>5.4 Views and Vistas</p>		
<p>5.4.1</p>	<p>Preserving and enhancing views of church spires, landmark buildings and structures and natural features from strategically located viewpoints will be required where feasible.</p>	<p>It is our opinion that the proposed redevelopment has consideration for preserving and enhancing the views surrounding land uses. Although the site is not immediately adjacent to church spires, landmark buildings and structures and natural features, the proposed redevelopment has been designated with consideration for the adjacent uses based on the massing and scale. The proposed building is oriented to the front the property with parking to the rear and side yards to maximize screening and improve the streetscape views.</p>
<p>5.4.2</p>	<p>Prominent sites with high visibility and those sites that terminate a view will be required to meet a higher standard of architectural quality and urban design.</p>	<p>It is our opinion that the proposed redevelopment will not terminate the view of prominent sites. Based on the proposed architectural features, massing, scale and placement of the proposed building, it is our opinion that the building has regard for the surrounding properties. Further, the proposed setbacks, landscape buffers, and parking arrangement provide sufficient buffering to the</p>

Policy No.	Policy	Discussion of Conformity
		adjacent low and mid-rise residential uses.
5.4.3	The City may develop an inventory of specific protected views and vistas to guide the development approval process.	Acknowledged.
5.4.4	Views to natural or cultural heritage elements within the vicinity of the Speed and Grand Rivers and within the Community Core Areas will be protected from negative impacts. Development proposals that are considered by the City to be located within the views of natural or cultural heritage elements will be required to submit a views analysis to the satisfaction of the City. Alterations to the development proposal shall be required where feasible to protect or enhance the view to existing natural or cultural heritage elements.	Not applicable, as the proposed redevelopment is not within the vicinity of the Speed and Grand Rivers and within a Community Core Area. The proposed redevelopment is not anticipated to negatively impact the views of natural or cultural heritage elements.
5.5 Public Realm		
5.5.1	The City will ensure that sustainable design and opportunities to enhance the quality of the public realm are addressed at the design stage for any municipal project such as parks and facilities, streets, sidewalks and trails, natural areas and municipal engineering projects	The proposed redevelopment provides walkway connections to the existing sidewalks along Langs Drive in order to connect to the public realm and broad municipal sidewalk system. The provides residents greater access to local trails, green spaces, and other goods and services within proximity of the site.
5.5.2	Utility and transmission facilities will be located underground. If this is not possible, any above ground infrastructure should be integrated, grouped, combined or appropriately screened to improve urban design. The City will work with the Region and utility companies in planning for and locating, relocating or replacing facilities in order to identify and resolve potential issues and mitigate any adverse impacts.	Proposed utilities and servicing for the proposed redevelopment is anticipated to be located underground or internally within the proposed building. A mechanical penthouse will be located on the roof, while a transformer is being proposed in the south-western corner of the subject property sited around landscape buffers to minimize visual impacts.
5.5.3	Increased connection to the Grand River and its tributaries may be required through enhancements to the trail system including access stairs and ramps, additional connections and pedestrian bridges, where appropriate. This could be accomplished through	The subject property is located approximately 1.3 kilometres from the Grand River to the south-west. There are no immediate trail / park connections in close proximity to the subject property that lead to the Grand River, however, it can be

Policy No.	Policy	Discussion of Conformity
	either public or private development proposals.	accessed by cycling, public transit, automobile or walking.
5.6 Gateways		
5.6.1	Key intersections within the city may be identified as gateways into the city or into specific areas of the city. Entrances to the community core areas will be treated as gateways.	The subject property is not located within a “key intersection” or “community core”. Despite the subject property being located outside of a gateway, it is our opinion that the proposed redevelopment aims to achieve a high-level of urban design that will foster a strong relationship between the site and public realm.
5.6.2	Distinctive design requirements for gateways will be identified through the development review process, including prominent building form and landscaping, and may be detailed in urban design guidelines.	The subject property is not located at a major intersection and/or identified “Gateway”, however, the proposed redevelopment is intended to enhance the surrounding area and create a unique building design compatible with the neighbourhood. Based on the preliminary Landscape Plan, landscape buffers and features surrounding the subject property will provide a balance between green space and pavement. Urban design and landscaping details will be further refined during the Site Plan Approval Stage.
5.7 Site Development and Buildings		
5.7.1	Development will be: a) compatible in terms of massing and scale with the existing and planned streetscape; and b) provide appropriate transitions in height to adjacent buildings.	The proposed mass and scale of the redevelopment is placed at a 5.0 m front yard setback and maximum height of 7-storeys. Further, the proposed building transitions to 5-storeys as it approaches the rear property line in order to minimize privacy and shadowing impact to the adjacent low and medium density residential uses. The proposed parking layout along the rear and side yard, as well as the landscape buffers provide a smoother transition to the low and medium density residential uses to the rear. As such, it is our opinion that the proposed height is considered appropriate for this area

Policy No.	Policy	Discussion of Conformity
		and transitions smoothly to the adjacent buildings.
5.7.2	Buildings generally will be situated at or near the street edge to frame the street and will have compatible front yard setbacks with adjacent buildings.	The proposed redevelopment features a 5.0 metre front yard setback, whereas the Zoning By-Law requires 6.0 metres. It is our opinion that the proposed front yard setback will allow for the redevelopment to be closely oriented to Langs Drive, thus activating the street frontage and fostering a better relationship between the building and public right of way. This lot frontage deficiency is addressed by way of a Site-Specific regulation to the proposed Zoning By-Law Amendment.
5.7.3	Blank building walls are discouraged along street frontages. Unless there is no other feasible alternative, active facades will be required in the design and treatment of buildings at street edges and intersections and should include features such as transparent windows and public entrances facing the street.	The proposed redevelopment will not feature blank building walls. The façade adjacent to Langs Drive has been designed to activate the street frontage and create a pedestrian-oriented development through the implementation of large windows, balconies. The ground floor youth community centre also faces Langs Drive in order to create a pedestrian-oriented development.
5.7.4	Building materials and architectural features for development or site/building improvements within the Community Core Areas will be respectful of the local context.	The subject property is not located within a Community Core Area. Although specific building materials will be determined closer to the Site Plan Approval stage, it is our opinion that the proposed architectural features of the redevelopment respect the surrounding neighbourhood. It is our opinion that the proposed development has consideration for the surrounding neighbourhood based on the proposed massing and scaling.
5.7.5	Site layout shall incorporate pedestrian walkways and connections to encourage and enhance walkability and access. Pedestrian connections on site will connect directly with public sidewalks and transit stops unless there is no other feasible alternative.	The proposed redevelopment incorporates three pedestrian walkways/connections to Langs Drive in order to access the broader municipal sidewalk system. This ensures pedestrians have access to the public right of way.

Policy No.	Policy	Discussion of Conformity
5.7.6	Placement of outdoor lighting will complement the building design and prevent or minimize impacts on the night sky and adjacent properties. The impact of lighting will be reviewed through the site plan approval process.	Lighting will be determined through the Site Plan Approval stage. All site lighting will conform to City standards and will provide for “zero cut-off” site illumination along adjacent/shared property lines.
5.7.7	Pedestrian scale lighting shall be provided to accent walkways, steps, ramps, building entrances, building parking facilities and transit stops.	Lighting will be determined through the Site Plan Approval stage. All site lighting will conform to City standards.
5.7.8	Where possible, servicing, loading, waste storage areas and building utilities/mechanical equipment will be located internal to the building or to the rear of the building and will be screened from view from adjacent streets	A mechanical penthouse is located on the roof and has been designed to seamlessly integrate with the design of the proposed building. A transformer is also proposed in the south-west corner of the subject property, which is adjacent to a landscape buffer of 1.5 metres.
5.8 Sustainable Design		
5.8.1	Energy efficiency and sustainability is encouraged in neighbourhood, site, building and roof design through the use of conservation and renewable energy systems and practices and low impact development stormwater management.	At this time, conservation and renewable energy systems and practices have yet to be determined. This will be specifically addressed during the Site Plan Approval stage.
5.8.2	The integration of green building technologies, or other recognized environmental standards in site and building design such as Leadership in Energy and Environmental Design (LEED®) principles is encouraged. Financial incentives may be used in accordance with the height and density bonusing policies in Section 10.16 for sustainable development projects.	At this time, specific green building technologies, or other recognized environmental standards in site and building design have yet to be determined at this stage. This will be considered during the Site Plan Approval stage.
5.8.3	Building adaptation and reuse is encouraged in redevelopment proposals.	The applicant proposal does not consider the adaptation and reuse of the existing building, as this was not feasible for the proposed redevelopment and the intended density in accordance with the applicable policies of the Official Plan.
5.9 Accessibility / Universal Design		
5.9.1	Development will be consistent with the standards and regulations of the Accessibility for Ontarians with	The proposed redevelopment conforms to the standards and

Policy No.	Policy	Discussion of Conformity
	Disabilities Act, 2005 and the Ontario Building Code.	<p>regulations of the AODA and the Ontario Building Code.</p> <p>The redevelopment provides five (5) Type “A” barrier-free parking spaces and five (5) Type “B” barrier-free parking spaces. These barrier-free parking spaces have been strategically placed closer to building entrances for ease of access.</p>
5.9.2	Accessible features will be well-integrated within the function and design of sites and continuous barrier-free access will be provided to buildings and features from public sidewalks and parking areas.	The proposed redevelopment conforms to the standards and regulations of the AODA and the Ontario Building Code. A detailed review of the accessible features will occur during the Site Plan Approval Stage.
5.9.3	New municipal buildings and facilities and modifications to existing municipal buildings and facilities will be designed in accordance with the Facility Accessibility Design Standard as adopted by Council and will ensure accessibility to all, regardless of limitations.	The proposed redevelopment conforms to the standards and regulations of the AODA and the Ontario Building Code.
5.10 Safety		
5.10.1	<p>Site development and public realm projects will incorporate crime prevention design standards such as the principles of Crime Prevention Through Environmental Design (CPTED) to ensure that new developments are designed to address safe living and working environments and reduce potential hazardous situations through the:</p> <ul style="list-style-type: none"> a) consideration of natural surveillance of outdoor spaces; b) avoidance of the creation of secluded areas; c) clear demarcation of access and egress areas; and d) appropriate placement and use of lighting. 	<p>The proposed redevelopment has consideration for CPTED principles, which include the reduction of entrapment areas and suitable lighting to ensure safe access at all times of day.</p> <p>The proposed redevelopment includes large windows that face the entrances, walkways, and the parking area, thus providing natural surveillance.</p>
5.11 Parking		
5.11.1	Underground parking, internal parking or parking structures are encouraged where feasible. The design of parking structures	The proposed redevelopment provides surface parking and does not contemplate the development of

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	should include active ground floor uses adjacent to the street where appropriate.	underground or parking structures. Parking will be provided to the rear and side yard in order to minimize visual impacts from the public realm.
5.11.2	<p>The design and layout of surface parking will consider the following:</p> <ul style="list-style-type: none"> a) location to the rear or side of the building; b) screening and buffering from public streets; c) landscape and pavement treatments to break up large parking areas; d) safe pedestrian movement; e) pedestrian oriented lighting; f) sustainable design; and g) bicycle parking and movement. 	<p>The proposed redevelopment features parking spaces that are located at the rear and side of the proposed building. This will ensure parking spaces do not dominate the street frontage and are no located in the front yard, thus allowing the proposed building to enhance the streetscape.</p> <p>Internal walkways and are proposed to guide pedestrian flow and minimize conflict between pedestrians and automobiles.</p> <p>Bicycle parking is also provided indoors (48 spaces) and outdoors (12 spaces) in order to encourage active transportation.</p>
5.11.3	Shared parking arrangements between adjacent uses and reduced parking requirements may be considered through the development review process including transportation demand management measures as described in Section 6.15.	The applicant is not considering shared parking arrangements with adjacent uses. A Traffic Impact Study / Assessment and Parking Study was not required for this submission to determine transportation demand management measures.
5.11.4	Access driveways for commercial, industrial, institutional and higher density residential uses will be shared where possible to reduce traffic conflicts on adjacent streets.	The proposed driveway will be accessible and shared for both the residential uses and youth community centre.
5.11.5	Bicycle parking should be provided in close proximity to building entrances.	A total of 60 bicycle parking spaces will be provided on the subject property. More specifically, 48 spaces will be located indoors and safely secured, while the remaining 12 spaces are located outside for ease of access.
5.12 Signage		
5.12.1	The design and placement of signage will complement the streetscape and the built form and will minimize visual clutter.	It is anticipated that signage for the proposed uses will be erected in conformity with the City’s Sign By-

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		Law and specifically reviewed at the Site Plan Application stage.
5.12.2	Signs will be incorporated into the architectural design of the building. Placement of signage will be assessed as part of the design of the building and considered as part of a landscaping plan through site plan approval.	At this time, the sign placement and design has not been established and will be addressed through the Site Plan Approval Stage.
5.12.3	In Community Core Areas and where addressed in urban design guidelines, overhead lighting of signage is required instead of backlit signage unless there is no feasible alternative.	Not applicable, as the subject property is not identified within a Community Core Area.
5.13 Public Art		
5.13.1	The City’s Arts and Culture Master Plan will be implemented to promote public art and to assess and acquire works of art for placement on City owned property.	As this is not City owned, Public Art has not been considered for the proposed redevelopment at this time.
5.13.2	Public art is encouraged throughout the city and development proponents are encouraged to incorporate art into site design.	Public Art has not been considered for the proposed redevelopment at this time and it will be further considered if appropriate at the Site Plan Application stage.
5.14 Urban Design Guidelines		
5.14.1	<p>The City will promote and foster the creation of a quality built environment through urban design. In order to provide guidance to the development process in terms of achieving a high standard of design and meeting the urban design objectives and policies of this Plan, the City will prepare and approve urban design guidelines, which do not form part of this plan, to address items such as the following:</p> <ul style="list-style-type: none"> a) site design, building placement, and exterior building design details; b) height, density, scale and massing; c) safety; d) accessible design; e) compact urban form in the interests of such matters as pedestrian scale, neighborhood identity and the 	It is understood that there are no specific Urban Design Guidelines established for the subject area at this time. While the proposed redevelopment has consideration for the items listed in policy 5.14.1, it is understood that the applicant’s proposal should only address Section 5 of the City’s Official Plan.

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	<p>efficient use of energy, land and infrastructure;</p> <p>f) integration, conservation and enhancement of the natural heritage system and cultural heritage resources;</p> <p>g) identification of protected views and vistas;</p> <p>h) linkages, including pedestrian, cycling, vehicular, rail, transit and those involving the natural environment, both within and outside of the development;</p> <p>i) architectural and landscape materials use and design;</p> <p>j) the public realm;</p> <p>k) sustainable public and private services and facilities;</p> <p>l) flexible standards for redevelopment and infilling, such as parking requirements, road allowance widths, tree planting in boulevards, and street lighting;</p> <p>m) transit oriented development standards;</p> <p>n) shade and access to sunlight;</p> <p>o) connectivity;</p> <p>p) site aspects that minimize impervious surfaces and operate in conjunction with low impact development stormwater management techniques;</p> <p>q) creation of unique, identifiable spaces; and</p> <p>r) any other matters as identified by the City</p>	
<p>5.14.2</p>	<p>Urban design guidelines may be developed for the city as a whole and/or for specific areas such as:</p> <p>a) the Urban Growth Centre and Community Core Areas;</p> <p>b) Reurbanization Corridors;</p>	<p>It is understood that there are no specific Urban Design Guidelines established for the subject area at this time. As such, the following Urban Design Brief only examines the urban design objectives and</p>

Policy No.	Policy	Discussion of Conformity
	<ul style="list-style-type: none"> c) Major Transit Station Areas; d) designated greenfield areas (e.g. new subdivisions); e) residential, commercial and employment areas; f) Heritage Conservation Districts and Heritage Character Areas; or g) Regeneration Areas. 	<p>policies outlined in Section 5 of the City’s Official Plan.</p>
5.15 Urban Design Studies		
<p>5.15.1</p>	<p>Development proponents may be required to submit an urban design study to the satisfaction of the City that addresses:</p> <ul style="list-style-type: none"> a) how the proposal meets the objectives and policies of this Plan; b) how the proposal fits within any Council approved urban design guidelines that apply to the site and/or its area; c) proposed and alternative building types, massing, and building materials with a minimum of three concepts to be submitted unless otherwise specified; d) integration of the proposal into the surrounding streetscape and its relation to surrounding buildings demonstrated through two dimensional and three dimensional visual representation; e) access to sunlight as well as the provision of shade in public and private areas for its health and environmental benefits; f) landscaping plan including the integration of existing trees and vegetation into the site design and integration with natural features and trails; g) utilities servicing plan; and h) any other requirements as identified through the development application process and/or site plan control. 	<p>City Staff indicated that an ‘Urban Design Brief’ is required for the proposed redevelopment. This Urban Design Brief aims to demonstrate the proposed redevelopment achieves the Urban Design objectives and policies outlined in Section 5 of the City Official Plan.</p>

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5.15.2	A development proponent may be required to undertake a comprehensive urban design study which includes lands adjacent to and within the vicinity of the proposed development site. The comprehensive urban design study will address the elements outlined in Policy 5.15.1.	City staff did not indicate that a comprehensive urban design study which includes lands adjacent to and within the vicinity of the proposed redevelopment site in this case. It should, however, be noted that the proposed redevelopment has consideration for the surrounding uses.
5.15.3	The study area for urban design studies will be determined by the City in consultation with the development proponent.	As mentioned above, City staff did not indicate that a comprehensive urban design study is required at this time.
5.16 Urban Design Review		
5.16.1	The City may engage a qualified professional or establish a Design Peer Review Panel to provide independent professional advice on design matters as part of the planning approval process. If a Design Peer Review Panel is established, the panel's membership and review criteria will be set out in a Council adopted Terms of Reference.	City staff have not indicated that a Design Peer Review Panel is required in this case.

Based on the analysis provided above, it is our opinion that the proposed redevelopment conforms to the applicable Official Plan Urban Design policies and achieves a high standard of urban design.

5 Conclusion

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 581-595 Langs Drive, Cambridge. This Urban Design Brief provides a thorough overview of the proposed building and a discussion of how the design of the building is aligned with the land use planning and urban design framework of the City of Cambridge.

In our opinion, the proposed building supports the achievement of the City's urban design vision for the property, demonstrates high quality design, and will complement the surrounding neighbourhood.

Sincerely,

IBI GROUP

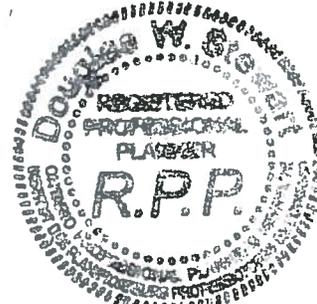


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DWS/CT/baw



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Associate – Manager, Urban and Regional Planning



I hereby certify that this Urban Design Brief was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners' Institute Act, 1994.

2022-06-15
Date

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