



# PLANNING JUSTIFICATION REPORT

**PREPARED FOR:**  
**City of Waterloo**  
**Zoning By-law Amendment**  
**VanMar Developments 171 King GP Corp.**

File no. 15202B

**July 2025**



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

*Your Vision*  
*Designed | Planned | Realized*

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# 1.0 Introduction

MacNaughton Hermesen Britton Clarkson Planning Limited ("MHBC") has been retained by VanMar Developments 171 King GP Corp (the "Owner") to seek approvals for a Zoning By-law Amendment to facilitate the development of a mixed-use development (the "development") on the lands municipally addressed as 167-171 King Street South in the City of Waterloo (the "subject lands").

The subject lands are located within the Uptown Core and are located 240 metres from the Allen Street light rail transit station and 300 metres from the Willis Way light rail transit station. The subject lands have approximately 65 m of frontage along King Street South and 65 m of frontage on Caroline Street, and are located on the west side of King Street South between William Street West and Allen Street West as illustrated on **Figure 1 – Location Map**. The subject lands are approximately 0.53 ha in size.

The Owner is proposing to redevelop the subject lands as follows:

- A 37 storey and a 33 storeys residential tower atop a shared 5 storey podium with ground floor commercial uses;
- Commercial uses oriented to face King Street South;
- Ground-based residential uses fronting Caroline Street;
- A total of 834 residential units including a mix of one- and two-bedroom units;
- 404 structured parking spaces within the building podium;
- Vehicular access from Kuntz Lane and Caroline Street to parking;
- A total of 262 Class A bicycle parking spaces (ratio of 0.3 per unit); and,
- Approximately 1,941.43 square metres of outdoor rooftop amenity and indoor amenity space.

The proposed development and preliminary site plan are illustrated on **Figure 2 – Conceptual Site Plan**.

This Planning Report has been prepared for submission to the City of Waterloo and includes the following:

- An introduction and general description of the subject lands, surrounding land uses and existing conditions to provide an understanding of the locational context;
- A description of the overall development concept and proposed Zoning By-law Amendment;
- A review and assessment of the existing and emerging Provincial, Regional and Municipal policy framework in relation to the proposed redevelopment;
- A summary of the Public Consultation approach; and
- A review and summary of other technical reports prepared in support of the proposed planning applications.

A Zoning By-law Amendment (ZBA) is required to permit the proposed development.

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## 1.1 Complete Application

The required Pre-Submission Consultation meeting with City Staff review agencies was held on December 17, 2024, to review proposed Official Plan and Zoning By-law Amendments and to identify submission requirements to form a complete application. Please refer to **Appendix A** for a copy of the Record of Pre-Submission Consultation Minutes.

While the Pre-Submission Consultation minutes contemplated an Official Plan Amendment, Council has recently directed City staff to forward an Area Specific Policy (ASP) for the subject lands to the Ministry of Municipal Affairs and Housing (MMAH) to be included as part of the Ministry's ongoing review and final approval of the City's first Official Plan Amendment, OPA No. 58. Council considered the ASP on July 14, 2025. The ASP was developed in consultation with City policy staff and in consideration of the proposal for the subject lands. The proposed development is in accordance with the permitted heights outlined in the ASP and as such, an Official Plan Amendment is no longer required provided that approval of OPA No. 58 and the ASP occurs prior to a Council decision on the Zoning By-law Amendment.

The Record of Pre-Submission Consultation identified the following documents as a requirement for complete application for a Zoning By-law Amendment:

1. Cover Letter
2. Completed Application Form(s) and Fees
3. Existing Conditions Plan
4. Concept Plans
5. Building Elevation Drawings and Renderings
6. Floor Plans
7. Preliminary Grading Plan
8. Planning Justification Report
9. Urban Design Brief
10. Sun/Shadow Study
11. Wind Study
12. Energy Study
13. Heritage Impact Assessment
14. Land Use Compatibility Assessment
15. Functional Grading and Servicing Report
16. Preliminary Stormwater Management Report
17. Transportation Impact Study
18. Construction Spill and Response Plan
19. Hydrogeological Report
20. Archaeological Assessment
21. Record of Site Condition (alternatively a Holding Provision may be added to the zoning to require an RSC).

All required reports have been prepared and submitted concurrently with the planning applications. With respect to Archaeological work, the Owner has been working with various indigenous groups finalize any agreements prior to submission of the Archaeological study to the Ministry. We anticipate Ministry acknowledgement will be received prior to Council's consideration of the Zoning By-law Amendment.

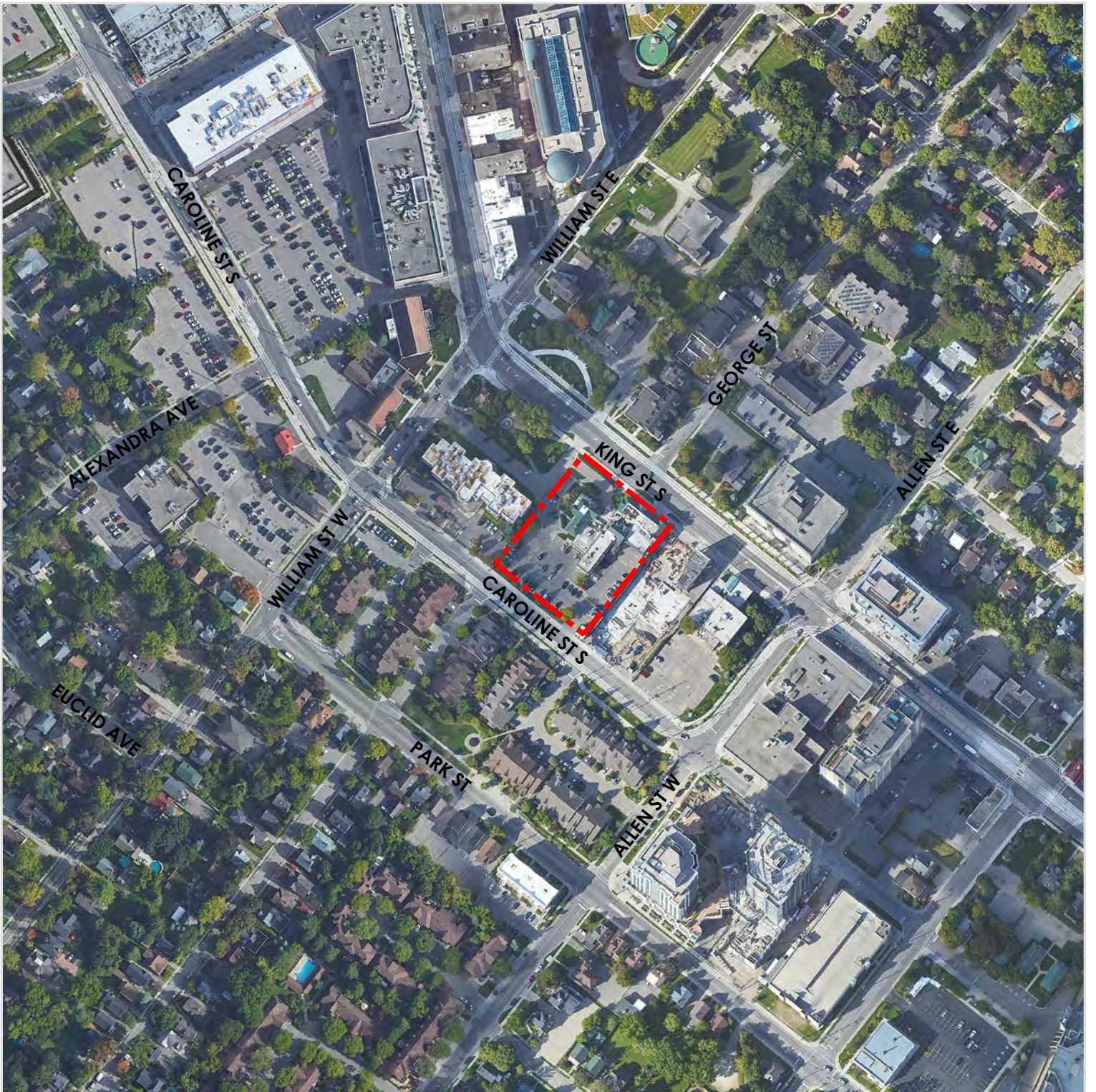


Figure 1  
**Location Map**

**LEGEND**

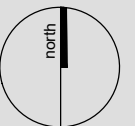
 Subject Lands

**DATE:** April 2025

**SCALE:** NTS

**FILE:** 15202B

**DRAWN:** SP

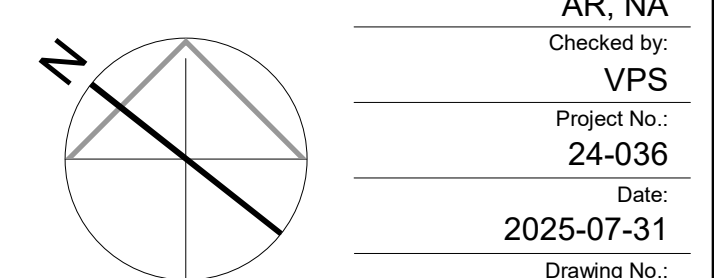


K:\15202B-167-171 KING ST S, WATERLOO\PT\LOCATION.DWG

**167-171 King Street South**  
City of Waterloo  
Region of Waterloo

Source: GoogleEarth Satellite Imagery

  
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## 2.0 Site Description and Surrounding Land Uses

The subject lands are located in the City of Waterloo within the Region of Waterloo. The subject lands are located within the Uptown Waterloo Urban Growth Centre (UGC), as well as within a Major Transit Station Area (MTSA) and have frontage along the King Street South Corridor. The subject lands are a prime location for redevelopment given the location within an MTSA and the proximity to the Allen and Willis Way ION stops. The subject lands are located on the west side of King Street South. Please refer to **Figure 3** for the **Context Plan**, which shows the subject lands, surrounding uses and the transit and active transportation networks in the immediate surrounding area.

The subject lands consist of 167-171 King Street South, which include the Erb & Good Family Funeral Home and associated parking lot. The subject lands benefit from the site's location within the Uptown Waterloo Urban Growth Centre, which provides a range of amenities and land uses within walking or biking distance. This includes:

- Transit including active transportation routes;
- Employment uses;
- Schools;
- Parks and community services;
- Restaurants;
- A variety of commercial and retail uses; and
- Recreation uses.

The immediate surrounding area includes a mix of land uses including commercial, mixed use, residential and institutional. The surrounding land uses are illustrated in Figure 3 and include the following:

**NORTH:** Lands to the north are generally characterized as containing a range of personal service uses and office uses. The William Street Pumping Station is also located north of these service and office uses. The Waterloo City Hall building is further north at the intersection of William and Regina Street. Northwest of the subject lands is the Uptown Waterloo Core, containing a greater variety of retail, commercial, office, and service uses. The Brewmeister Green Park is also located directly north of the subject lands between King Street South and Kuntz Lane.

**EAST:** Along King Street to the east, there are limited offices and service uses within low-mid rise buildings. Further east is generally characterized with low rise residential land uses with various institutional uses scattered throughout.

**SOUTH:** Southeast of the subject lands other properties that are similarly designated and zoned to permit high density uses, with some existing and planned high rise developments (e.g. the Bauer Lofts, Circa 1877, 155 Caroline Street). The Iron Horse trail also runs adjacent to the 155 Caroline Street development providing a trail connection to Downtown Kitchener and Victoria Park. Southwest of the subject lands are lower density residential uses in the form of townhouses.

**WEST:** West of the subject lands is the Westmount neighbourhood, characterized by low-rise residential uses. A range of health and service operations are also located along Park Street within existing low-rise buildings.

As discussed above, the subject lands are located in the Urban Growth Centre and within a Major Transit Station Area. The Urban Growth Centre and Major Transit Station Areas are the primary areas for intensification and growth. The MTSA's within the Region of Waterloo are areas identified to transition to higher density, mixed use and transit supportive development.

The subject lands are located along an existing Transit Corridor which provides various public transit options for any future resident or patron of the commercial uses to access the Waterloo Region. The subject lands have access to high levels of public transit services which include:

**Light Rail Transit (ION):** Two ION transit stops (Allen Street & Willis Way Station) are located within 300 m of the subject lands currently offers service up and down the King Street Corridor to Conestoga Mall and Fairview Park Mall (Route 301). The LRT connects to the ION/iXpress buses operated by Grand River Transit. A bus stop for Route 7 (King Street) is located on King Street at the southeast corner of King and William as well as King and Allen immediately North and South of the subject lands.

The second phase of the ION network is in the planning stages, but will extend the light rail transit further south through Kitchener and into Cambridge, connecting to many commercial/service areas and ending at the Ainslie Street Terminal in Galt.

**Grand River Transit:** Route 7 – King Street. This bus route provides connection from East – West across the City of Kitchener with connections to the Central Frederick and Victoria Hills neighbourhoods.

Route 91 – Late Night Loop. Operates Thursday to Saturday from Queen Station in downtown Kitchener to University of Waterloo Station.

Route 5 – The 5 bus departs from the Boardwalk Station and ending at Daniel/Bloomingtondale.

Route 16 – The Strasburg-Belmont bus. This route travels from Conestoga College Doon Campus to Waterloo Public Square Station.

King Street has barrier free sidewalks along both sides of the corridor. The subject lands connect to cycling routes such as the Iron Horse Trail, which connects to the multi-use trail just west of the subject lands on Caroline Street, providing access from Uptown Waterloo to Downtown Kitchener and Victoria Park.

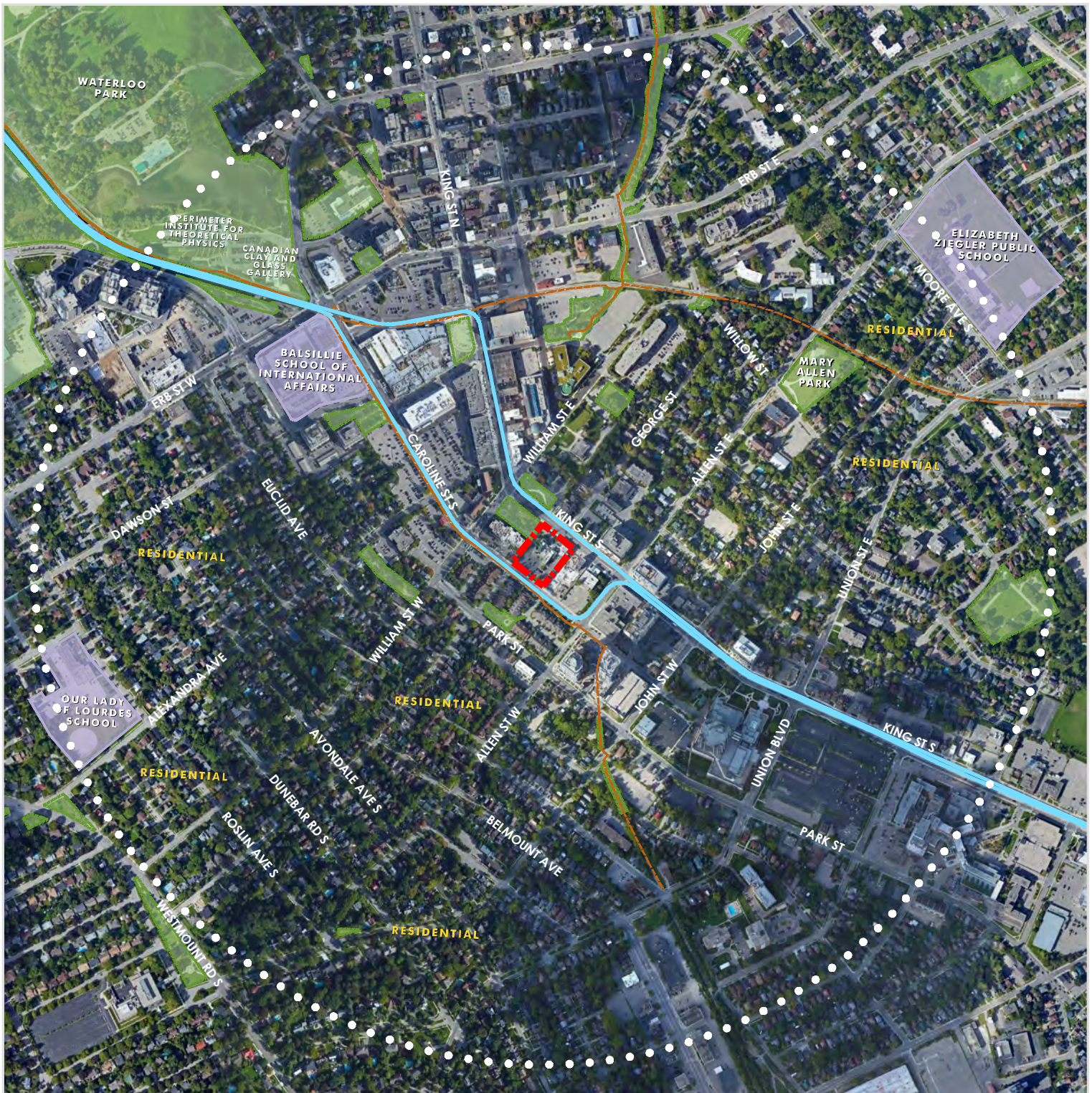


Figure 3  
**Context Plan**

**167-171 King Street South**  
City of Waterloo  
Region of Waterloo

**LEGEND**

- Subject Lands
- 800m Distance (10 min. Walk)
- School/Institutional
- Park/Open Space
- Trail
- ION Bus Route

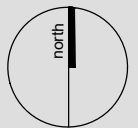
Source: GoogleEarth Satellite Imagery

**DATE:** April 2025

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## 3.0 Description of Proposal

The proposed development includes a 37 storey and a 33-storey residential tower atop a shared 5 storey podium for a maximum building height of 37 storeys. Along the ground floor, commercial units (including one restaurant within the existing heritage building – the Kuntz/Labatt House) are oriented to face King Street South and ground-based residential units are proposed to front Caroline Street. Residential units are also located along the King Street frontage on the 2<sup>nd</sup> level of the podium (immediately above the retail units). Adaptive re-use of the existing heritage house is proposed with the building integrated into the overall development. The podium provides residential lobby access from both King Street South and Caroline Street, as well as vehicular access from Kuntz Lane and Caroline Street to the parking areas. A secure bicycle parking storage room is also provided in the lower L1 floor. Access to the bike storage is conveniently located from the ground level.

The building will contain approximately 834 units including a mix of one and two bedroom units. To support the development, five levels of structured parking within the podium is proposed with a total of 403 parking spaces. This includes 13 accessible spaces with barrier free spaces on each level of the parking podium. A shared parking model is proposed using an integrated parking system that can allow for increased public/commercial parking during times when residential spaces are not being utilized.

### Design Considerations

The proposed development has been designed to respect and contribute to the visual quality of the surrounding area by offering high quality-built form and an enhanced streetscape experience. The point tower design minimizes visual bulk and maintains sky views, while generous tower separation helps reduce visual obstruction from public vantage points. The mechanical penthouse on the roof has been seamlessly integrated into the building architecture using the same materials as the rest of the tower.

Amenity space, in excess of the by-law requirement, has been integrated throughout the development, including a large outdoor amenity area above the podium. Indoor amenity space has been designed with a direct connection to this large outdoor amenity area. While the final amenities have not yet been determined, a wide range of amenity options are anticipated to be included within the development, with a focus on amenity areas that build a sense of community.

The five-storey podium addresses the public realm on King Street by introducing ground floor commercial units on the ground floor with residential units facing King Street immediately above the retail space. The parking portion of the podium includes the use of high-quality finished metallic panels to create an elevated sense of public realm. The wide sidewalk along King Street resulting from the proposed development will include a dual sidewalk system with a landscape buffer separating the street sidewalk with the retail sidewalk. The first two levels of the podium are recessed below the parking podium to provide for the wider sidewalk along King Street.



**Figure 4: Rendering of King Street Streetscape and Podium Design Including Retail and Residential Units Facing the Street**

Along Caroline Street the building presents a residential streetscape, with ground floor parking screened behind residential units and a large lobby area. The lobby area entrance is recessed allowing for a wider pedestrian area between Caroline Street and the building entrance.

A key component of the overall development is the retention and adaptive reuse of the Kuntz-Labatt house. Planned as a restaurant use, preliminary renderings illustrate how historic materials and other design elements from the house can be incorporated into the future commercial space design. Additional commercial units are proposed along the King Street frontage and the site has been designed to thoughtfully provide for convenient parking for the restaurant and retail that will make visiting easy and convenient, increasing the economic viability of the retail and restaurant spaces.



**Figure 5: Preliminary Renderings Illustrating Adaptive Re-Use of Kuntz-Labatt House for Restaurant Use**

### **Amenity Areas**

The proposed development includes a mix of private and shared amenity space including both indoor and outdoor space. Indoor amenity areas totaling 759 m<sup>2</sup> are provided on the 6<sup>th</sup> floor of the towers for the exclusive use of the future residents, with the majority of the indoor amenity area within the Building A tower. An additional 1,182 m<sup>2</sup> of rooftop outdoor patio and amenity space is provided on the 6<sup>th</sup> floor

atop the shared podium. An additional 6,270 m<sup>2</sup> of private amenity space is provided in the form of balconies and terraces. This equates to a total amenity area of approximately 8,211 m<sup>2</sup> exceeding the by-law requirement for amenity area. Amenity space within the proposed development will be high quality and functional, catering to wide range of future resident needs.

The site plan is included as **Figure 2** of this report and a copy of the architectural drawing package and renderings can be reviewed in **Appendix B** of this report.

### Parking and Access

All parking proposed for the subject lands is located within the parking structure. There are two entrances planned to access the parking: one off of Kuntz Lane and the other from Caroline Street. In addition, a loading space is also located off of the Carloine Street entrance. A total of 403 parking spaces have been provided for the proposed development including 13 barrier free parking spaces.

### Bicycle Parking

In order to encourage active transportation, 256 indoor secure bicycle parking spaces are proposed. The indoor bicycle parking will be located on Level 1 of the building. Additionally, outdoor bicycle parking spaces are proposed for short term use with locations to be determined through the detailed site plan review process.

### Servicing and Infrastructure

The development will be connected to existing sanitary, water and storm sewers within King Street and Caroline Street. Further details about sizing and capacity for the proposed service connections can be found in the Functional Servicing and Stormwater Management Report prepared by WalterFedy (dated July 9, 2025), as well as **Section 8** of this report.

### Density

Table 1 below summarizes the proposed net density of the redevelopment based on a total of 834 dwelling units.

**Table 1 – Density (Units Per Hectare)**

| Unit Type                                                 | Number of Units and Density |
|-----------------------------------------------------------|-----------------------------|
| Multiple Residential Units                                | 834                         |
| Number of Bedrooms                                        | 1,075                       |
| <b>Net Residential Land Area</b> (excludes road widening) | <b>0.4925 ha</b>            |
| <b>Net Residential Density</b>                            | <b>1,693.4 units/ha</b>     |
|                                                           | <b>2,182.74 bedrooms/ha</b> |

**Table 2 – Density Summary**

| Unit Type                                                 | Density Value*           | Number of Units | Total People  |
|-----------------------------------------------------------|--------------------------|-----------------|---------------|
| Multiple Residential Units                                | 1.72                     | 834             | 1,434.48      |
| <b>Net Residential Land Area</b> (excludes road widening) |                          |                 | <b>0.4925</b> |
| <b>Overall Density</b>                                    | <b>2,913 people/ha**</b> |                 |               |

\*PPU taken from the Region of Waterloo Development Charges Background Study, April 2019

\*\*Potential for jobs associated with work at home and/or no fixed workplace

As demonstrated in Tables 1 and 2, the proposed redevelopment has a net residential density of 1,693 units per hectare, 2,183 bedrooms per hectare and 2,913 people per hectare. The proposed density is appropriate for the Uptown Waterloo Urban Growth Centre (a strategic growth area) as it will provide additional population to the Uptown Waterloo neighbourhood thereby contributing to the vibrancy of the area and providing support for non-residential uses, community services and facilities and existing and planned transit in the Uptown.

The proposed density assists the City in meeting the minimum density targets for MTSA's and helps to off-set the Waterloo MTSA areas that have lower minimum density targets. Within the Uptown MTSA areas there are significant portions of land that are intended to maintain a lower density form of development, further there are significant areas of the Uptown that are constrained by the GRCA floodplain. The increased density of the subject lands helps to offset those areas where transit supportive densities are constrained.

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## 3.1 City-initiated Official Plan Amendment

In December 2024 Council adopted OPA 58, constituting Phase 1 of the City's on-going Official Plan Review. The subject lands were deferred from OPA 58 to provide further an opportunity for further dialogue to discuss a potential increase in height beyond the 30 storeys contemplated in OPA 58. In consultation with the MHBC and the Owner, City planning staff prepared an Area Specific Policy (ASP) for the subject lands. A staff report was presented to Council on July 14, 2025, recommended an ASP that would permit a maximum building height of 38 storeys on the subject lands, with an average height of all towers to not exceed 35 storeys.

This recommendation was supported by Council and City staff have been directed to forward the Area Specific Policy (ASP) for the subject lands to the Ministry of Municipal Affairs and Housing (MMAH) to be included as part of the Ministry's ongoing review and final approval of OPA No. 58, the City's first Official Plan Amendment for the ongoing Official Plan Review process.

The proposed development complies with the building heights as permitted through this proposed Area Specific Policy (ASP), and as such an Official Plan Amendment is not required (provided Ministry approval is received prior to Council consideration of the Zoning By-law Amendment). A comprehensive review of the Official Plan policies is provided in **Section 6** of this report.

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## 3.2 Proposed Zoning By-law Amendment

The subject lands are zoned Uptown Mixed Use (U2-81) with Site Specific C159 as per Schedule A of the City of Waterloo Zoning By-law 2018-050. A Zoning By-law Amendment is required to permit the proposed development.

To permit the proposed development the applicant is requesting a site-specific exception to Zoning By-law-2018-050 with a number of new site-specific provisions to implement the proposed development. Specially, the site-specific exception is:

- Seeking relief from Section 8.2.7 and Table 8C of Zoning By-law 2018-050 to permit a minimum reduced street line setback of 0 m for both King and Caroline Streets, whereas a minimum of 4.0 metres (King Street) and 5.0 metres (Caroline Street) is required.
- Seeking relief from Section 8.2.9 of Zoning By-law 2018-050 to permit a minimum lot line setback of 1.5 m abutting a lane, whereas a minimum of 2.5 metres is required.
- Seeking relief from the maximum density requirement in Table 8D of Zoning By-law 2018-050 to permit a maximum density of 2100 bedrooms per hectare, whereas a maximum of 750 bedrooms per hectare is permitted for the U2-81 zone.
- Seeking relief from the maximum building height permissions in Table 8D of Zoning By-law 2018-050 to permit a maximum building height of 123 metres (37 storeys) including mechanical penthouse, whereas a maximum building height of 81 metres (25 storeys) is currently permitted.
- Seeking relief from the minimum height of first storey requirements in Table 8D of Zoning By-law 2018-050 to permit a minimum first storey height of 3.0 metres (Caroline Street), whereas a minimum of 4 metres is required.
- Seeking relief from the common outdoor area requirements in Table 8D of Zoning By-law 2018-050 to remove the requirement to provide at-grade common outdoor area.
- Seeking relief from Section 8.2.16 of Zoning By-law 2018-050 to permit structured parking above grade within 0 metres of King Street, whereas structured parking above grade is prohibited within 15 metres of King Street.
- Seeking relief from Section 6.6.2 b) and 6.6.2 c) of Zoning By-law 2018-050 to require a minimum of 256 indoor secure bicycle parking spaces (including stacked bike parking), whereas a rate of 0.3 Class A and 0.3 Class B bicycle parking spaces per dwelling unit are requirement and whereas a minimum of 40% of the required motor vehicular parking spaces for commercial uses are to be provided for bicycle parking spaces in Type A or Type B forms.

Justification in support of the requested zoning relief is included in **Section 7.2** of this report. The draft Zoning Exception is included as **Appendix C**.

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# 4.0 Provincial Policy Analysis

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## 4.1 Provincial Planning Statement, 2024

The Provincial Planning Statement (PPS) is a policy statement that was issued under the authority of section 3 of the *Planning Act*. The PPS came into effect on October 20, 2024. One of the key considerations of the PPS is that planning decisions 'shall be consistent' with the Policy Statement.

The PPS provides general policy direction on matters of provincial interest relating to land use planning and development, and outlines policy for Ontario's long-term prosperity, economic health and social well-being. These directives help to inform Municipalities' Official Plans and Zoning By-laws, which then allow for efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety and facilitate economic growth. The following is an analysis of the proposed development in the context of the policies in the PPS.

### Settlement Areas

**Section 2.3.1** of the PPS provides general policies for settlement areas. **Policy 2.3.1.1** emphasizes that settlements areas shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas. The Subject Lands are within a major transit station area and thus support this policy.

**Policy 2.3.1.2** states that land use patterns within settlement areas should be based on densities and a mix of land uses which: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit supportive; and are freight-supportive.

The proposed development of the Subject Lands supports this policy as it would provide a compact development form that would optimize the use of existing and planned infrastructure and public service facilities within the strategic growth area. Furthermore, the centralized site location and reduced provision of vehicular parking will encourage active transportation methods and transit use.

### Strategic Growth Areas and Major Transit Station Areas (MTSAs)

**Section 2.4** of the PPS provides policies that are intended to guide development within Strategic Growth Areas, including Major Transit Station Areas (MTSAs).

Of note, the policies encourage that strategic growth areas should be planned to provide a range and mix of housing options, intensification and more mixed-use development to support the achievement of complete communities. Furthermore, **Policy 2.4.2.2** states that within MTSAs that are served by light

rail or bus rapid transit, planning authorities shall plan for a minimum of density target of 160 residents and jobs combined per hectare. The proposed development also directly supports **Policy 2.4.4.3**, which encourages planning authorities to promote development and intensification within MTSAs by planning for land uses which support the achievement of the minimum density targets, and the redevelopment of surface parking lots within MTSAs.

The proposal will contribute to the minimum density target over the Major Transit Station Area, and will support the redevelopment of the Subject Lands, which are currently utilized by the Erb & Good funeral home and for surface parking. **Policy 2.4.3.1** also states that planning authorities shall plan for the intensification of lands that are adjacent to existing and planned frequent transit corridors. The Subject Lands are directly adjacent to a frequent transit corridor, and thus the proposed development supports this policy.

### **Energy Conservation, Air Quality and Climate Change**

The policies in **Section 2.9** of the PPS state that planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of changing climate through various approaches, including; *supporting the achievement of compact, transit-supportive, and complete communities; and, promoting green infrastructure, low impact development, and active transportation.*

The proposal to redevelop the Subject Lands with a multi-building, mixed-use high-rise development represents a more efficient use of land, resources and infrastructure that will also contribute to the achievement of a compact, transit-supportive community. The inclusion of green infrastructure and low impact development principles can be further explored at the detailed design stage.

### **Infrastructure and Public Service Facilities**

The policies in **Section 3.1** provide general direction regarding the provision of planning for infrastructure and public service facilities. The policies generally require the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

The proposed development is a compact development form that would optimize the use of existing and planned infrastructure and public service facilities within the strategic growth area.

### **Transportation Systems**

**Section 3.2** of the PPS states that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles. Land use patterns, density and mix of uses should be promoted that minimize the length of vehicle trips and support current and future use of transit and active transportation.

The proposed development is for a mixed-use development containing a range of uses, including commercial, retail, restaurant and residential uses. This form of development and mix of uses supports the overall objectives of the PPS, and will contribute to minimizing vehicle trips, and will encourage active transportation and transit use in the area.

The subject lands are within proximity of nearby transit services, as it is directly adjacent to the Allen Station ION LRT Station which provides access throughout Waterloo and connections into Kitchener and Cambridge, and is proximate to GRT bus stops along King Street South. Future residents and employees will have many nearby amenities and commercial services that can be accessed without the use of a vehicle, further reducing impacts on the surrounding road network. Various transportation demand management measures are proposed or can be implemented, such as secure bicycle parking and unbundled parking.

### **Land Use Compatibility**

**Section 3.5** of the PPS speaks to the importance of maintaining land use compatibility between major facilities and sensitive land uses. **Policy 3.5.1** states that major facilities and sensitive land uses shall be planned to avoid (or minimize/mitigate where avoidance is not possible) potential adverse impacts from odour, noise, and other contaminants to minimize risk to public health and safety.

The proposed development introduces additional sensitive land uses (residential) to the area. The William Street Pumping Station (northeast of the subject lands) is the closest nearby major facility. A Construction Spill and Response Plan has been prepared with this submission which provides reasonable contingency measures to deal with any environmental incidents (spills). Further, **Appendix D** of this Report provides an overall land use compatibility summary including an analysis of the Provincial D-6 Guideline - Compatibility Between Industrial Facilities and Sensitive Land Uses.

### **Sewage, Water and Stormwater**

**Section 3.6** of the PPS provides policies regarding sewage, water, and stormwater. Specifically, **Policy 3.6.2** states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.

As previously noted, the subject lands are serviced by existing municipal services. The Functional Servicing Report and Stormwater Management Report, prepared by WalterFedy and submitted with this application confirms that municipal servicing requirements can be satisfied and the site can be adequately serviced by existing municipal infrastructure.

### **Public Spaces, Recreation, Parks, Trails and Open Space**

**Section 3.9** of the PPS speaks to how to promote healthy, active, and inclusive communities. The policies encourage the planning of public streets, spaces and facilities to be safe, meeting the needs of pedestrians, fostering social interaction and facilitating active transportation and community connectivity.

The proposed development will include sidewalk and driveway connections from Philip Street into the proposed development to access a main street through the development, which will have sidewalks on both sides, and will be designed to encourage walking and cycling. The proposed development will have several indoor and outdoor amenity spaces, providing opportunities for active and passive recreation, and socialization.

**In summary, the proposed Zoning By-law Amendment is consistent with the Provincial Planning Statement, 2024.**

---

# 5.0 Region of Waterloo Official Plan

On August 18, 2022, Regional Council passed By-law No. 22-038, to adopt Regional Official Plan Amendment No. 6 (ROPA 6), for the Region's Official Plan to 2051. The purpose of the new Regional Official Plan was to accommodate Waterloo Region's forecasted population and employment growth to 2051 and implement A Place to Grow – Growth Plan (2020) and the Provincial Policy Statement (2020) and the Planning Act.

On April 11, 2023 the Minister of Municipal Affairs and Housing (MMAH) approved Region of Waterloo ROPA No. 6 with modifications. Note that as the date of this report, the Growth Plan and Provincial Policy Statement, 2020 have been replaced by the consolidated Provincial Planning Statement, 2024 that came into effect on October 20, 2024. As of January 1, 2025, the ROP became an Official Plan of each of the area municipalities. This means that until the policies in the ROP are repealed or amended, they will continue to apply and be the responsibility of each Area Municipality to enforce, as such the City of Waterloo is responsible for reviewing conformity with the Region's Official Plan.

The ROP outlines a vision for growth and development within the Region and establishes a number of general policies to plan and manage growth and implement provincial land use policy. An overarching goal of the ROP is to promote balanced growth by directing a larger share of new growth to the Urban Growth Areas.

## Urban Growth Centre and Urban Area (2.D.1)

The Subject Lands are designated "Urban Growth Centre" on Map 3a of the Regional Official Plan **(Figure 6 of this report)**. The subject lands are also on a "Regional Intensification Corridor" (King Street), an existing Transit Corridor **(Figure 7)**, and are located along a Regional Road **(Figure 8)** meaning the subject lands are well served by the existing road and transit network. The Urban Growth Centre is also considered part of the overall "Strategic Growth Areas" in the Region. Strategic Growth Areas are areas that are planned to accommodate most planned intensification in the Region.

Among other policies of the ROP, Policy 2.D.1.2 states that Urban Growth Centres are to be planned to accommodate significant population and employment growth, and by 2031, shall be planned to achieve a minimum density target of 200 residents and jobs per hectare for the Uptown Waterloo Urban Growth Centre. The proposed development proposes a high-density mixed-use development in the form of two compact towers within the Urban Growth Centre and will contribute to achieving the minimum density target.

## Major Transit Station Areas (MTSAs) (2.D.2)

The Subject Lands are within a "Major Transit Station Area", as shown on Map 2 **(Figure 9)** and Map 5b **(Figure 10)** of the Region of Waterloo Official Plan. Section 2.D.2 of the ROP sets out specific policies concerning the objectives for development within the Major Transit Station Areas. Table 2 of the ROP identifies the minimum density targets for Major Transit Station Areas, and density target of

160 people and jobs per hectare is established for the Waterloo Public Square/Willis Way and Allen Street Major Transit Station Areas, measured over the entirety of the station areas.

Notably, Policy 2.D.2.2 states that area municipalities are to undertake detailed planning updates to their Official Plans and Zoning By-laws to ensure the policies and regulations for lands within the MTSA are planned and designed in a manner that achieves various objectives, including: achieving the minimum density targets; and provides alternative development standards for uses near transit routes in order to maximize intensification opportunities and minimize surface parking areas.

The proposed development supports the objectives of the Major Transit Station Area policies as they will contribute to the minimum density target for the Willis Way Station Area, and will maximize the intensification potential for this site and eliminate existing surface parking areas.

### **Transit-Supportive Development Policies (2.D.6)**

Section 2.D.6 of the ROP contains Transit-Supportive Development policies to be considered in the review of a development application on or near existing or planned rapid transit. The policies state that the Region and area municipalities shall apply the following criteria in reviewing development applications within strategic growth areas and other intensification areas:

- a. Creates an interconnected, multimodal street pattern that prioritizes walking, cycling, and rolling, and taking transit over automobile trips, and supports vibrant mixed-use developments;
- b. Supports a more compact built form that locates the majority of transit-supportive uses within a comfortable walking distance of a transit stop or Major Transit Station Area;
- c. Provides an appropriate mix of land uses, including a range of food destinations, local services and amenities to meet peoples' daily needs for living;
- d. Promotes medium and higher-density development as close as possible to the transit stop to support higher frequency transit service and optimize transit rider convenience;
- e. Supports a high-quality public realm to enhance the identity of the area and create gathering points for social interaction, community events and other activities; and
- f. Provides access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking, and where applicable, passenger transfer and commuter pick-up/drop off areas.

The proposed development will create a mixed-use development within close proximity to the Allen Street and Willis Way ION (LRT) Stations. Convenient pedestrian connections will be provided to ensure future residents and employees enjoy safe access to the LRT stations. Further, the subject lands are located in the Urban Growth Centre (a strategic growth area) so future users of the development will have the option to walk or cycle to a range of destinations, including commercial, employment and institutional uses. Accordingly, in our opinion, the proposal is consistent with the transit supportive policies.

### **Land Use Compatibility (2.I.1)**

Section 2.I.1 of the ROP identifies policies regarding land use compatibility that seeks to avoid or minimize any potential adverse effects between major facilities and sensitive land uses such as odour, noise, and vibration.

As identified in the pre-consultation comments provided by the City, it has been requested that a Land Use Compatibility Analysis be conducted for the proposed development of the subject lands, including an analysis of the MOECC D-6 Guidelines in the to ensure there will be no compatibility issues between the proposed development and any existing uses. A noise study has been prepared in support of the proposed application. Following a review of surrounding uses within 70-1,000 metres of the proposed development, it has been concluded that impacts such as odour are not of concern. This also recognizes, in part the amount of residential already existing in the immediate surrounding aera, and that residential permissions are already provided for on the subject lands. This Land Use Compatibility Analysis is further detailed in Appendix D of this report.

### **Housing and Livability**

Furthermore, Chapter 3 of the ROP provides policy direction for the livability of the Region to foster a high quality of life. These policies include planning for an appropriate range and mix of housing choices for all income groups and increasing opportunities for multiple transportation modes.

Policy 3.A specifically provides policy direction for a range and mix of housing types, including for, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents. The proposed development will provide a significant amount new housing in apartment form. While the tenure of the units is intended to be condominium, it is likely there will be owned units that would be rented out. The individual units are proposed in a range of sizes to accommodate a wide variety of demographics, in an area that is well serviced by several modes of transportation, including transit.

### **Cultural Heritage Resources (3.G)**

Section 3.G.3 of the ROP requires that area municipalities identify cultural heritage resources by establishing and maintaining a register of properties that are of cultural heritage value or interest, including properties designated under Parts IV, V or VI of the Ontario Heritage Act.

The existing original building on 171 King Street South, also referred to as the “Kuntz-Labatt House” is presently listed on the City of Waterloo’s Municipal Heritage Register, and is designated under Part IV of the Ontario Heritage Act. It is proposed that the existing building on the subject lands be relocated slightly on site to accommodate the proposed redevelopment. The house has been integrated within the overall development and is proposed to be adaptively used for commercial development, likely a restaurant use.

A Heritage Impact Assessment (“HIA”) has been prepared in support of the proposed redevelopment. The HIA assesses the impact of the proposal on the existing and adjacent heritage resources. The HIA supports the proposed relocation, subject to mitigation measures. Further, the HIA concludes that the proposed development is considered appropriate as it relates to cultural heritage resources. Provided that the mitigation recommendations provided in the HIA are implemented, identified adverse impacts will be minimized or avoided.

### **Source Water Protection Areas (8.A)**

The subject lands are located within a Wellhead Protection Sensitivity Area 4 on Map 6a of the ROP (**Figure 11**). WSPA 4 delineates medium sensitivity areas found within the two year time of travel to a municipal drinking-water supply well. Policy 8.A.14 of the Regional Official Plan sets out limitations and

constraints for WPSA 4 lands. Specifically, it states that geothermal wells will not be permitted, and underground parking garages may be permitted subject to further study. Residential developments are permitted within the WPSA 4, subject to other policies of the ROP. The proposed development does not contemplate any underground parking and the developer is amenable to the inclusion of a provision in the zoning by-law to prohibit geothermal wells on site. A Section 59 Notice has been issued by the Region for this planning application and is included with the submission materials.

Policy 8.3.3(7) of the City's Official Plan states that development applications within source water protection areas will be reviewed and considered in accordance with the source water protection policies in the Regional Official Plan.

### **Summary**

The proposed Zoning By-law Amendment conforms to the ROP policies as the proposed development will:

- Accommodate residential growth within the Urban Area, and more specifically the Built-Up Area of the City of Waterloo;
- Re-urbanize underutilized lands located within the Urban Growth Centre and a Major Transit Station Area, which are planned to accommodate higher density uses for future population and employment growth;
- The proposed development will encourage active transportation and contribute a pedestrian friendly environment by locating the buildings close to King Street South and the Allen ION LRT Station;
- Is transit supportive, and supports the use of transit as an LRT ION Station is located in proximity to the proposed development, with multiple bus routes that are accessible by a short walk on King Street South;
- Will be serviced by municipal water, sanitary and storm water services appropriately sized to accommodate to proposed development;
- Contributes to the creation of complete communities by adding a different housing type and a range of commercial uses, including retail and restaurant uses, and amenity space;
- Is well serviced by community services including commercial uses and schools; and,
- Does not negatively affect any existing natural or cultural heritage resources.

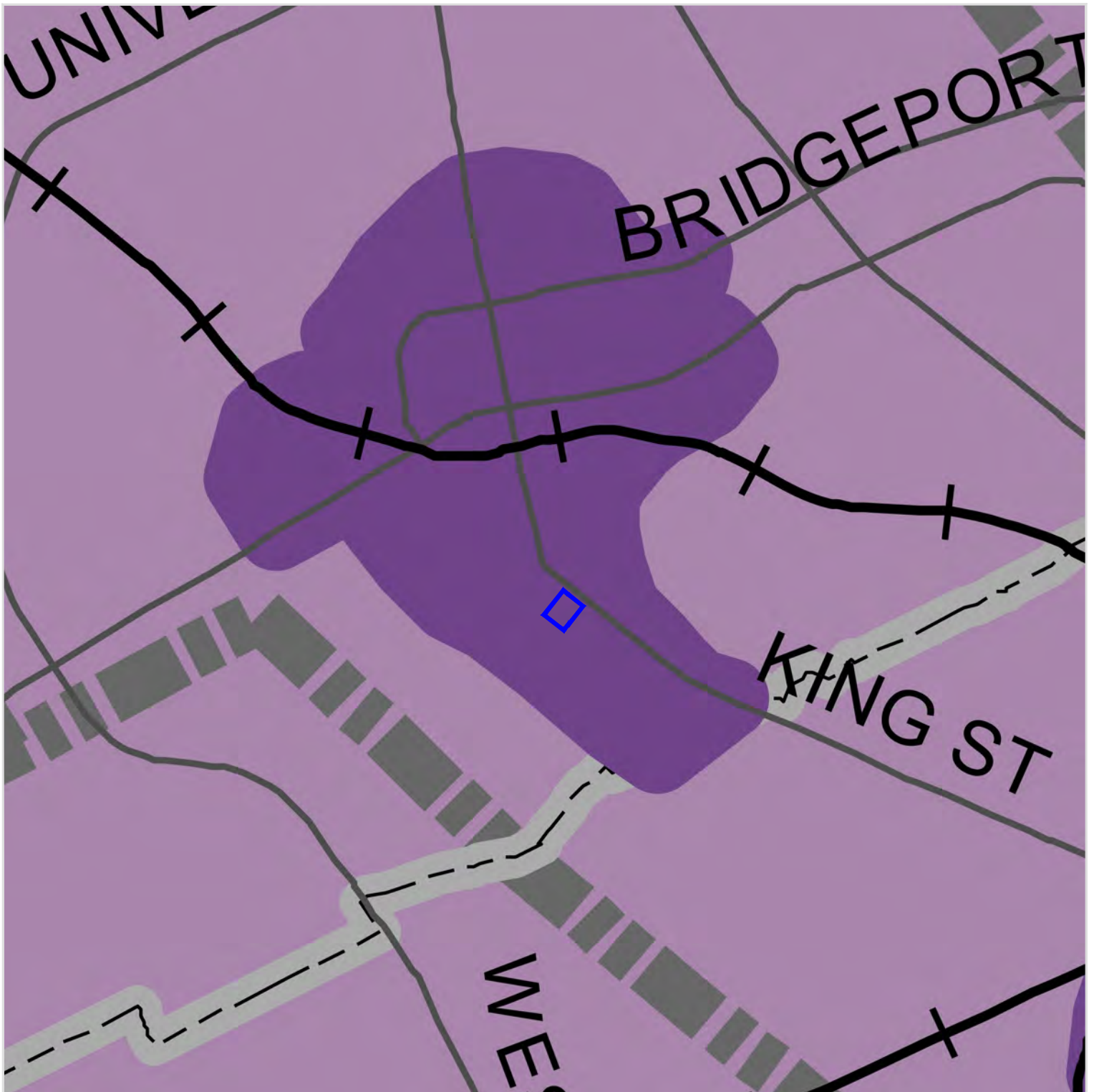


Figure 6  
Regional Official Plan  
Map 3a - Urban Area

167-171 King Street South  
City of Waterloo  
Region of Waterloo

#### LEGEND

 Subject Lands

#### Urban Area

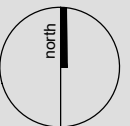
-  Built-Up Area\*
-  Urban Designated Greenfield Areas
-  Prime Industrial/Strategic Reserve (Served)
-  Urban Growth Centres

DATE: April 2025

SCALE: NTS

FILE: 15202B

DRAWN: SP



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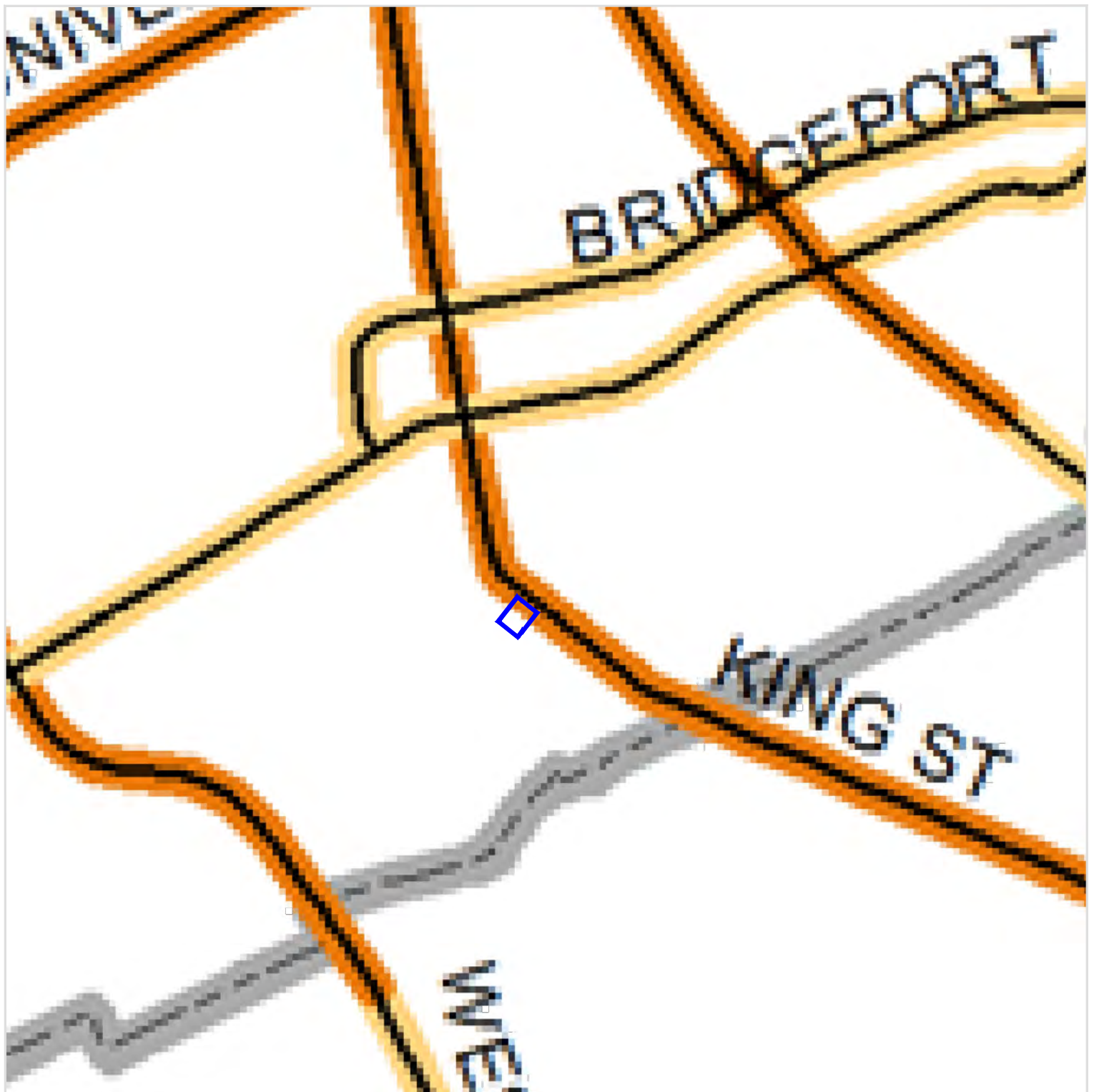


Figure 7  
**Regional Official Plan  
 Map 5a - Regional  
 Transit Network**

**167-171 King Street South**  
 City of Waterloo  
 Region of Waterloo

**LEGEND**

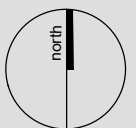
- Subject Lands
- Existing Transit Corridors
- Planned Transit Corridors
- Provincial Highway
- Regional Road
- River
- Region of Waterloo International Airport
- Municipal Boundary
- Railway

**DATE:** April 2025

**SCALE:** NTS

**FILE:** 15202B

**DRAWN:** SP



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Figure 8  
**Regional Official Plan  
 Map 5b - Existing,  
 Planned and  
 Proposed Roads and  
 Corridors**

**167-171 King Street South**  
 City of Waterloo  
 Region of Waterloo

**LEGEND**

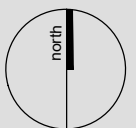
-  Subject Lands
-  Existing Regional Roads
-  Planned Regional Roads
-  Proposed Regional Corridors
-  Planned Provincial Highway

**DATE:** April 2025

**SCALE:** NTS

**FILE:** 15202B

**DRAWN:** SP



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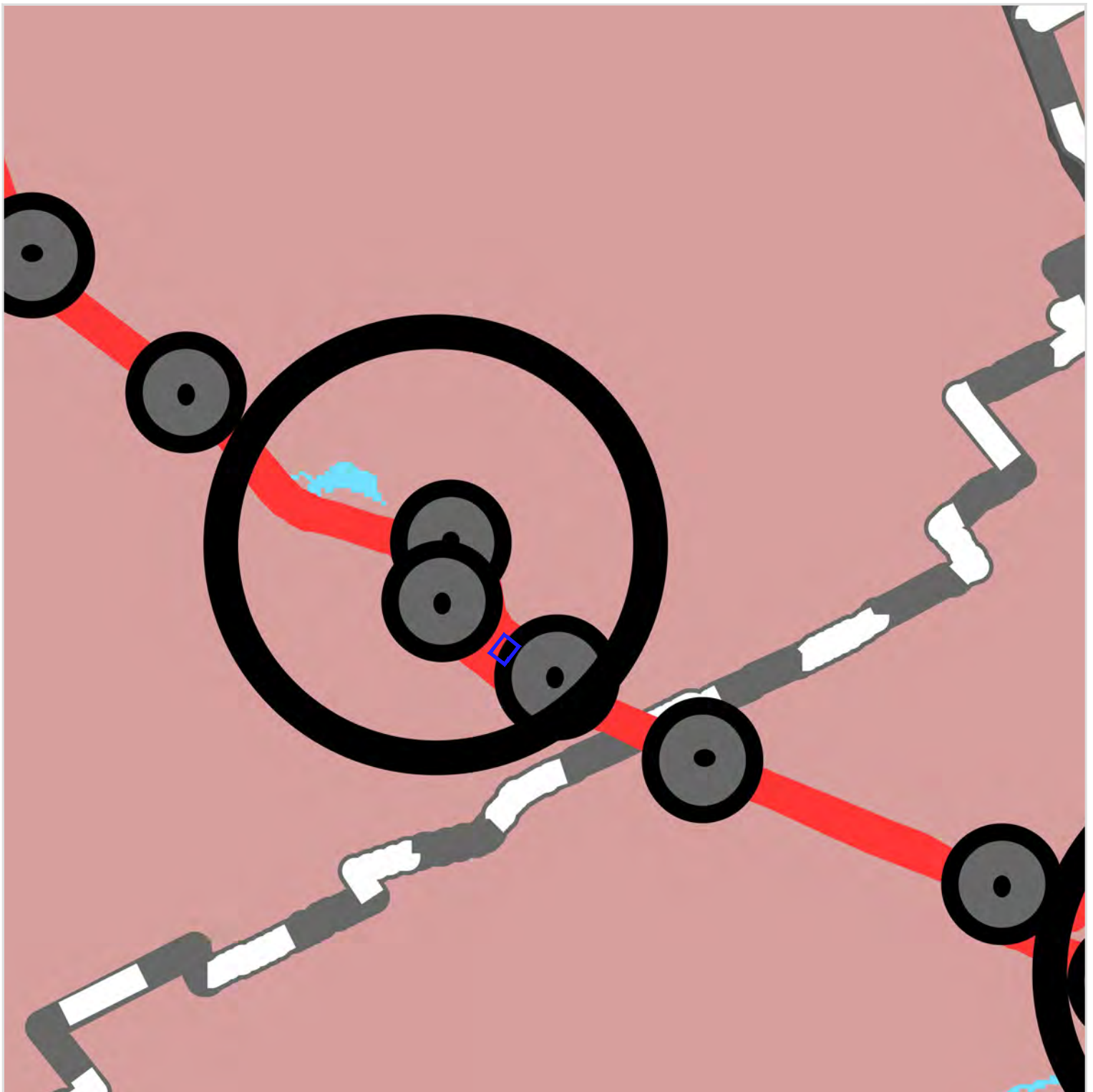


Figure 9  
**Regional Official Plan  
 Amendment 6**  
**Map 2 - Urban System**

167-171 King Street South  
 City of Waterloo  
 Region of Waterloo

#### LEGEND

 Subject Lands

#### Strategic Growth Areas

-  Urban Growth Centre\*
-  Regional Intensification Corridors
-  Major Transit Station Area\*

#### Urban Area / Township Urban Area

-  Delineated Built-Up Area
-  Designated Greenfield Area

#### Municipal Boundaries

-  Regional Municipal Boundary
-  Area Municipal Boundary

#### Transportation

-  Region of Waterloo International Airport
-  Provincial Highways
-  Regional Roads

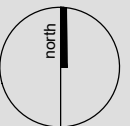
 Areas that remain subject to the ROPA 2 appeal.

DATE: April 2025

SCALE: NTS

FILE: 15202B

DRAWN: SP



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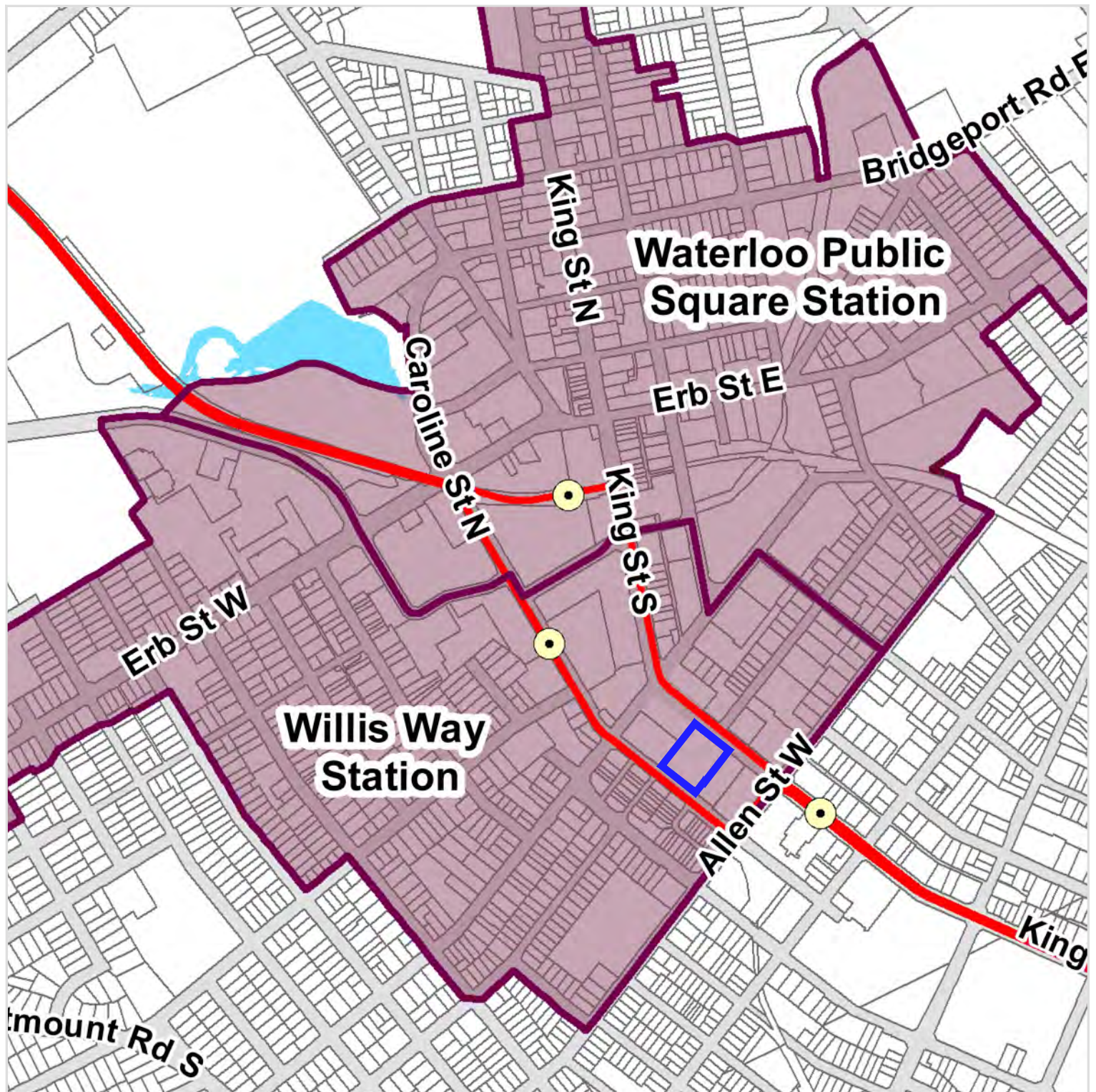


Figure 10  
**Regional Official Plan  
 Amendment 6**  
**Figure 5b - Major  
 Transit Station Areas  
 - Waterloo Public  
 Square and William  
 Way Station**

167-171 King Street South  
 City of Waterloo  
 Region of Waterloo

**LEGEND**

- Subject Lands
- Transit Stop
- Stage 1 ION LRT Route
- Planned Stage 2 ION LRT Route
- Major Transit Station Area

**Municipal Boundaries**

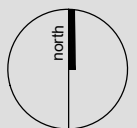
- Regional Municipal Boundary
- Area Municipal Boundary

**DATE:** April 2025

**SCALE:** NTS

**FILE:** 15202B

**DRAWN:** SP



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Figure 11  
**Regional Official Plan  
 Map 6 - Urban Source  
 Water Protection  
 Areas**

**167-171 King Street South**  
 City of Waterloo  
 Region of Waterloo

#### LEGEND

 Subject Lands

#### Wellhead Protection Areas

-  WPSA-1
-  WPSA-2
-  WPSA-3
-  WPSA-4
-  WPSA-5
-  WPSA-6
-  WPSA-7
-  WPSA-8

#### Municipal Wellhead

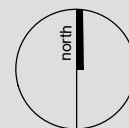
-  Municipal Wellheads
-  Groundwater Under Direct Influence (GUDI)

**DATE:** April 2025

**SCALE:** NTS

**FILE:** 15202B

**DRAWN:** SP



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# 6.0 City of Waterloo Official Plan

The City of Waterloo Official Plan (the “Official Plan”) came into effect on December 21, 2012 and represents the City’s vision for growth and change. The Official Plan sets out principles, objectives and policies designed to direct the form, extent, nature and rate of growth and change within the City to 2031. The following outlines the designation of the Subject Lands in the applicable Schedules as contained in the Official Plan:

| Map                                              | Map Title | Designation                                                                                                                           |
|--------------------------------------------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------|
| Schedule A: Land Use                             |           | Commercial (please refer to <b>Figure 12</b> )                                                                                        |
| Schedule A1: Commercial Land Uses                |           | Uptown Mixed-Use (please refer to <b>Figure 13</b> )                                                                                  |
| Schedule B: City Structure                       |           | Primary Node (please refer to <b>Figure 14</b> )                                                                                      |
| Schedule B1: Height and Density                  |           | High Density, 81 metres<br>(please refer to <b>Figure 15</b> )                                                                        |
| Schedule B2: Uptown Waterloo Urban Growth Centre |           | Uptown Complementary Transition Area<br>(please refer to <b>Figure 16</b> )                                                           |
| Schedule F: Active Transportation Framework      |           | King Street Corridor (King Street) and City-Wide Cycling and Multi-Use Route (Caroline Street)<br>(please refer to <b>Figure 17</b> ) |
| Schedule I: Industrial Transition Areas          |           | Industrial Transition Areas (please refer to <b>Figure 18</b> )                                                                       |

## Urban Growth Centre

The Official Plan identifies a hierarchy of designated Nodes and Corridors that are anticipated to accommodate a significant portion of the City’s population and employment growth. This hierarchy is set out on Schedule ‘B’ (City Structure) of the Official Plan, which identifies the subject lands as being located within the City’s Primary Node (*Uptown Waterloo Urban Growth Centre*).

Section 3.6.1 of the Official Plan states that the Uptown Waterloo Urban Growth Centre is to be planned to accommodate a wide range of commercial, employment, social, cultural, entertainment, accommodation, open space, recreational, institutional and residential uses. Further, Section 3.7 describes that this area will be planned to:

- Serve as a focal point for investment in a broad range of uses, including employment uses;
- Accommodate and support major transit, pedestrian and cyclist infrastructure;
- Function as a high-density major employment centre;
- Achieve a minimum gross density target of 200 persons and jobs per hectare by 2031 (consistent with the policies of the Growth Plan and the ROP); and
- Accommodate and conserve cultural heritage resources.

The proposed new development includes both commercial and residential uses, contributing towards the wide range of uses within the Uptown and assisting the City in achieving and/or exceeding the minimum density target.

The subject lands are appropriate for residential intensification given their location within the Urban Growth Centre. The proposed redevelopment will result in the intensification of an underutilized site which can be adequately serviced by existing municipal infrastructure. The proposed multiple residential buildings will result in new residential uses within Uptown Waterloo thereby contributing to the vibrancy of the community through additional density. The proposed redevelopment will support the multi-modal transit system as the subject lands are located proximate to transit, cycling infrastructure, a multi-use trail and a range of non-residential uses within a comfortable walking distance.

As set out in Table 2 to this Report, the proposed redevelopment will result in a density of 2,913 persons per hectare which surpasses the Uptown Waterloo Density target of 200 persons and jobs per hectare. The proposed redevelopment represents significant investment within Uptown Waterloo in a compact urban form.

With respect to the conservation of cultural heritage resources, the existing building on the portion of the subject lands municipally known as 167 King Street South will be retained, restored and relocated slightly northeast of its existing location to be incorporated into the proposed development in the form of a restaurant. As a result, public access to this cultural heritage resource will be increased through the redevelopment of the subject lands. A Heritage Impact Assessment has been prepared in support of this application and supports the proposed restoration and relocation of the existing house.

### **Uptown Mixed-Use**

The Official Plan contains a comprehensive commercial framework that includes a range of commercial land use designations each of which is intended to fulfil distinct commercial functions. Schedule 'A' designates the property *Commercial* (**Figure 12**) and, more specifically, on Schedule 'A1' (Commercial Land Uses) identifies the site as being within the *Uptown Mixed-Use* and *Uptown Complementary Transition Area* (**Figure 13**).

The *Uptown Mixed-Use* designation is considered to be Regional-Serving Centre and Area by Section 10.2.1(1) of the Official Plan. A Regional-Serving Centre and Area includes the Uptown Commercial Core, *Uptown Mixed-Use* and the Conestoga Commercial Centre.

Land use policies for the Uptown Mixed-Use designation are set out in Section 10.2.2.2 of the Official Plan. Within the 'Vision' component of this Section, it is stated that:

*"Lands within the Uptown Mixed-Use designation will be planned to accommodate medium to high density mixed-use areas that include predominantly residential and office employment uses in freestanding or mixed-use buildings. Such uses are intended to complement the planned function of the Uptown Commercial Core by providing market support for the commercial uses within the Uptown Commercial Core."*

To achieve this vision for the Uptown, a range of commercial, employment, and residential uses are contemplated. The subject proposal, which includes residential and commercial uses, is consistent with Council's vision for the Uptown.

Lands designated *Uptown Mixed-Use* will accommodate and encourage medium to high density mixed-use development that includes predominantly residential and office employment uses in freestanding or mixed-use buildings. Permitted uses are intended to complement the planned function of the Uptown Commercial Core by providing market support for the commercial uses.

### **Density**

The City's Official Plan measures density in bedrooms per hectare, unlike more common measures of units per hectare or floor space area. The subject lands are designated *High Density* on Schedule B1 (**Figure 15**) and are permitted a maximum height of 81 metres. The minimum density within the High-Density designation is 150 bedrooms per hectare and the maximum density is 750 bedrooms per hectare.

By measuring density in bedrooms per hectare, the Official Plan encourages units with one bedroom as the yield of units is reduced if more bedrooms are included in each unit – i.e. there is an incentive to provide one-bedroom units as more units can be constructed if each unit has fewer bedrooms. The proposed development includes one-bedroom and two-bedroom units. The inclusion of two-bedroom units increases the overall supply of bedrooms for the development, thereby increasing the density as measured in the Official Plan.

The lands are ideally situated to provide for a high-density development. They are located along a major arterial road, surrounded by existing high-rise buildings, steps from the ION Transit station, and in close proximity to major active transportation networks. The lands are not constrained by the floodplain that traverses through the Uptown and are a significant distance from existing low-rise neighbourhoods.

The proposed residential redevelopment is permitted in the *Uptown Mixed-Use* designation. The proposed redevelopment has a density of 2,028 bedrooms per hectare and Tower A has a height of 37 storeys and Tower B has a height of 33 storeys. Although the maximum proposed height exceeds the current permissions, City staff have been directed to forward an Area Specific Policy (ASP) for the subject lands to the Ministry of Municipal Affairs and Housing (MMAH) to be included as part of the final approval of OPA No. 58. The ASP would increase the maximum permitted building height for this site to 38 storeys, with an average height of all buildings to not exceed 35 storeys. OPA 58 removed maximum densities from the Official Plan.

While the proposed building heights do not currently comply with the current Official Plan policies, they will comply once the ASP is incorporated into OPA No. 58 and is subsequently approved by the Ministry. It is expected that this approval will be issued prior to final approval of the Zoning By-law Amendment. Accordingly, a Zoning By-law Amendment to both the maximum building height and the maximum density is required.

### **Uptown Complementary Transition Area**

The Uptown Complementary Transition Area is not a land use designation, but rather refers to the geographic area outside of the Uptown Commercial Core, but still within the boundary of the Urban Growth Centre. The area is intended to accommodate medium to high-density mixed-use areas that

include predominantly residential and office uses. Retail uses will be limited and permitted only in mixed-use buildings in conjunction with office or residential uses.

Generally, the Transition Area is intended to:

- Serve as a transition between the intense uses of the Uptown Commercial Core and the established lower density residential neighbourhoods;
- Provide opportunities for residential and office uses in mixed-use developments;
- Provide pedestrian-oriented mixed-use areas adjacent to Park Street and King Street to provide a strong connection between the Uptown Commercial Core and Clarica/Sunlife.

The proposed development provides for a mixed-use building along King Street, with pedestrian connections to King Street and Caroline Street, including pedestrian connections to the Uptown Commercial Core to the north. The development is located east of a low-rise residential neighbourhood, which is generally west of Park Street. There are multiple high-rise buildings located between the subject lands and the neighbourhoods to the east and west. Similarly, King Street and lands along the east side of King Street provide separation from the low-rise neighbourhood located east of Mary Street. By locating the proposed towers closer to the King Street South and Caroline Street, the development provides separation the existing Circa 1877 building to reduce overlook.

### Uptown Waterloo Compatibility & Urban Design

Section 3.7.2 of the Official Plan provides policies to encourage and facilitate a land use pattern that supports the Uptown's intended form and function. The proposed redevelopment has been designed in consideration of the applicable policies as set out at **Table 3** below:

**Table 3 – Retaining Uptown's Sense of Community, Identity and Commercial Vitality**

| Policy                                                                                                                                                                                                                                                                                                                                                                                                                                        | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Pedestrian-Oriented Environment and Public Realm                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <i>Consistent with the Urban Design policies of this Plan, site and building design as well as improvements within the public realm (roads, parks and sidewalks) will support safe and convenient pedestrian movement.</i>                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>• The proposal incorporates pedestrian connections to the municipal sidewalk network to ensure safe and convenient pedestrian movement.</li> <li>• The proposed redevelopment will result in streetscape improvements along King Street South and Caroline Street which will further enhance the public realm.</li> </ul>                                                                                                                                                                  |
| <p><i>It is a policy of this Plan that development will support a high quality, safe and attractive public realm and streetscape in the Uptown.</i></p> <p><i>(a) Uptown's high quality public realm will include a public square, public art, parks, greenspaces, and a pedestrian and bicycle-friendly environment to facilitate community connections and interactions through special events, festivals, and everyday activities.</i></p> | <ul style="list-style-type: none"> <li>• The proposed redevelopment will integrate the existing heritage building on site to provide a restaurant as the primary commercial use. The proposed restaurant will have a wrap-around patio/deck area that will provide eyes on the street and over the City's own Brewmeister Green. The incorporation of the existing heritage building will significantly contribute to the public realm, and will be a focal point for social interaction and increase public access to</li> </ul> |

| Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><i>(b) The City views the 'greening' of Uptown as a critical component of creating high-quality urban open spaces. The City shall promote horticulture and the integration of open space components into and throughout Uptown. Clear and definite connections shall be emphasized between open spaces as well as between Uptown and Waterloo Park.</i></p> <p><i>(c) Development within Uptown Waterloo Urban Growth Centre will feature high quality, safe and attractive amenity space.</i></p>                                                                                                             | <p>the cultural heritage resource on the subject lands.</p> <ul style="list-style-type: none"> <li>• Private outdoor amenity space will be included in the redevelopment for future residents of the buildings. This space will be provided atop the building podium at the 6th level.</li> <li>• Amenity space on site will be designed to be high quality, safe and attractive. Details, including landscaping, will be confirmed through the site plan stage.</li> </ul>                                                                                                                                                                                                                                                                                                                |
| <b>Architectural Integrity</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p><i>It is a policy of this Plan to encourage, reinforce and improve the architectural integrity of buildings within the Uptown Waterloo Urban Growth Centre, particularly those fronting onto King Street South through such means as urban design guidelines and the Zoning By-Law. In order to maintain and enhance the character of King Street South as the City's main street, for buildings that immediately abut King Street within the Uptown Urban Growth Centre, the Zoning By-Law will contain provisions that require:</i></p> <p><i>a) a minimum height of 6 metres, being 2 full storeys.</i></p> | <ul style="list-style-type: none"> <li>• The proposed redevelopment has been designed to be architecturally distinct with appropriate design elements along both the King and Caroline Street frontages in order to create visual interest and enhance the Uptown Waterloo sense of identity.</li> <li>• Building elevations have been prepared, illustrating a contemporary, modern building design that incorporates high quality materials and interesting architectural detailing.</li> <li>• The Urban Design Brief prepared in support of this application and contains design principles and guidelines that will guide the detailed design of the proposed redevelopment to ensure that it is compatible with its surrounding context and meet the City's requirements.</li> </ul> |
| <b>Cultural Heritage Resources</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p><i>Development within the Uptown Waterloo Urban Growth Centre will be considered in conjunction with the Heritage policies of this Plan, as found in the Arts, Culture, Heritage, Recreation and Leisure Chapter. In consultation with the Municipal Heritage Committee, the City will identify and/or designate buildings and districts with heritage significance and support owners to restore and maintain built heritage resources.</i></p>                                                                                                                                                               | <ul style="list-style-type: none"> <li>• The proposed redevelopment will maintain and restore a cultural heritage resource on the subject lands.</li> <li>• Further discussion and analysis regarding the cultural heritage resource on the subject lands is provided in the Heritage Impact Assessment that has been prepared in support of this application</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p><i>The City will Plan for and encourage the identification, description and interpretation of cultural heritage resources for educational and tourism purposes.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>• The proposed redevelopment will increase public access to the cultural heritage resource on the subject lands as it is proposed to be</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Response                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>incorporated into the commercial component of the proposed development.</p> <ul style="list-style-type: none"> <li>• Appropriate identification and interpretive installations will be incorporated as part of the restoration process.</li> </ul>                                                                                                                                                            |
| Access                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p><i>The City will plan for access to and within the Uptown Waterloo Urban Growth Centre by various modes of transportation (public and private) that is safe and convenient.</i></p> <p><i>(a) Access to and within the Uptown Waterloo Urban Growth Centre by transit, walking and other active modes of transportation will have priority over private vehicle access.</i></p> <p><i>(b) The Uptown Waterloo Urban Growth Centre will be connected with the surrounding City fabric through parks, trails, bikeways, transit routes, sidewalks and roads.</i></p> <p><i>(c) The City will enhance connections by improving pedestrian routes/links and community trails through the Uptown Waterloo Urban Growth Centre and in surrounding neighbourhoods within walkable or bikeable distance, planning for the provision of bicycle parking and maintaining/enhancing greenspaces.</i></p> <p><i>(d) The City will plan for road improvement projects that incorporate active modes of transportation and provide pedestrian and bicycle facilities.</i></p> | <ul style="list-style-type: none"> <li>• The proposed redevelopment has been designed to integrate with the existing network of streets, sidewalks, trails, bikeways and transit routes.</li> <li>• Vehicular access to the proposed redevelopment will be from Caroline Street and Luntz Lane and convenient pedestrian connections to King and Caroline Streets will be incorporated.</li> </ul>               |
| Parking                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p><i>Council recognizes the need for vehicular and bicycle parking facilities within the Uptown Waterloo Urban Growth Centre and will plan for adequate parking to be provided, balancing the desire to accommodate a range of transportation modes with the desire to implement transportation demand management, support transit, and reduce reliance on the automobile. It is the policy of</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>• Although vehicular parking is provided at a reduced rate than what is currently required by the Zoning By-law, Bill 185 now provides that there is no longer a requirement to provide parking spaces for developments within an identified Protected Major Transit Station Area. As the subject lands are within a Protected Major Transit Station Area, the</li> </ul> |

| Policy                                                                                                                                                                                                                                                                                                                                                                                  | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><i>the Plan that the responsibility of providing the necessary parking facilities will be shared by developers, users of parking spaces, landowners, tenants and the general taxpayer.</i></p> <p><i>a) Parking in the Uptown Waterloo Urban Growth Centre shall be strategically located and encouraged to be accommodated underground or through parking structures/decks.</i></p> | <p>minimum vehicular parking rate in the Zoning By-law does not apply.</p> <ul style="list-style-type: none"> <li>• The proposed redevelopment will feature internal structured parking throughout the building podium. The location of parking and architectural design of the building is intended to limit the visual impact of parking on the public realm and to make more efficient use of the site. Appropriate landscaping will be incorporated in order to adequately buffer and screen the structured parking areas from public view.</li> <li>• Bike parking will be provided in the proposed development which will include bike parking outside as well as stacked bicycle racks on the first two levels of the podium.</li> </ul> |

As demonstrated in **Table 3** above, the proposed redevelopment will contribute to the evolving identity of Uptown Waterloo while assisting to meet the City's density targets through intensification. The design of the proposed redevelopment will be regulated through the site plan approval process.

### Urban Design

Section 3.11 of the Official Plan details urban design policies which generally encourage a high standard of urban design. The urban design policies apply to all development within the City with specific policies for lands located within the Uptown Waterloo Urban Growth Centre. An Urban Design Brief has been prepared in support of the proposed redevelopment and includes an assessment in the context of the City's Official Plan. The proposed redevelopment will be designed to: be attractive, be compatible with the character and identity of Uptown Waterloo to animate the public realm and to enhance the surrounding context. Implementation of the urban design principles and guidelines will occur through the site plan approval process.

The proposed height, built form, massing and density of the proposed redevelopment are appropriate and compatible with the surrounding context. The proposed height and massing are based on a number of contextual and urban design considerations including:

The location of the subject lands on King Street South;

- The location of the subject lands proximate to higher order transit services;
- The surrounding built form context;
- The separation of the subject lands from low-density residential neighbourhoods;
- The size and depth of the subject lands; and
- Potential shadow impacts will not impact low-rise residential neighbourhoods.

Generally, the proposed development will be designed as a safe, attractive, pedestrian friendly mixed-use development, with high quality building and site design. Given the location/prominence of the

subject lands within the Uptown Waterloo Area, a high level of urban design and materials will be incorporated into the proposal. Final design of the development will be developed in consultation with City staff and agencies through the site plan approval process.

Urban design policies from the City of Waterloo Official Plan as well as the City's Urban Design Manual are further discussed and analyzed in detail in the supporting Urban Design Brief, prepared by MHBC Planning.

#### Active Transportation

Development that supports active transportation and enhances the provision of safe facilities for pedestrians and cyclists are supported by both the City and the Region. The proposed development supports active transportation and provides sidewalks and pedestrian connections throughout the proposed development, including to the Allen ION Station to enhance connectivity into and out of the subject lands. The King Street frontage is along the *King Street Corridor* and a *City-Wide Cycling and Multi-Use Route* is along the Caroline Street frontage as shown on Schedule F – Active Transportation Framework (**Figure 17**).

Overall, the proposed development is located within an area that provides active transportation connections and will be designed to encourage active transportation and transit use.

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## 6.1 City of Waterloo Official Plan (OPA 58)

The City of Waterloo is undertaking a statutory review of its Official Plan, as required by the Planning Act (Ontario). The Official Plan Review is a multi-phase process intended to refine existing Official Plan policies and mapping to reflect contemporary best practices in urban planning, and to update the City Official Plan ("City OP") for consistency with legislation and current Provincial and Regional policies and plans. Proposed updates to the City OP seek to address local considerations / context, and input received to date from community consultation, where appropriate.

In June 2024, the City released a draft of the updated City OP, which included draft updated policies and land use mapping. Based on community consultation and further review and refinement of the draft policies and plans, a recommended Phase 1 update City OP was drafted and taken to City Council on December 2, 2024 for a decision. The recommendation to approve the Phase 1 Amendment to the City of Waterloo Official Plan (OPA 58) was passed by City Council, and is now with the Ministry for final approval.

Overall, the Phase 1 Official Plan updates included minor amendments to Chapters 1-2 (Introduction and Principles/Basis), more extensive amendments to Chapter 3 (City Form) and Chapter 10 (Land Use Designations), and administrative amendments to Chapter 11 (Site Specific Provision; now named Area Specific Policies) and Chapter 12 (Implementation and the Glossary). Several housekeeping updates were also included in the recommended amendments, as well as amendments to several Schedules (maps) in accordance with the policy updates. Revised Urban Design policies have been addressed in the Urban Design Brief prepared by MHBC. With respect to the Uptown, one of the more significant changes in OPA 58 was the increase in height from 25 to 30 storeys and the removal of maximum density permissions from the Official Plan.

We have provided comments and been in discussions with City policy planning staff since the initial draft of the Phase 1 Amendment to the Official Plan was made available in June 2024 to incorporate amendments to the designation and applicable policies for the subject lands through this ongoing review. City staff made an initial recommendation that Council defer its decision on OPA 58 and direct staff to further review applicable Official Plan policies and schedules that pertain to various properties across the City with their respective landowner, which included the subject lands.

On July 14, 2025, City staff took recommendations to Council for approval for various deferred properties (including the subject lands) with Area Specific Policies (ASPs) that were recommended to be forwarded to the Ministry of Municipal Affairs and Housing (MMAH) to be included as part of the Ministry's ongoing review and final approval of the OPA 58.

The wording of the proposed ASP for the subject lands was as follows:

*11.1.XX                   Area Specific Policy XX (167 and 171 King Street South)*

- 1. The policies of this Area Specific Policy apply to lands known municipally as 167 and 171 King Street South, shown as ASP XX.*
- 2. In addition to all other applicable policies in this Plan, and notwithstanding the maximum height permitted within the 'High Rise Residential' designation, the implementing Zoning By-law may permit the following maximum and average heights:*
  - a. the maximum height of any tower (inclusive of podium) on the lands may be up to 38 storeys; and,*
  - b. the average height of all towers (inclusive of podium) on the lands shall be no greater than 35 storeys, having regard to relevant policies including 3.4(6) and 3.4(8).*
- 3. Notwithstanding anything to the contrary in this Plan, residential uses shall be permitted on the ground floor on the Caroline Street South frontage.*
- 4. Matters relating to appropriate built form, density, transition, setbacks, entrances to first storey dwelling units and buffering from adjacent lands shall be regulated by the implementing Zoning By-Law.*

City's recommendation was approved by Council, and City staff have been directed to forward the Area Specific Policy (ASP) for the subject lands to the Ministry for approval and to amend OPA 58. The proposed development is consistent with the heights contemplated in the ASP, to be adjusted through the proposed Zoning By-law Amendment.

The following sections summarize how the proposed development addresses policies 3.4(6) and 3.4(8) as referenced in the ASP.

**Requests for Increased Heights (Built Form Policy 3.4 (6))**

Development applications proposing increased heights will be considered based on criteria included in Policy 3.4 (6) of the Official Plan (as amended through OPA 58). Table 4 provides a summary of how the proposed development has had regard for these considerations.

**Table 4: Review of Policy 3.4(6) as Included in OPA 58**

| Official Plan Criteria/Consideration                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (a) Lands are located within a designated Node, Corridor or Major Transit Station Area and satisfy all relevant policies of the City Form Chapter;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | The subject lands are located within a designated Node and are within a Major Transit Station Area. The proposed development satisfies the relevant policies of the City Form Chapter.                                                                                                                                                                                                                                                                                                           |
| (b) The proposed built form is deemed appropriate for the site and neighbourhood, has minimal impact on neighbouring land uses, and achieves an appropriate built form transition and buffer from lands designated Low Rise Residential;                                                                                                                                                                                                                                                                                                                                                                                                  | The subject lands do not immediately abut any designated Low Rise Residential lands and are located within a strategic growth area. Strategic growth areas are where the majority of development is intended to be directed. The proposed height is appropriate given the site's location and surrounding uses. There will be minimal impact on neighbouring land uses as a result of the proposed development as demonstrated through various studies completed in support of the applications. |
| (c) There is a demonstrated benefit to the surrounding community associated with granting the increase in building height beyond that of accommodating additional population in the context of Waterloo's population forecast and the supply / capacity of lands within existing designated Nodes, and Corridors, and Major Transit Station Areas;<br>i. positive benefits noted in 3.4(6)(c) may include but are not limited to a broader mix of multi-bedroom units, enhanced active transportation connections, conservation of cultural heritage, enhanced sustainable design, increased parkland, and sustainable building features; | There will be a benefit to the surrounding community associated with the proposed development. This includes a broader mix of multi-bedroom units and the conservation of cultural heritage. The existing heritage house has been incorporated as part of the development and is proposed to be adaptively reused for commercial use (likely a restaurant) which will provide greater public access to this heritage resource.                                                                   |
| (d) There are limited adverse impacts to the surrounding area(s) in relation to sun, shadow, wind, significant views, transportation, compatibility, and emissions (including noise);                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Technical reports and plans prepared in support of the application (including shadow, wind, transportation and noise studies) demonstrate that there are limited adverse impacts to the surrounding areas.                                                                                                                                                                                                                                                                                       |
| (e) The site is well served by existing or planned transit;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | As previously noted, the subject lands are within an MTSA and are therefore extremely well served by transit including LRT and existing bus service.                                                                                                                                                                                                                                                                                                                                             |
| (f) The proposal does not require significant relief from standard regulations including landscaping, amenity space and other site-specific requirements;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | The proposal does not require significant relief from standard regulations. All tower related regulations (tower length, tower footprint, tower separation) have been complied with. With respect to amenity, the proposed development exceeds the minimum amenity space requirement.                                                                                                                                                                                                            |

| Official Plan Criteria/Consideration                                                                                                                                                                                                                                                                                                                                                                                              | Response                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (g) Surface parking is minimized in favour of more intensive forms of parking, including underground parking where feasible;                                                                                                                                                                                                                                                                                                      | No surface parking is proposed. All proposed parking is located within the podium.                                                                                                                                                                                           |
| (h) Cultural heritage resources are conserved;                                                                                                                                                                                                                                                                                                                                                                                    | The heritage house is proposed to be retained and incorporated as part of the overall development proposal. Adaptive reuse of the house will ensure long-term protection and provides a benefit to the broader community.                                                    |
| (i) The proposal demonstrates a high standard of urban design in accordance with the City's Urban Design standards and guidelines and any other relevant urban design policies set out in this Plan;                                                                                                                                                                                                                              | The proposal includes a high standard of urban design. The Urban Design brief prepared in support of the Zoning By-law Amendment provides a detailed summary of how the proposed development has appropriately responded to City urban design policies and guidelines.       |
| (j) The proposal identifies and implements any required transportation improvements, with a particular focus on transportation demand management measures;                                                                                                                                                                                                                                                                        | The subject lands are located within an MTSA and therefore there are no minimum parking requirements. Notwithstanding, the Owner is proposing a shared parking model and unbundled parking. No transportation improvements are required to support the proposed development. |
| (k) Medium to high rise residential uses are located with direct vehicular access to arterial or collector roads to the extent possible. Where such access is deemed by the City to be undesirable or not feasible, vehicular access may be provided by local streets if traffic is directed to the nearest arterial or collector road via a route that minimizes vehicular travel within the low rise residential neighbourhood; | Vehicular access is proposed primarily from Caroline Street and Kuntz Lane. No access is proposed to local streets.                                                                                                                                                          |
| (l) Infrastructure capacity is not exceeded;                                                                                                                                                                                                                                                                                                                                                                                      | A Functional Servicing Report has been prepared and confirms that infrastructure capacity is sufficient for the proposed development.                                                                                                                                        |
| (m) Community services, infrastructure and transportation impact issues are adequately addressed, as applicable. A Transportation Impact Study, Servicing Report, and any other relevant supporting information may also be required. All relevant supporting information may require, at the City's request, examination of off-site impacts;                                                                                    | Required technical studies including a Transportation Impact Study and Servicing Report have been prepared in support of the application and concluded that there are no adverse off-site impacts.                                                                           |
| (n) If applicable, safe access, flood protection and geotechnical stability is achieved to the satisfaction of the City and the Grand River Conservation Authority, and any other authority having jurisdiction;                                                                                                                                                                                                                  | N/A                                                                                                                                                                                                                                                                          |

| Official Plan Criteria/Consideration                                                                                   | Response                                                                                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (o) Emergency response is determined feasible, and emergency access is provided, to the satisfaction of the City; and, | Emergency services access is typically reviewed through the detailed site plan review process. Notwithstanding, as the building has direct access from two abutting public streets, emergency response is not anticipated to be an issue. |
| (p) The proposal satisfies all other applicable policies, including the policies of this Official Plan.                | In our opinion the proposal satisfies all applicable policies of the Official Plan.                                                                                                                                                       |

### Exceeding High Rise Designation Requests (Built Form Policy 3.4 (8))

It would appear that Policy 3.4 (8) relates to the High-Rise designation (which is not the land use designation that applies to the subject lands). Notwithstanding, given this policy is referenced in the ASP, and given the proposal exceeds the 30 storey height of the underlying designation, we have reviewed the criteria under Policy 3.4 (8) to demonstrate how the impact of the increased height will be minimized on adjacent low or medium rise areas.

Schedule B1 of OPA 58 illustrates built form including High-Rise, Medium-Rise and Low-Rise areas. The subject lands are not immediately adjacent to any low or medium rise areas. Medium rise uses are located across from the subject lands on the opposite sides of Caroline Street and King Street but are separated from the proposed development by the intervening roads. The Medium rise area on the opposite side of Caroline Street is developed with townhouse units and represents the lowest density land use in the immediate surrounding area. Shadow studies demonstrate minimal impact to this area, and no impact during the summer (June) months. Similarly, the wind study has not identified any adverse wind impacts on surrounding mid-rise developments.

Policy 3.4 (8) suggests potential mitigation measures to minimize impacts on low or medium rise areas. This may include increased setbacks, incorporating stepbacks or terraced massing, or reduced floorplate sizes for more slender built form. The policy recognizes features that provide a buffer between the development and adjacent medium rise areas, including roads.

In addition to the physical separation provided by the abutting streets (King and Caroline) the following mitigation measures are proposed:

- Reduced tower footprints (814 m<sup>2</sup>, whereas 1,000 m<sup>2</sup> is permitted)
- Increased tower stepbacks from Caroline Street beyond the minimum zoning requirement.
- Increased tower stepbacks from King Street beyond the minimum zoning requirement.
- Tower lengths that are within the maximum permitted by the by-law.

### City of Waterloo Official Plan Summary

The Zoning By-law Amendment proposes an increase in height and density for the subject lands, which are located within the City's Primary Node (Urban Growth Centre) where the greatest density is planned. Furthermore, they are located within close proximity to the Allen Street ION Station and in very close proximity to the two major active transportation systems in Waterloo and Kitchener (Iron Horse Trail/Laurel Trail and Spurline Trail).

The development includes one bedroom and two-bedroom units, which provide housing choice for future residents, wanting to locate close to both Uptown Waterloo and Downtown Kitchener, in an area with a high concentration of employers and alternative transportation options.

**In our opinion, the proposed Zoning By-law Amendment conforms to the overall policy direction of the City of Waterloo Official Plan, and the Area Specific Policy (ASP) that the City will be providing to the Ministry of Municipal Affairs as an amendment to the City-approved OPA No. 58.**

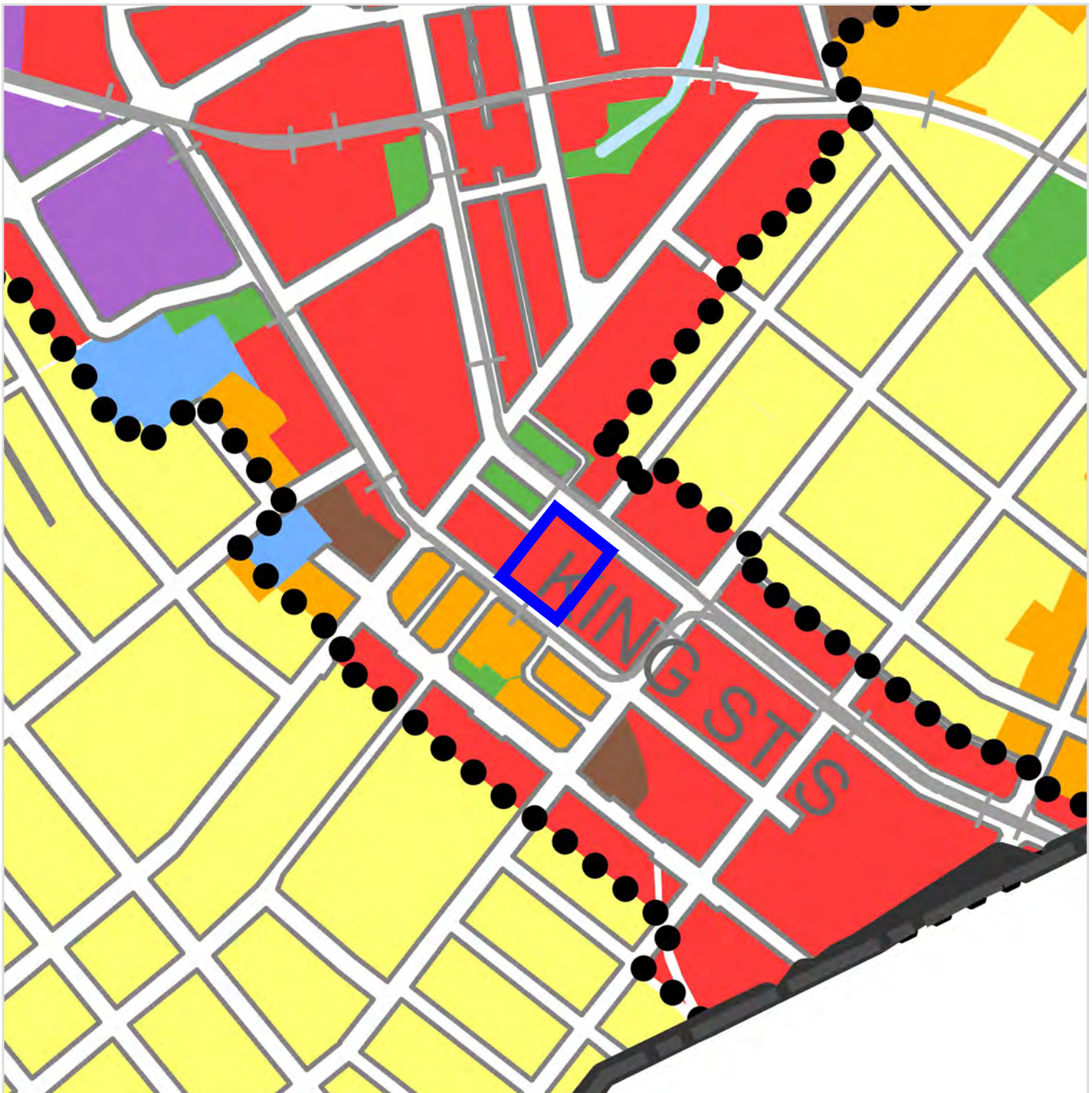
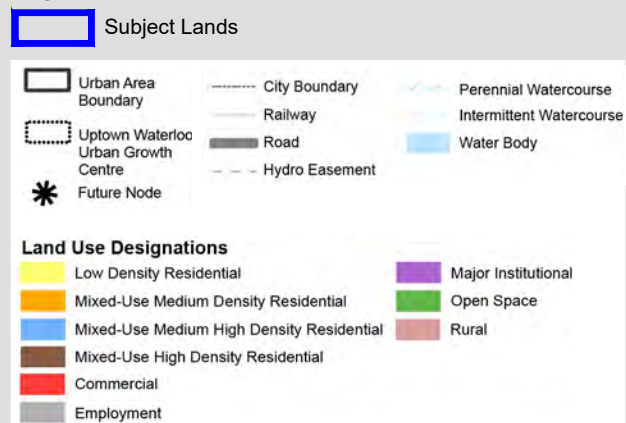


Figure 12  
**City of Waterloo  
 Official Plan  
 Schedule 'A' - Land  
 Use Plan**

**167-171 King Street South**  
 City of Waterloo  
 Region of Waterloo

**LEGEND**

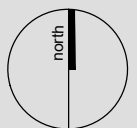


**DATE:** April 2025

**SCALE:** NTS

**FILE:** 15202B

**DRAWN:** SP



K:\15202B-167-171 KING ST S, WATERLOO\PT\CITY\WATERLOO OP.DWG

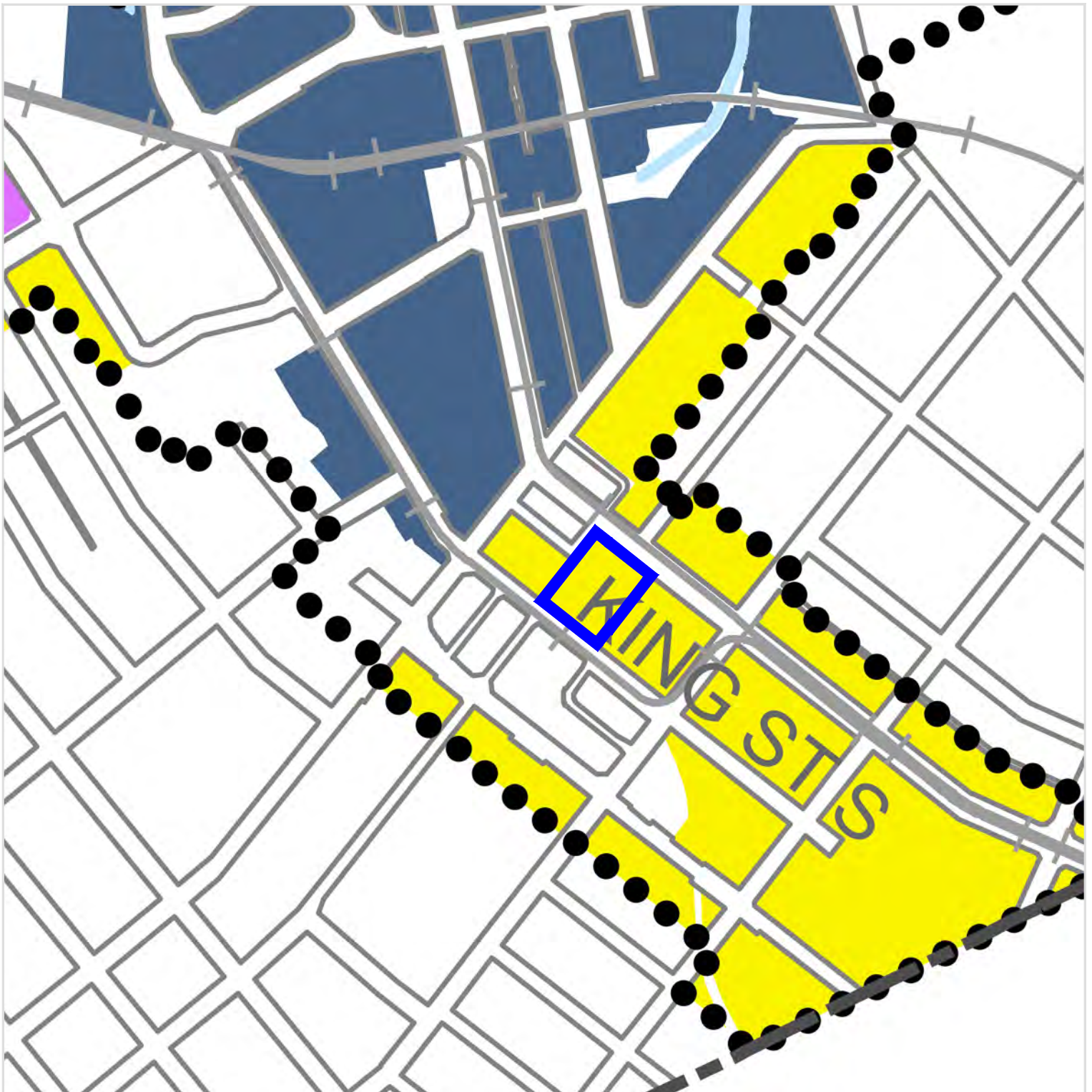


Figure 13  
**City of Waterloo  
 Official Plan  
 Schedule 'A1' -  
 Commercial  
 Land Uses**

**167-171 King Street South**  
 City of Waterloo  
 Region of Waterloo

**LEGEND**

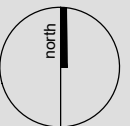
|  |                                       |
|--|---------------------------------------|
|  | Subject Lands                         |
|  | City Boundary                         |
|  | Railway                               |
|  | Road                                  |
|  | Hydro Easement                        |
|  | Uptown Waterloo Urban Growth Centre   |
|  | Uptown Commercial Core                |
|  | Uptown Mixed-Use                      |
|  | West Side Mixed-Use Commercial Centre |
|  | Conestoga Commercial Centre           |
|  | Perennial Watercourse                 |
|  | Intermittent Watercourse              |
|  | Water Body                            |
|  | Future Node                           |
|  | Mixed-Use Community Commercial        |
|  | Mixed-Use Neighbourhood Commercial    |
|  | Mixed-Use Office                      |
|  | Corridor Commercial                   |
|  | Convenience Commercial                |

**DATE:** April 2025

**SCALE:** NTS

**FILE:** 15202B

**DRAWN:** SP



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Figure 14  
**City of Waterloo  
Official Plan  
Schedule 'B' -  
City Structure**

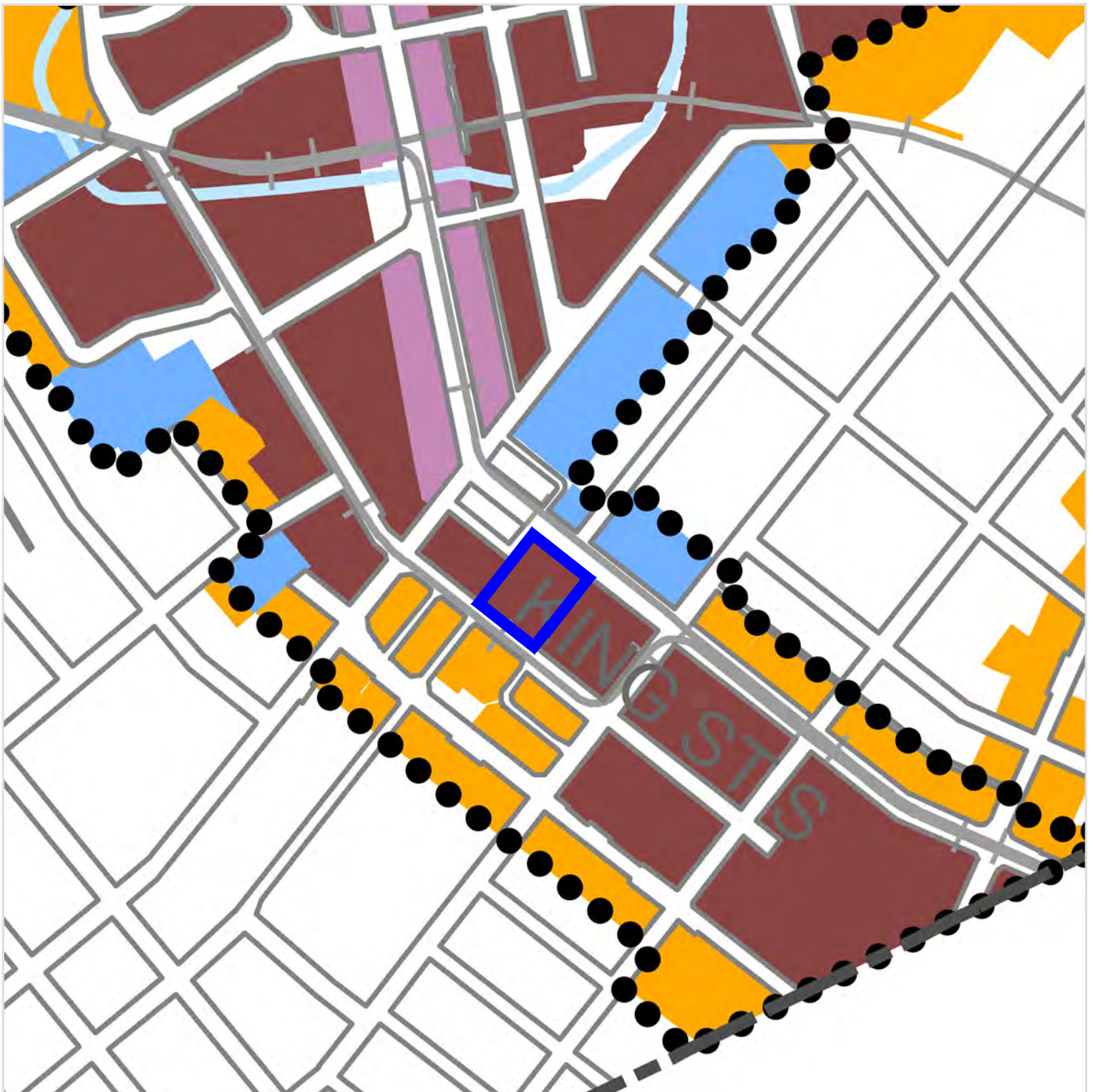


Figure 15  
**City of Waterloo  
 Official Plan  
 Schedule 'B1' -  
 High and Density**

**167-171 King Street South**  
 City of Waterloo  
 Region of Waterloo

#### LEGEND

|  |                                                                                |
|--|--------------------------------------------------------------------------------|
|  | Subject Lands                                                                  |
|  | City Boundary                                                                  |
|  | Railway                                                                        |
|  | Road                                                                           |
|  | Hydro Easement                                                                 |
|  | Perennial Watercourse                                                          |
|  | Intermittent Watercourse                                                       |
|  | Water Body                                                                     |
|  | Low Density, 10 metres<br>(Northdale: Low Density, 6 storeys)                  |
|  | Medium Density, 20 metres<br>(Northdale: Medium Density, 8 storeys)            |
|  | Medium High Density, 40 metres<br>(Northdale: Medium High Density, 12 storeys) |
|  | High Density, 81 metres<br>(Northdale: High Density, 25 storeys)               |
|  | Uptown Waterloo Urban Growth Centre                                            |
|  | Main Street, 6 metres to 16 metres                                             |
|  | Medium Density Employment, 27 metres                                           |
|  | Medium-High Density Employment, 40 metres                                      |
|  | High Density Employment, 81 metres                                             |

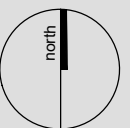
\*\*\* Note for Northdale only, heights are specified in storeys; the rest of the City is specified in metres.

**DATE:** April 2025

**SCALE:** NTS

**FILE:** 15202B

**DRAWN:** SP



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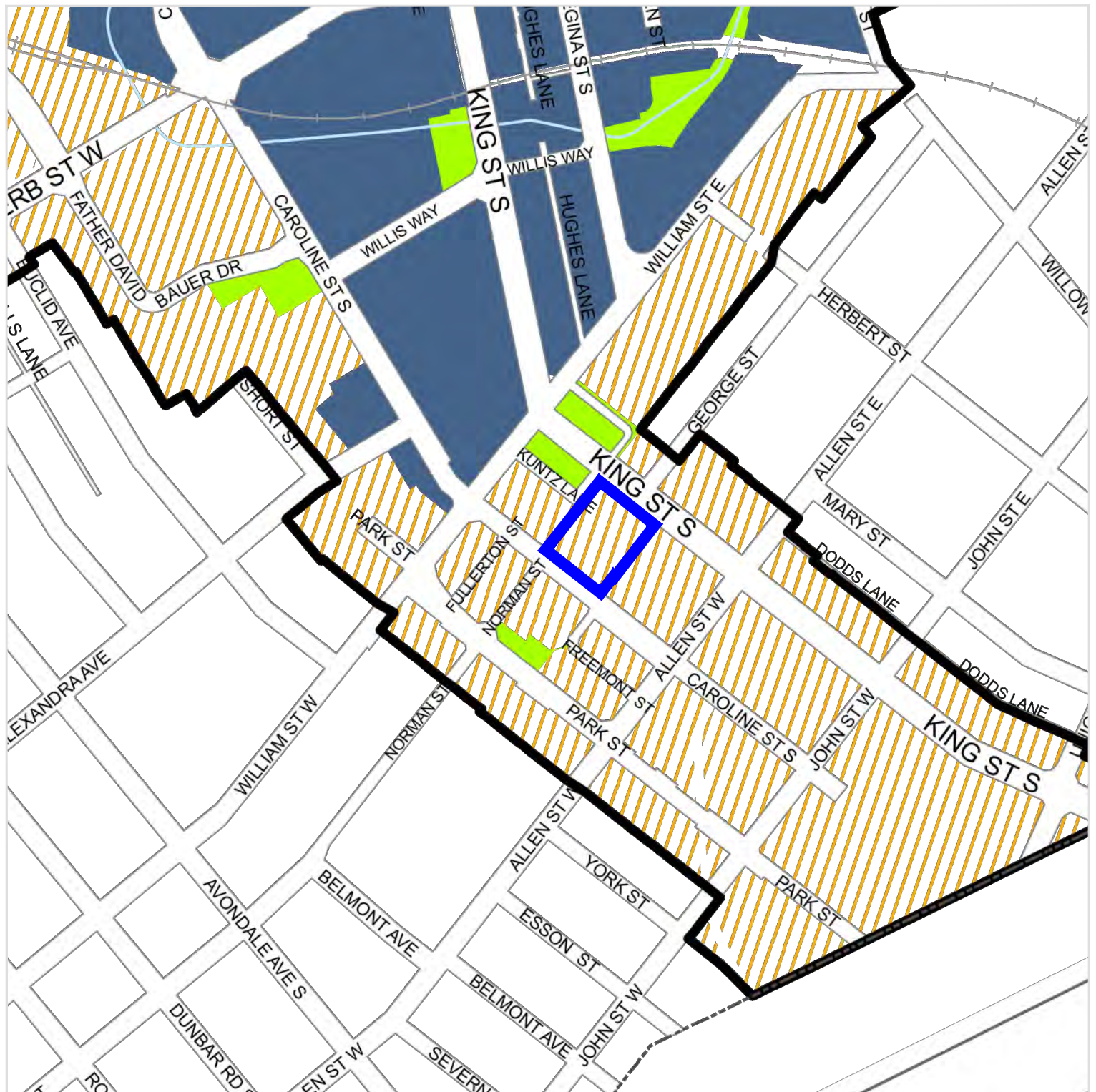


Figure 16  
**City of Waterloo  
 Official Plan  
 Schedule 'B2' -  
 Urban Growth  
 Centres**

167-171 King Street South  
 City of Waterloo  
 Region of Waterloo

#### LEGEND

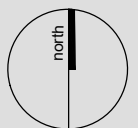
- Subject Lands
- City Boundary
- Railway
- Road
- Hydro Easement
- Uptown Waterloo Urban Growth Centre / Primary Node
- Uptown Commercial Core
- Uptown Complementary Transition Area
- Parks and Other Green Space
- Perennial Watercourse
- Intermittent Watercourse
- Water Body

DATE: April 2025

SCALE: NTS

FILE: 15202B

DRAWN: SP



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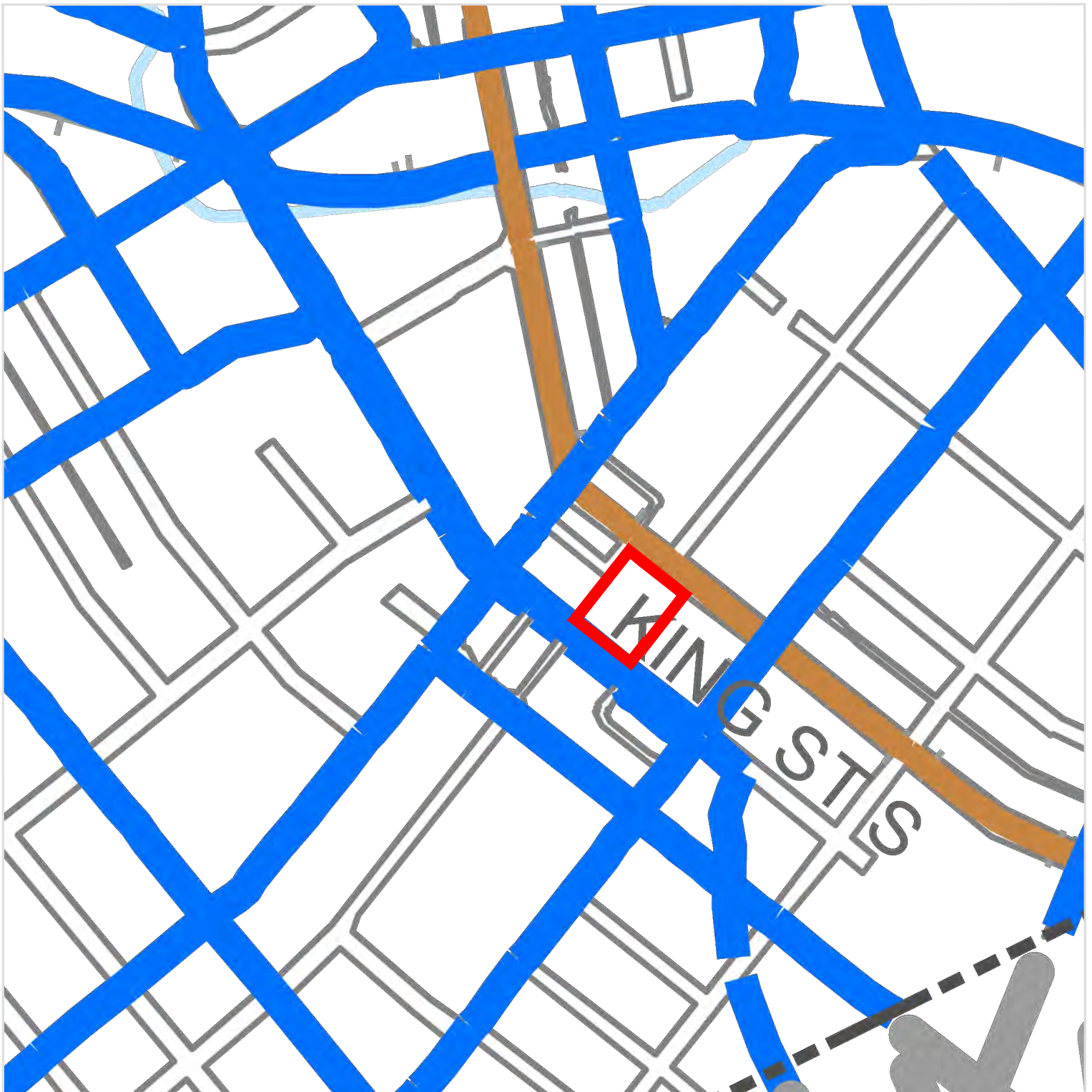


Figure 17  
**City of Waterloo  
 Official Plan  
 Schedule 'F' - Active  
 Transportation  
 Framework**

**167-171 King Street South**  
 City of Waterloo  
 Region of Waterloo

**LEGEND**

 Subject Lands

 City Boundary

 Railway

 Road

 Hydro Easement

 Perennial Watercourse

 Intermittent Watercourse

 Water Body

**Existing and Planned Active Transportation Framework**

 City-Wide Cycling and Multi-Use Routes

 Proposed City-Wide Cycling and Multi-Use Routes (Conceptual)

 King Street Corridor

 Potential Pedestrian Corridor (Conceptual)

 Active Transportation Connections (Conceptual)

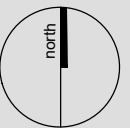
 Connection to Adjacent Municipality / Lands

**DATE:** April 2025

**SCALE:** NTS

**FILE:** 15202B

**DRAWN:** SP



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 & LANDSCAPE  
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Figure 18  
**City of Waterloo  
 Official Plan  
 Schedule 'I' -  
 Industrial  
 Transitional Areas**

**167-171 King Street South**  
 City of Waterloo  
 Region of Waterloo

**LEGEND**

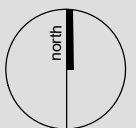
- Subject Lands
- Industrial Transitional Areas
- City Boundary
- Railway
- Road
- Hydro Easement
- Perennial Watercourse
- Intermittent Watercourse
- Water Body

**DATE:** April 2025

**SCALE:** NTS

**FILE:** 15202B

**DRAWN:** SP



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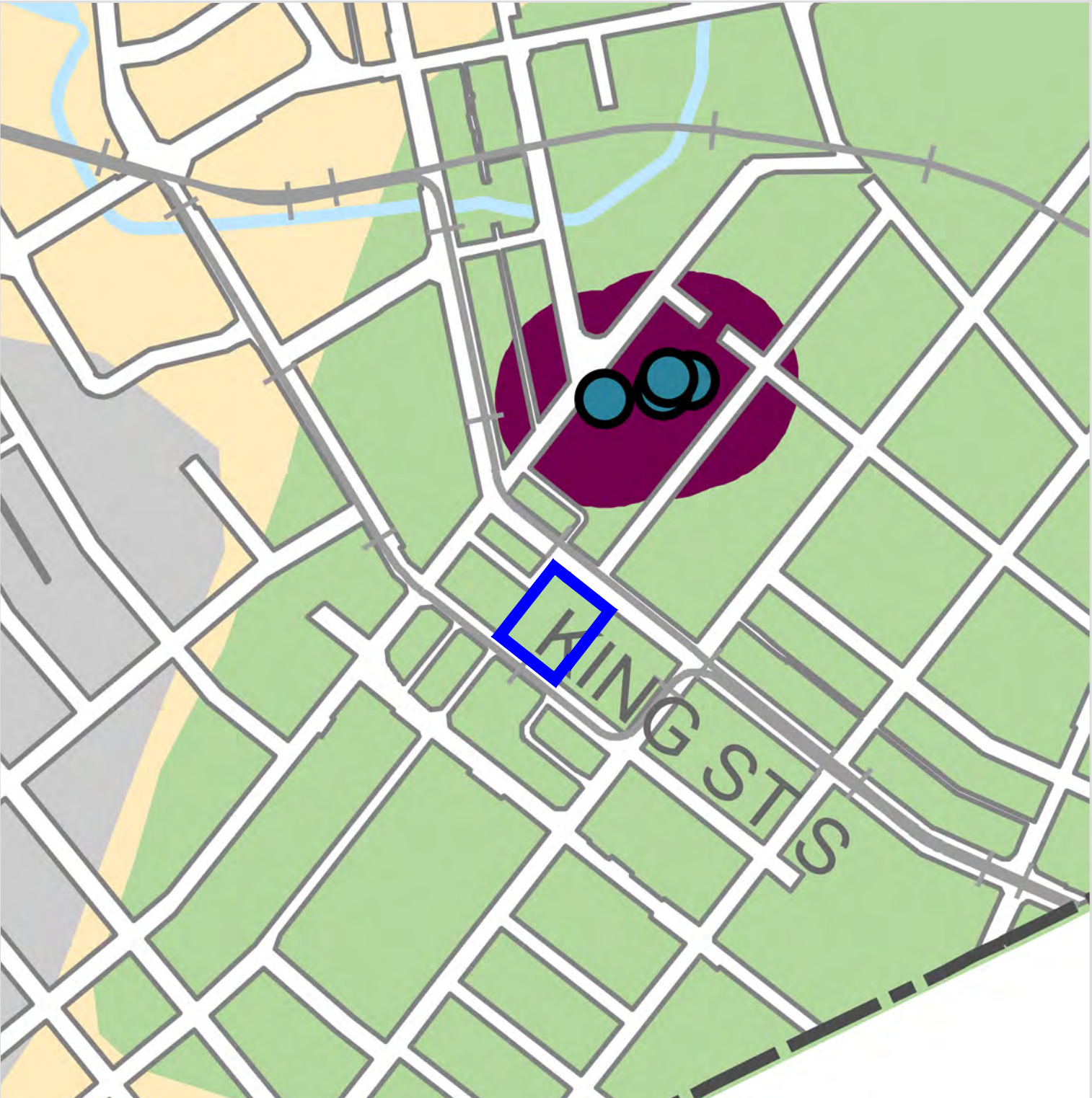
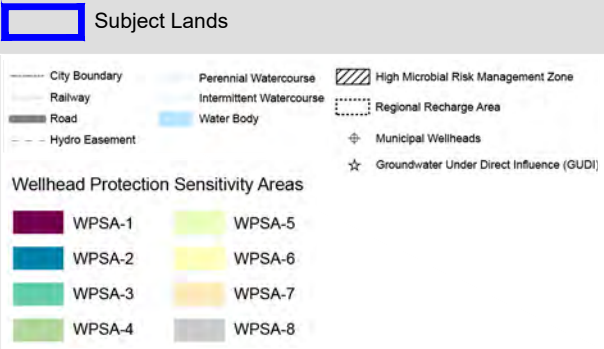


Figure 19  
**City of Waterloo  
Official Plan  
Schedule 'B4' -  
Source Water  
Protection Areas**

167-171 King Street South  
City of Waterloo  
Region of Waterloo

**LEGEND**

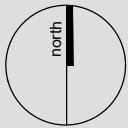


**DATE:** April 2025

**SCALE:** NTS

**FILE:** 15202B

**DRAWN:** SP



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Figure 20  
**City of Waterloo  
 Official Plan  
 Schedule 'E' - Road  
 Classification  
 Systems**

167-171 King Street South  
 City of Waterloo  
 Region of Waterloo

**LEGEND**

Subject Lands

- |                      |                                |
|----------------------|--------------------------------|
| ----- City Boundary  | ~~~~~ Perennial Watercourse    |
| ---+--- Railway      | ~~~~~ Intermittent Watercourse |
| ==== Road            | Water Body                     |
| - - - Hydro Easement |                                |

**Road Classification**

**Secondary Roads**

- |                                    |
|------------------------------------|
| ==== Local Roads                   |
| ----- Potential Future Local Roads |
| ----- Minor Collector              |
| ----- Proposed Major Collector     |
| ----- Major Collector              |

**Primary Roads**

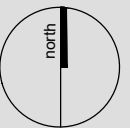
- |                         |
|-------------------------|
| ----- Deferred          |
| ----- City Arterial     |
| ----- Regional Arterial |

**DATE:** April 2025

**SCALE:** NTS

**FILE:** 15202B

**DRAWN:** SP



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# 7.0 City of Waterloo

## Zoning By-law 2018-050

The Subject Lands are zoned "Uptown Mixed-Use (U2-81)" with Site Specific C159 as per Schedule A of the City of Waterloo Zoning By-law 2018-050. Please refer to **Figure 21** of this Report, which identifies the zoning for both the subject lands and adjacent properties.

The primary uses permitted within the Uptown Waterloo Mixed-use (U2) zone include various commercial and residential uses, including multi-unit residential buildings and dwelling units above a first storey in a mixed-use building. Additional complementary and ancillary uses are permitted for a range of institutional and commercial uses, but with limitations on the maximum permitted floor space to ensure these uses do not surpass the primary use on site.

The Site Specific C159 applies a holding (H) provision to the subject lands, which requires that compliance with the Provincial D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses" be demonstrated prior to the lifting of the holding (H) provision, as well as verification be provided to the City that a Record of Site Condition has been completed, or that a Record of Site Condition is not required.

Below is a detailed analysis of the current zoning regulations as set out in Zoning By-law 2018-051 for the Uptown Mixed-Use (U2-81) zone, compared to the proposed development. The non-conforming regulations have been identified in **Table 5** below and are proposed to be addressed through site-specific regulations. A summary of the Special Provisions required to permit the proposed development and related justification can be found in **Section 7.2** of this report. A regulation that is in **red bold** font denotes where a site specific provision is required

**Table 5 – Zoning By-law Regulations**

| Regulation                                      | U2-81 Zone                                                                                                              | Proposed Development                                                                          |
|-------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Street Line Setback (minimum) – Caroline Street | 5.0 metres                                                                                                              | <b>0 metres</b><br>(post-road widening)                                                       |
| Street Line Setback (minimum) – King Street     | 4.0 metres                                                                                                              | <b>0 metres</b><br>(post-road widening)                                                       |
| Street Line Setback (maximum)                   | 75% of the Street Line Building Façade within 6.0 metres of the Street Line                                             | The entirety of the Street Line Building Façade is the 6.0 metre street line setback maximum. |
| Side Yard Setback (minimum)                     | 1.5 metres                                                                                                              | 1.5 metres                                                                                    |
| Lot Line Abutting a Lane (minimum)              | 2.5 metres                                                                                                              | 2.5 metres – Heritage House<br><b>1.5 metres - Podium</b>                                     |
| Rear Yard Setback (minimum)                     | 4.5 metres                                                                                                              | Not applicable – no rear yard                                                                 |
| Complementary Uses (maximum)                    | Complementary uses specified in section 8.2.1.3 shall not collectively exceed 50% of the Building Floor Area on the lot | Not applicable – complementary uses not proposed                                              |

|                                                                                                          |                                                                                                                                                                                        |                                                                                                                                                       |
|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| Ancillary Uses (maximum)                                                                                 | Ancillary Uses specified in section 8.2.1.4 shall not collectively exceed 20% of the building floor area on the lot                                                                    | 790.68 m <sup>2</sup> (1.5%)                                                                                                                          |
|                                                                                                          | Building Floor Area devoted to all bake shops, cafes and restaurants (including take-out restaurants) combined shall not collectively exceed 10% of the building floor area on the lot | 621.80 m <sup>2</sup> (1.15%)                                                                                                                         |
| Ancillary Uses                                                                                           | Ancillary Uses specified in section 8.2.1.4 shall be located on the First Storey of a building containing one or more of the permitted uses specified in sections 8.2.1.1 and 8.2.1.2  | Complies – Ancillary uses are on the first storey of permitted use                                                                                    |
|                                                                                                          | Ancillary Uses specified in section 8.2.1.4 shall abut a street line building façade                                                                                                   | Complies – Commercial units abut the King Street building façade                                                                                      |
| Number of buildings on a lot (maximum)                                                                   | More than (1) main Building permitted                                                                                                                                                  | One building (two towers) proposed                                                                                                                    |
| Density (minimum)                                                                                        | 150 bedrooms per hectare (0.53 ha = 80 bedrooms)                                                                                                                                       | 1,075 bedrooms / 0.53 ha = <b>2,028 bedrooms/ha</b><br><b>(Requesting 2,100 bedrooms/ha for flexibility in final unit design)</b>                     |
| Density (maximum)                                                                                        | 750 bedrooms per hectare (0.53 ha = 398 bedrooms)                                                                                                                                      |                                                                                                                                                       |
| Building Height (maximum)                                                                                | 81 metres and 25 storeys                                                                                                                                                               | <b>Tower A (including mechanical penthouse) – 122.35 m (37 storeys)</b><br><br><b>Tower B (including mechanical penthouse) – 112.9 m (33 storeys)</b> |
| Height of First Storey (minimum)                                                                         | 4.0 metres                                                                                                                                                                             | King Street – 5.4 m<br><b>Caroline Street – 3.1 m</b>                                                                                                 |
| Podium Height (minimum)                                                                                  | 10.7 metres                                                                                                                                                                            | King Street – 19.55 m                                                                                                                                 |
| Podium Height (maximum)                                                                                  | 21 metres                                                                                                                                                                              | Caroline Street – 16.55 m                                                                                                                             |
| Tower Separation measured from exterior face of the building, including balconies (minimum)(see 8.2.1.4) | a) 22 metres from a Tower on the same Lot<br>b) 11 metres from an interior lot line, except where the interior lot line abuts lands zoned OS1 (see 3.T.5.1 and 3.T.5.2)                | a) 22.69 m<br><br>b) Provision 3.T.5.2 – All combined interior setbacks are minimum of 22 m                                                           |
| Horizontal Tower Dimension (maximum)                                                                     | 40 metres                                                                                                                                                                              | Tower A (Caroline St) – 38.9 m<br><br>Tower B (King St) – 39.69 m                                                                                     |
| Tower Footprint (maximum)                                                                                | 1,000 square metres                                                                                                                                                                    | Tower A (Caroline St) – 814 m <sup>2</sup>                                                                                                            |

|                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                               | Tower B (King St) – 814 m <sup>2</sup>                                                                                                                                                               |
| Tower Stepback above podium, including balconies, on the front building façade and flankage building façade (minimum) | 3 metres                                                                                                                                                                                                                                                                                                                                                                                                      | <p>Tower A stepback (to building) – 4.9 m (to balcony) – 4.58 m</p> <p>Tower B stepback (to building) – 4.1 m (to balcony) – 3.7 m</p>                                                               |
| Common Outdoor Area (minimum)                                                                                         | <p>For Lots with an area of 2,000 square metres or more, three percent (3%) of the lot area shall be common outdoor area located at grade</p> <p>(5,254 m<sup>2</sup> x 0.03 = 157.62 m<sup>2</sup> required)</p>                                                                                                                                                                                             | <b>Common outdoor area is provided on rooftop (not at grade)</b>                                                                                                                                     |
| Common Outdoor Area dimensions (minimum, each dimension)                                                              | Not less than 6.0 metres, except where the Common Outdoor Area is located in the Front Yard or Flankage Yard where one (1) dimension shall not be less than 4.0 metres                                                                                                                                                                                                                                        |                                                                                                                                                                                                      |
| Amenity Area (minimum)                                                                                                | <p>3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the dwelling unit</p> <p>(2,284 m<sup>2</sup> required)</p>                                                                                                                                                                                                                                                       | <p>Indoor Amenity = 758.97 m<sup>2</sup></p> <p>Outdoor Amenity = 1,182.46 m<sup>2</sup></p> <p>Private Terraces/Balconies = 6,269.8 m<sup>2</sup></p> <p>Total Provided: 8,211.23 m<sup>2</sup></p> |
| Amenity Area                                                                                                          | <p>APARTMENT BUILDINGS, MULTI-UNIT RESIDENTIAL BUILDINGS and MIXED-USE BUILDINGS containing fifty (50) BEDROOMS or more shall provide a minimum of thirty percent (30%) of the required AMENITY AREA as common AMENITY AREA, meaning AMENITY AREA designed, intended and accessible to all residents of the BUILDING</p> <p>(2,284 m<sup>2</sup> required x 0.3 = 685.2 m<sup>2</sup> required as common)</p> | Common Amenity Area (indoor and outdoor) = 1,941.43 m <sup>2</sup> (65% of the required amenity area)                                                                                                |
| Parking Area (Location and Configuration)                                                                             | 8.2.16 Notwithstanding anything to the contrary, STRUCTURED PARKING above GRADE is                                                                                                                                                                                                                                                                                                                            | <p>Parking at Grade to King St = 28.8 m</p> <p>Parking at L2 to King St</p>                                                                                                                          |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                   |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | prohibited within fifteen metres (15m) of King Street.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | = 15.22 m<br><b>Parking at L3-5<br/>= 0 m</b>                                                                                                                                                                                                                                                                                                     |
|  | STRUCTURED PARKING shall be permitted on the FIRST STOREY provided that:<br>a.) A minimum twenty five percent (25%) of the FIRST STOREY shall be comprised of one or more of the following uses:<br>commercial uses specified in sections 8.2.1.1, 8.2.1.3, 8.2.1.4 and 8.2.1.6<br>institutional uses specified in sections 8.2.1.1, 8.2.1.3, 8.2.1.4 and 8.2.1.6<br>common indoor AMENITY AREA<br>management office<br>entrance / foyers<br>lobby, reception area, seating area, and the like<br>circulation spaces, such as hallways, elevators, and the like<br>• hydro transformer room | 1,376.44 m <sup>2</sup> (41.58%) of the first storey consists of the required uses                                                                                                                                                                                                                                                                |
|  | STRUCTURED PARKING shall be located entirely behind the BUILDING FLOOR AREA devoted to the uses specified in section 8.2.18.a.).                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Structured parking is entirely behind the uses specified in section 8.2.18.a.) along King Street and Caroline Street at ground level.<br><br><b>Structured parking is not entirely behind the uses specified in section 8.2.18.a.) for Levels 2-5. However, our interpretation of the by-law is that this only required for the ground floor.</b> |
|  | Notwithstanding anything to the contrary, where the FIRST STOREY is partially comprised of STRUCTURED PARKING, the principal BUILDING entrance shall be located on the STREET LINE BUILDING FAÇADE containing the BUILDING FLOOR AREA required in section 8.2.18.a.).                                                                                                                                                                                                                                                                                                                       | The building entrance on King St is located on the street line building façade.<br><br>The building entrance on Caroline St is located on the street line building façade.                                                                                                                                                                        |
|  | UNDERGROUND PARKING shall comply with the FRONT YARD BUILDING LINE setback and FLANKAGE YARD BUILDING LINE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | N/A - No underground parking is proposed.                                                                                                                                                                                                                                                                                                         |

|                                          |                                                                                                                                        |                                                                               |
|------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
|                                          | setback in the zoning category applied to the LOT.                                                                                     |                                                                               |
| Driveway<br>(Location and Configuration) | 8.2.19 Notwithstanding anything to the contrary, a DRIVEWAY may comprise part of the FRONT BUILDING FAÇADE or FLANKAGE BUILDING FAÇADE | Driveway entrance is accessible off of Kuntz Lane and Caroline Street façade. |

## Vehicle and Bicycle Parking Regulations

**Table 5** provides a summary of the proposed vehicle and bicycle parking spaces provided per use, based on the current parking regulations in the Zoning By-law. Note that following Royal Assent of Bill 185 on June 6, 2024, an official plan or zoning by-law may not require a building or structure to provide parking spaces within an identified protected major transit station area. As the subject lands are within a Protected Major Transit Station Area, the minimum vehicular parking rate in the Zoning By-law does not apply.

Nonetheless, a summary of the proposed vehicular and bicycle parking rates are provided in the table below, and the required site-specific amendments to the required bicycle parking is identified. An evaluation of the requested bicycle parking rate reduction is provided in the following section, and is supported by a Bicycle Room Utilization Study prepared by the Owner and included in **Appendix E** of this report.

**Table 5 – Vehicular and Bicycle Parking Regulations**

| Use                                                   | Required Parking Rate (Area A)                                                                                                                                                                                                                                                                       | Proposed Parking Rate                                                                                                                                                                                                                                 |
|-------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Residential Use (min)                                 | 0.60 spaces PDU                                                                                                                                                                                                                                                                                      | A total of 403 parking spaces are provided (0.48 per unit). The Owner is proposing to implement a shared parking model that has been successful in other developments whereby residential, commercial, visitor and even public parking can be shared. |
| Residential Visitors (min)                            | 0.10 PDU<br>0.70 spaces PDU total<br><br>584 spaces required                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                       |
| Non-Residential Use (min)                             | 1.50 /100m2<br><br>9 spaces required                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                       |
| Accessible Parking Spaces<br>Section 6.4.1 & Table 6D | 451-500 = 6 Type A and 6 Type B<br><br>12 spaces required                                                                                                                                                                                                                                            | 13 spaces provided as part of the total 403 parking spaces.                                                                                                                                                                                           |
| Electric Vehicle Parking (min)<br>Section 6.3.1.1     | Section 6.3.1.1 states the following:<br><br>6.3.1.1 All STRUCTURED PARKING SPACES for:<br>APARTMENT BUILDING<br>MULTI-UNIT RESIDENTIAL BUILDING<br>MIXED USE BUILDING<br>Non-Residential BUILDINGS<br><br>constructed on or after January 1, 2021 shall be Designed Electric Vehicle Parking Spaces | All structured parking to be EV ready.                                                                                                                                                                                                                |

|                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                               |
|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                          | For the USES specified in Section 6.3.1.1., SURFACE PARKING SPACES constructed after the effective date of this BY-LAW shall comply with Table 6C:                                                                                                                                                                                                                                                                                                                                                                                   | No surface parking spaces proposed. Notwithstanding, 8 EV Parking Stalls (with Charging Stations) are proposed.                                                                                                                                                                                                               |
| Bicycle Parking – Residential<br>Section 6.6.2(B)(i)(ii) | <p>b.) Where a LOT contains twenty (20) or more DWELLING UNITS:</p> <p>i.) a minimum zero-point-three (0.3) TYPE A (horizontal) BICYCLE PARKING spaces shall be provided for each DWELLING UNIT; and</p> <p>ii.) a minimum zero-point-three (0.3) TYPE B (vertical) BICYCLE PARKING spaces shall be provided for each DWELLING UNIT.</p> <p>= 250 Type A &amp; 250 Type B spaces required</p>                                                                                                                                        | <p><b>Type A = 0 spaces</b></p> <p><b>Type B = 20 + 12 spaces</b></p> <p><b>Stacked Bike Parking = 212 + 18 spaces</b></p> <p><b>Total Bicycle Parking provided = 262 spaces</b></p> <p>Please refer to the Bicycle Room Study in Appendix E and Section 7.2 of this report for further justification for this reduction.</p> |
| Bicycle Parking – Non-Residential<br>Section 6.6.2(C)(i) | <p>i.) Within Areas A and B on Schedule A1:</p> <p>A.) BICYCLE PARKING spaces shall be provided at a minimum rate of forty percent (40%) of the required motor vehicle PARKING SPACES. This requirement may be satisfied as TYPE A BICYCLE PARKING and or TYPE B BICYCLE PARKING, except as specified in section 6.6.2.c.).i.).B.).</p> <p>B.) where non-residential BUILDING FLOOR AREA exceeds 2,400 square metres, a minimum fifty percent (50%) of the required BICYCLE PARKING shall be provided as TYPE A BICYCLE PARKING.</p> | A total of 262 bicycle parking spaces will be provided. Bicycle parking is not proposed for the limited commercial uses.                                                                                                                                                                                                      |
| PDU = Per Dwelling Unit                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                               |

## 7.1 Site Specific Provisions Requested to Uptown Mixed Use (U2-81) Zone

The following site-specific provisions are being requested as part of the Zoning By-law Amendment to permit the proposed development. In some instances flexibility has been built into the requested zoning

standard to allow for minor deviations during the detailed site plan review process without necessitating the need for additional variances in the future.

1. Seeking relief from Section 8.2.7 and Table 8C of Zoning By-law 2018-050 to permit a minimum reduced street line setback of 0 m for both King and Caroline Streets, whereas a minimum of 4.0 metres (King Street) and 5.0 metres (Caroline Street) is required.
2. Seeking relief from Section 8.2.9 of Zoning By-law 2018-050 to permit a minimum lot line setback of 1.5 m abutting a lane, whereas a minimum of 2.5 metres is required.
3. Seeking relief from the maximum density requirement in Table 8D of Zoning By-law 2018-050 to permit a maximum density of 2100 bedrooms per hectare, whereas a maximum of 750 bedrooms per hectare is permitted for the U2-81 zone.
4. Seeking relief from the maximum building height permissions in Table 8D of Zoning By-law 2018-050 to permit a maximum building height of 123 metres (37 storeys) including mechanical penthouse, whereas a maximum building height of 81 metres (25 storeys) is currently permitted.
5. Seeking relief from the minimum height of first storey requirements in Table 8D of Zoning By-law 2018-050 to permit a minimum first storey height of 3.0 metres (Caroline Street), whereas a minimum of 4 metres is required.
6. Seeking relief from the common outdoor area requirements in Table 8D of Zoning By-law 2018-050 to remove the requirement to provide at-grade common outdoor area.
7. Seeking relief from Section 8.2.16 of Zoning By-law 2018-050 to permit structured parking above grade within 0 metres of King Street, whereas structured parking above grade is prohibited within 15 metres of King Street.
8. Seeking relief from Section 6.6.2 b) and 6.6.2 c) of Zoning By-law 2018-050 to require a minimum of 256 indoor secure bicycle parking spaces (including stacked bike parking), whereas a rate of 0.3 Class A and 0.3 Class B bicycle parking spaces per dwelling unit are requirement and whereas a minimum of 40% of the required motor vehicular parking spaces for commercial uses are to be provided for bicycle parking spaces in Type A or Type B forms.

---

## 7.2 Planning Justification for Special Provisions

This Zoning By-law Amendment has been submitted to request site specific provisions to the existing Uptown Mixed-Use Zone (U2-81) to permit the proposed development. A copy of the proposed Zoning By-law Site Specific Exception text has been included with this report in **Appendix C**. The following sections detail our justification for the requested site-specific provisions.

### Density

The proposed development maintains the maximum height permissions supported by Council through the ASP. The current bedroom per hectare density was established more than 20 years ago and does not reflect modern market rate unit sizes. As such, to build within the height permissions, the majority of recent applications within the City of Waterloo have had to significantly increase density permissions. The Zoning By-law has not yet been updated to reflect the revised heights established through OPA 58, including the site-specific height for the subject lands included as part of the ASP. As such, an increase in the maximum permitted density is required.

Although the density in bedrooms per hectare is increasing, the massing of the building remains consistent with the podium/tower-built form objectives of the Official Plan and the Zoning Bylaw. No

relief is being requested from the maximum tower footprint, tower length or the minimum tower separation requirements. The proposed amenity space exceeds the minimum requirement, with a significant amount of amenity proposed as shared amenity space (both indoor and outdoor).

The additional bedrooms allow for the provision of two-bedroom units and provides for more housing in the Uptown within steps of an ION LRT station and numerous employers. The subject lands are ideally situated to accommodate additional density – they are surrounded by similar tall buildings, have access onto a local road with a signalized intersection, and have access to two prominent active transportation networks.

By measuring density in bedrooms per hectare, the Official Plan encourages units with one bedroom as the yield of units is reduced if more bedrooms are included in each unit. The proposed development includes one-bedroom and two-bedroom units. The inclusion of two-bedroom units increases the overall supply of bedrooms for the development, thereby increasing the density as measured in the Official Plan and Zoning By-law.

The lands are ideally situated to provide for a high-density development. They are located along a major arterial road, surrounded by existing high-rise buildings, steps from the ION Transit station, and in close proximity to major active transportation networks. The lands are not constrained by the floodplain that traverses through the Uptown and are a significant distance from existing low-rise neighbourhoods. The FSR confirms that existing services can accommodate the proposed unit yield.

The proposed building massing and location is appropriate for lands within the Urban Growth Centre and the Major Transit Station Area and along a transit corridor such as King Street South, and is at a density that does not offend the by-law's intent despite the increase.

#### Height

City staff's support of a deferral of OPA 58 for the subject lands to address the proposed increase to the permitted building heights through the Area Specific Policy (ASP) is indicative of their support for increased building heights at this location. Through various discussions with City staff and the latest approval of a recommendation to Council on the wording of ASP, staff have been directed to provide the ASP to the Ministry for approval with OPA 58 that would permit a maximum building height of 38 storeys on the subject lands, with an average height of all buildings to not exceed 35 storeys.

The proposed development complies with the building heights as permitted through this proposed Area Specific Policy (ASP) to the Official Plan, and thus the applicable Zoning By-law regulation should be amended to reflect this increased height. The increased height has been reviewed within the context of the Built Form policies contained within Section 3.4 (6) and 3.4 (8) of OPA 58 as set out herein.

#### Setbacks

The U2 zone requires a 5-metre street line setback from Caroline Street and a 4-metre setback from King Street. During the Pre-Consultation meeting, the Region identified that road widenings are required along both King and Caroline Streets. The proposed development was ultimately redesigned to accommodate the widenings, resulting in decreased setbacks (post-widening). The combination of the road widening and the King Street and Caroline Street setbacks would create a parcel with a significantly

reduced building envelope, such that the planned height and density would not be achievable and the layout of podium parking would be compromised.

The development proposes a reduction in the Street Line setback for both King Street and Caroline Street to 0 metres. The lands are located in a very urban context, where buildings are located close to the street. The proposed building is designed to activate the King Street streetscape through commercial units and residential units and Caroline Street streetscape through garden units. On King Street the first two levels of the podium are recessed whereas the Caroline Street units are located right at the new front lot line (post-road widening). The Caroline Street lobby is recessed to provide a wider pedestrian area at the building entrance. The width of both King Street and Caroline Street are sufficient to contain municipal infrastructure.

It is noted that along King Street, the reduced setback is required for the upper levels of the podium. At the ground floor a 3.92 m setback to the new property line is maintained (5.22 metres to the current property line at the closest point). The ground floor has a two-storey building height allowing for a wide pedestrian realm to be maintained along King Street, including a wide retail sidewalk. Along Caroline Street, the ground floor units are proposed with a 0.0 metre setback. A portion of the ground floor is setback 1.75 metres from the future property line, providing a wider pedestrian realm in front of the proposed lobby space.

Both towers along Caroline Street (144 Park and 155 Caroline) are permitted a street line setback of 1.5 metres in the site specific zoning. The Bauer development to the south has a 0 metre setback along King Street and Caroline Street. The adjacent development at 185 King Street South (Circa 1877) has a minimum street line setback of 1.5 metres for storeys above the first storey. As such, surrounding buildings have similarly reduced setbacks from the respective streets. The proposed setback from King Street and Caroline Street is in character with the existing setbacks for tall buildings in the immediate area.

In summary, the proposed 0 metre setback for the building along King Street and Caroline Street is consistent with other buildings in the immediate area and is appropriate for the development in its context, in particular given the required widenings. Given the LRT has already been constructed and King Street improvements have already occurred, it is unlikely that the travelled portion of the roadway will be widened. As a result, a wide pedestrian realm can still be accommodated despite the reduced setbacks.

The lot line setback for the lot line abutting a lane is on the north side of the site where the subject lands abut Kuntz Lane. The heritage house is closest to Kuntz Lane and has been intentionally located to meet this setback requirement of 2.5 metres. While not located as close to the lane, the building podium portion below Tower A (Caroline Street) meets the minimum side yard setback requirement of 1.5 metres, but is also technically abutting the lane. As such, a setback of 1.5 metres is proposed for that section of the building podium which abuts Kuntz Lane.

#### Height of First Storey

The Zoning By-law requires that the height of the first storey of a building within the U2 zone be a minimum of 4.0 metres high. The proposed height of the first storey along King Street exceeds this (5.4 metres) however the proposed height of the first storey at Caroline Street is 3.1 metres (more typical

of a residential ground floor). This first storey height is based on the proposed height of the garden units that front onto Caroline Street. At the pedestrian scale, the perception of difference between the proposed 3.1 metre story and the required 4.0 metres is not significant. Furthermore, as the Caroline Street frontage is intended to be read as more “residential” due to the garden units, a lower first storey height is appropriate.

#### Common Outdoor Area

The U2 zone requires that 3% of the lot area be provided as common outdoor amenity area at grade (or 157.62 m<sup>2</sup> for the subject lands). Other related regulations require that it be at least 6 metres wide or 4 metres wide if located in a front or flankage yard. As the subject lands are constrained by the lot size and future widenings, it is not possible to provide a at grade common area that meets the City’s requirements while still achieving a functional ground floor layout. The Bylaw defines “Common Outdoor Area” as:

*a contiguous outdoor area on a LOT that is designed, built and maintained as a common public gathering space(s) for employees, occupants and visitors of the associated BUILDING, comprised of high quality landscaped and or hardscaped elements. Excludes commercial areas such as OUTDOOR PATIOS, BICYCLE PARKING spaces, rooftop terraces and the like, utilities, hazard lands, and retaining walls.*

In lieu of providing the common outdoor amenity area at grade, the building design includes a prominent outdoor amenity atop the building podium on the 6<sup>th</sup> floor. The amenity area is more than 1,182 m<sup>2</sup>, exceeding what the By-law requires at grade, and will be programmed to meet the intent of the definition of a common outdoor area. The site design also includes patio areas around the proposed restaurant unit, which will permit landscape design options that encourage gathering and seating by patrons, consistent with the objective of the By-law.

#### Structured Parking Regulations

The proposed development does not contemplate any underground parking given the high-water table; thus, the proposed parking is provided entirely as structured parking within the building podium. While the ground and L2 level structured parking spaces are wrapped with other uses, the structured parking spaces on Levels 3-5 are not, and are located within 15 metres of the King Street street line.

The adjacent development at 185 King Street South (Circa 1877) contains site specific regulations that exempt them from these zoning requirements. Furthermore, the intent of these regulations can also be met and achieved through intentional building and architectural design such as building materials and high-quality façade treatments. As such, we believe the proposed relief from these regulations is appropriate.

#### Bicycle Parking Rate

The proposed development provides for a total of 256 bicycle parking spaces. All these spaces would be located internal to the building and within bicycle storage rooms that can only be accessed by residents and tenants of the future building to improve security. To accommodate the greatest number of bicycle parking spaces, the storage is designed for mostly stacked bicycle parking with 32 spaces that would meet the City’s requirement for Type B bicycle parking.

A reduction in bicycle parking is requested to reflect the realities of how residents are utilizing these spaces. A significant number of residents continue to prefer storing their bicycles within their units, regardless of available bike storage areas, to ensure safety and security. In support of the requested reduction, the Owner (VanMar) has conducted a Bicycle Room Utilization Study of other mid-to-high rise developments in the Region (including Station Park) to determine the actual utilization of the bicycle parking spaces and storage facilities within these developments to determine an approximate utilization rate to inform the provision of bicycle parking for this development. The study found that in the inventory that was taken across a 10-day period with counts at three different times of the day (morning, afternoon, and evening) that the average utilization of these bicycle parking spaces was 10% of the overall bicycle parking provided. Despite having secure entry to these areas, the Owner has experienced repeated break-ins and thefts, resulting in increased security costs, constant repairs and as a result a higher cost to the residents to monitor these areas. As such, it is proposed that the overall residential and non-residential bicycle parking rates not apply to the proposed development, but rather that a total of 256 bicycle parking spaces be provided and that they may all be provided in a stacked bicycle parking form.

The Bicycle Room Utilization Study is included in **Appendix E** of this report.

### **Holding Provision**

The site-specific by-law includes a Holding provision, which required the following, prior to development:

- Demonstrate compliance with the Provincial D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Use;
  - There are no industrial facilities in the area.
- Provide the CITY verification from the REGION and or the Province of Ontario that the owner has completed a Record of Site Condition;
  - It is acknowledged that a Record of Site Condition will be required prior to the issuance of a building permit. We anticipate the holding provision will remain in place until the completion of the RSC.

### **Zoning By-law Amendment Summary**

The subject lands are zoned U2-81. While the proposed development does request an increase to the maximum building height and density, this has been discussed with City staff and their support of an Area Specific Policy (ASP) to permit the proposed building heights suggests support for a similar increase to the maximum density in order to build within the permitted height.

Furthermore, due to the required road widenings and the planned intent of the lands for high density mixed-use development, site specific regulations are required. The site has been carefully designed to reduce the overall zoning relief required, and all tower related regulations are complied with. The proposed density is appropriate for the lands and does not result in deficiencies in parking (Bill 185).

In our opinion, the requested Amendments to the Zoning By-law are appropriate for the subject lands.

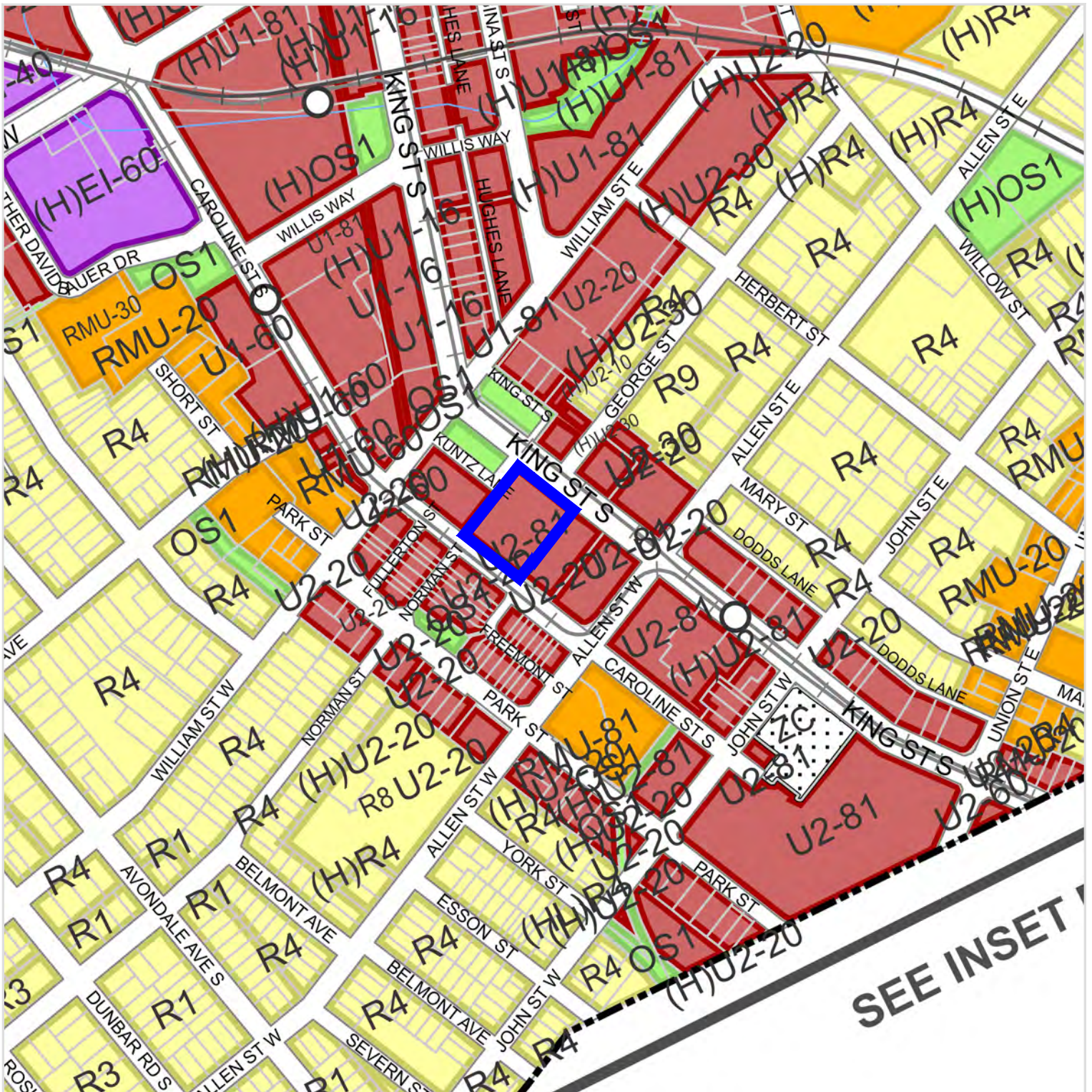


Figure 21  
**City of Waterloo  
 Zoning By-law  
 2018-050  
 Schedule A**

167-171 King Street South  
 City of Waterloo  
 Region of Waterloo

**LEGEND**

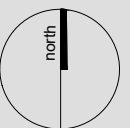
|                                                                                     |                                     |
|-------------------------------------------------------------------------------------|-------------------------------------|
|  | Subject Lands                       |
|  | ION Rapid Transit Stations          |
|  | Hydro Transmission Lines            |
|  | ION LRT                             |
|  | Railway                             |
|  | Perennial Creeks                    |
|  | Intermittent Creeks                 |
|  | Rivers                              |
|  | Water Bodies                        |
|  | City Boundary                       |
|  | Property Fabric                     |
|  | Zone Classifications                |
|  | Academic                            |
|  | Institutional                       |
|  | Educational Institution             |
|  | School                              |
|  | Residential                         |
|  | Residential Mixed-Use               |
|  | Residential Northside               |
|  | Open Space                          |
|  | Environmentally Sensitive Landscape |
|  | Commercial                          |
|  | Updown                              |
|  | Employment                          |
|  | Waste Management                    |
|  | Future Determination                |
|  | Zone Change                         |

**DATE:** April 2025

**SCALE:** NTS

**FILE:** 15202B

**DRAWN:** SP



K:\15202B-167-171 KING ST S, WATERLOO\PTZBL.DWG

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# 8.0 Summary of Technical Studies

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## 8.1 Functional Servicing and Stormwater Management Report

WalterFedy prepared a Functional Servicing and Stormwater Management Report (dated July 9, 2025) on behalf of VanMar Developments Inc. in support the planning application for a Zoning by-law Amendment.

Based on the analysis presented in the report, it is concluded that:

- The development is proposed to be serviced with a new 200-mm-diameter sanitary service connected to the municipal sewer on Caroline Street. It is understood that the City of Waterloo will assist in verifying capacity in the local system using the city-wide sanitary sewer model.
- A 200-mm-diameter domestic water and a 250-mm-diameter fire service connecting to the existing watermain on Caroline Street are proposed to provide the domestic and fire water demand to the development. A hydrant flow test and/or regional modelling will be completed to confirm there is sufficient capacity within the municipal system to support the development.
- Post-development peak flow rates for the 5-year and 100-year storm events will be controlled to be pre-development levels through the use of flow control roof drains.
- Although roof area will make up the majority of the site, since the at-grade parking level will contain vehicle-tracked areas, a snout or other form of inlet quality control, will likely be required to service the development.
- Site grading will match into existing grades at all property lines and ensure emergency overland flow routes are ultimately towards King Street. The site grading also ensures surface ponding does not exceed 30 cm in hardscaped areas.
- Perimeter silt fence, silt fence at the base of all stockpiles, silt sacs in catch basins, and construction entrance mud mats can provide erosion and sediment control.

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## 8.2 Spill Management and Response Plan

A preliminary Spill Management and Response Plan (SMRP) has been prepared in support of the proposed development. The SMRP outlines immediate spill control procedures, prohibited activities and various types of potential hazards. The SMRP includes a detailed summary of various controls and prevention measures as well as the roles and responsibilities of site employees and external resources.

Prior to construction the SMRP will be updated as needed to confirm final internal contacts.

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## 8.3 Hydrogeological Study

Chung & Vander Doelen Engineering Ltd. have prepared a Preliminary Scoped Hydrogeological & SWP Potential Contamination Study in support of the proposed development. The purpose of the investigation is to evaluate existing soil and groundwater conditions at the Site and to providing a hydrogeological assessment along with construction dewatering recommendations. The Source Water Protection (SWP) Potential Contamination Study was prepared in accordance with Section 4.1(a) of the Region's Implementation Guideline for the review of development applications on or adjacent to known or potentially contaminated sites. As the proposed development does not include underground parking, the study concludes that only a small quantity/short duration of dewatering may be required, primarily to support elevator pit construction. The study also concludes that water balance and groundwater recharge at the subject lands is anticipated to be relatively unchanged with the proposed development and as such, the proposed development is not anticipated to negatively impact ground water quality and recharge at the site.

It is recommended that the conclusions and recommendations of the report be reviewed again once finished floor elevations and a final site grading plan are available and updated if required.

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## 8.4 Energy Strategy

An Energy Strategy Study has been prepared in support of the proposed development (prepared by WalterFedy., dated July 23, 2025). The study explores various energy models and analysis the results of the various scenarios contemplated. The report also considers additional energy and carbon considerations and climate resiliency. The scenarios evaluated included a "High Performance" strategy and a "Net-Zero Performance" strategy.

The report ultimately recommends that in order to improve climate resiliency; reduce utility cost and improve the appeal of the facility for potential residents, that the energy measures in the High-Performance scenario be implemented. This would include Air-source VRP, demand control ventilation, Central ERV, a domestic hot water heat pump, LED lighting, low flow water fixtures, triple glazed windows, and infiltration mitigation.

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## 8.5 Transportation Impact Study

Paradigm Transportation Solutions Limited prepared a Transportation Impact Study on behalf of VanMar Developments Inc. dated July, 2025 to support the Zoning by-law Amendment application for the proposed high-rise mixed-use development.

The main conclusions of this study are as follows:

- The study area intersections are operating with acceptable levels of service.
- Based on 2027 and 2028 background and total traffic conditions, the study area intersections will operate with acceptable levels of service.
- For the 2033 background and total traffic conditions, the study area intersections are forecast to operate with acceptable levels of service. Under total traffic conditions, the eastbound left

turn movement at King Street South and William Street is forecast to continue operating with 95<sup>th</sup> percentile queues exceeding the marked storage by two metres during the AM peak hour. This excess queue is minimal and is not anticipated to block access to Kuntz Lane

- A southbound left-turn lane is not warranted at the site access on Caroline Street South under 2027, 2028 and 2033 total traffic volumes.
- A northbound left-turn lane is not warranted at King Street South and Kuntz Lane under the 2027, 2028, and 2033 total traffic volumes.

The report recommends that the development be approved with no conditions related to off-site transportation improvements and that various TDM measures be considered to support alternative modes of transportation.

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## 8.6 Heritage Impact Assessment

MHBC Planning has prepared a Heritage Impact Assessment (HIA), dated August 2023, in order to assess the potential impacts of the proposed development on heritage resources. The HIA includes a detailed impact analysis which evaluates potential sources of impact including destruction, alteration, shadows, isolation, direct or indirect obstruction, a change in land use and land disturbances. The HIA specifically considered the proposed re-location of the Kuntz-Labatt house and concluded that the impact of this is considered negligible provided it can be re-located safely. Similarly, the construction of the proposed new building is not considered an adverse impact given the development has been sensitively designed to be compatible with the heritage building; the proposed new building is clearly distinguishable from authentic heritage fabric and the vast majority of heritage attributes of the Kuntz-Labatt house will be retained and conserved over the long-term.

The HIA concludes that the proposed development is considered appropriate as it relates to cultural heritage resources. Provided that the mitigation recommendations provided in the HIA are implemented, identified adverse impacts will be minimized or avoided. The proposed development includes retaining and conserving the Kuntz-Labatt house. The contextual relationships of the building will be maintained and enhanced. The proposed development is anticipated to result in a range of adverse impacts from minor to moderate, including beneficial.

The construction of the proposed new building is not anticipated to result in adverse impacts given that they sensitively incorporate the Kuntz-Labatt house into the development concept along King Street East. The proposed new building has been designed to be compatible with the existing heritage structure, while being contemporary in terms of design and meeting higher density targets. The conservation of the building over the long-term is considered a beneficial impact. The comprehensive restoration of the building, including necessary repairs, and placing the building atop a new foundation in its proposed new location will prolong the life of the building.

A Conservation & Interpretation Plan is recommended at the appropriate time in the future in order to provide more detailed information related to how the building will be appropriately conserved.

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## 8.7 Wind Study

A Pedestrian Wind Tunnel Study Report has been prepared by Nobi Consulting Inc. (July 2025). The study considered the key pedestrian activity zones including building entrances, most notably the main entrances along King Street and Caroline Street South, the nearby Brewmeister Green Park, and the adjacent sidewalks. The primary objective of this study was to assess the wind conditions and their impact on pedestrians at various locations within and around the project site. The analysis focused on identifying areas of concern and providing mitigation strategies to ensure optimal pedestrian comfort and safety.

The Study identified several design elements that contribute positively to managing wind conditions and recommended that these elements be retained in the final design. This includes vestibules at main entrances; strategic entrance placement on Caroline Street; recessed design at-grade; and podium and tower setbacks.

Wind speeds on the proposed Level 5 amenity deck can be improved through localized wind controls that will be considered during the detailed site and landscape design phase of the development. Increased winds during the winter months can be mitigated through closure of the amenity deck during the winter months.

The Wind Study concluded that the proposed development is anticipated to introduce typical urban wind effects such as downwashing, corner acceleration, and wind channeling due to building height and configuration. However, the inclusion of podium and tower setbacks, along with other design features, effectively mitigates adverse wind impacts at pedestrian level. Wind conditions at all assessed grade-level locations are predicted to remain comfortable for their intended summer uses, including standing at entrances and walking along sidewalks. The adjacent Brewmeister Green Park is also expected to experience suitable conditions for standing and passive use.

Overall, the Study concluded that proposed development is consistent with the existing wind environment, and the annual pedestrian wind safety criterion is met at all locations assessed except for the identified localized winter safety exceedance on the podium (which can be mitigated). No new significant adverse wind conditions are anticipated as a result of the project.

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## 8.8 Noise Impact Study

GHD Limited prepared a Noise Impact on behalf of Van Mar Developments Inc. dated July 2025, to support the proposed Zoning by-law Amendment. The purpose of the Study was to assess:

- Noise impacts at the Development due to future road traffic;
- Noise impacts at the Development due to future rail traffic;
- Stationary noise impacts from off-site stationary sources; and
- Stationary noise impacts from on-site HVAC equipment.

The study concluded that ambient noise levels from road and rail traffic will require noise mitigation in the form of central air conditioning and recommended noise warning clauses. The study further

concluded that nearby stationary sources will not reduce the ability of the proposed development to comply with MECP noise guidelines. Vibration impacts from the LRT are not expected given the distance of the proposed development from the centreline of the tracks.

The report specifies the types of warning clauses required based on the provision of central air conditioning. Any required warning clauses will be included in future offers of purchase and sale and/or lease agreements.

The Study concludes that the proposed development is feasible and will not be restricted by the surrounding noise impact exposures, provided that the recommended noise mitigation measures are implemented. Further, the study concludes that the proposed development is not anticipated to affect the ability of any area industrial/commercial facilities to comply with sound level limits of the MECP.

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# 9.0 Public Consultation Strategy

As of July 1, 2016, changes to the Planning Act (O. Reg 544/06, amended by O. Reg 178/16) require that applicants submit a proposed strategy for consulting with the public with respect to the application as part of the 'complete' application requirements. This section satisfies this requirement.

We propose that the public consultation process for the proposed Zoning By-law Amendment application follow the Planning Act statutory requirements and the City's standard practices.

The Ontario Planning Act requires at least one statutory public meeting for each project, which we propose to undertake. The notice for the statutory public meeting will be promoted by:

- Posting a notice on the City's website;
- Advertising in a local newspaper; and
- Mailing a notice to property owners within 120 metres of the proposed development.

At least 20 days in advance of a meeting, the notice of the statutory public meeting which be circulated to discuss the proposed Zoning By-law amendment applications.

A single session of City of Waterloo Council may include more than one statutory public meeting to discuss several applications.

The consultation strategy described herein will ensure that members of the public are given opportunity to review, understand and comment on the proposed development and Zoning By-law Amendment application, while ensuring the application is processed in a timely manner in order to secure funding. Additional opportunities for consultation will be considered and may be warranted based on the input received at the Public Meeting. In addition, at the City's discretion an informal Neighborhood Meeting could also be held.

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# 10.0 Summary and Conclusion

As outlined in this report, together with the supporting technical reports, the proposed development of the site represents good planning. This opinion recognizes the following:

- The proposed development is consistent with the policy framework set out in the Provincial Planning Statement, 2024;
- The development conforms to the policies of the Region of Waterloo Official Plan, and contributes to the density of the Urban Growth Centre and the Protected Major Transit Station Area (PMTSA), as defined by the Region of Waterloo;
- The development conforms to the policies of the City of Waterloo Official Plan, including emerging policies adopted by Council as part of OPA 58;
- The proposal is within the height permissions of the Area Specific Policy relating to the site as supported by staff and Council (to be approved as part of OPA 58);
- The proposal provides for the redevelopment of an underutilized site within a strategic growth area and MTSA on lands that are well located with respect to a range of uses and transit infrastructure;
- Unlike other sites within the Uptown MTSA, the subject lands are not constrained by the GRCA floodway, and as such, safe access is not an issue for the proposed development;
- The proposed design is compatible with adjacent existing uses and respects the physical character, scale and context of the surrounding neighbourhoods and the King Street corridor;
- Required technical analysis to assess compatibility has been completed including a shadow study, wind study, transportation impact study and noise study; all of which conclude that there will be no adverse impacts to surrounding properties.
- The use of available infrastructure within the City is optimized through connections to existing infrastructure with capacity to be confirmed through technical review;
- The proposed high-rise towers and mixed-use development provides support for the ION rapid transit network through additional residential density and activation of the streetcape;
- The proposal provides exemplary design that will be a positive contribution to Uptown Waterloo, including high quality building materials, enhanced amenity spaces, attractive streetscapes;
- The proposed design provides for improved streetscapes and pedestrian experience, specifically along King Street; and
- The proposed development protects and celebrates the Kuntz-Labatt house, a cultural heritage resource, by meaningfully incorporating the house as part of the overall development.

Accordingly, it is our opinion that the proposed high-rise mixed-use development is desirable for the future redevelopment and intensification of the site. The proposed regulations will guide the development to ensure that the site is developed appropriately and within the context of the Urban Growth Centre and the MTSA.

**The requested Zoning Bylaw Amendment is consistent with the Provincial Planning Statement and conforms to both the Regional and City of Waterloo Official Plans, and represents good planning.**

Respectfully submitted,  
**MHBC**

A handwritten signature in dark ink, appearing to read 'Andrea Sinclair', with a stylized flourish at the end.

Andrea Sinclair, MUDS, BES, MCIP, RPP  
Partner

A handwritten signature in dark ink, appearing to read 'Luisa Vacondio', with a stylized flourish at the end.

Luisa Vacondio, BES, MCIP, RPP  
Senior Planner



## Appendix A: Record of Pre-Submission

# RECORD OF CONSULTATION

**Project Address:** 167-171 King St S

**Application Types:** Official Plan Amendment and Zoning By-law Amendment

**Date of Pre-Submission Consultation Meeting:** Tuesday, December 17, 2024 at 1:00pm

**Applicant:** VanMar Developments King Carol LP

**Agent:** MHBC, Luisa Vacondio & Andrea Sinclair

**Development Planner:** Kaitlyn Bisch, [kaitlyn.bisch@waterloo.ca](mailto:kaitlyn.bisch@waterloo.ca), 519.747.8796

**Meeting Attendees:**

|                                              |                                                 |
|----------------------------------------------|-------------------------------------------------|
| Kaitlyn Bisch, Planning, City of Waterloo    | Paul Leveck, Urban Legends                      |
| Amanda Wyszynski, Planning, City of Waterloo | Catheryne McCutcheon, Vanmar                    |
| Joel Cotter, Planning City of Waterloo       | Callum Wilson, Planning Co-Op, City of Waterloo |
| Dominik Simpson, Planning City of Waterloo   | Susanna Reid, Planning Region of Waterloo       |
| Adam Zufferli, Planning City of Waterloo     | Alastar Duncan, Engineering, City of Waterloo   |
| Andrea Sinclair, MHBC                        |                                                 |
| Luisa Vacondio, MHBC                         |                                                 |

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## CONFIDENTIAL DOCUMENT

The contents of this document are confidential and are not part of a Planning Act Application.

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The purpose of the Pre-Submission Consultation is to review a proposed development and identify the need for, and scope of, the *other information and materials* required as part of a complete application under the Planning Act. The City will not accept an application for, including but not limited to, a Plan of Subdivision, an Official Plan Amendment, or a Zoning By-law Amendment for processing unless such development application is considered to be a complete application and in accordance with Section 12.2.14 of the City's Official Plan.

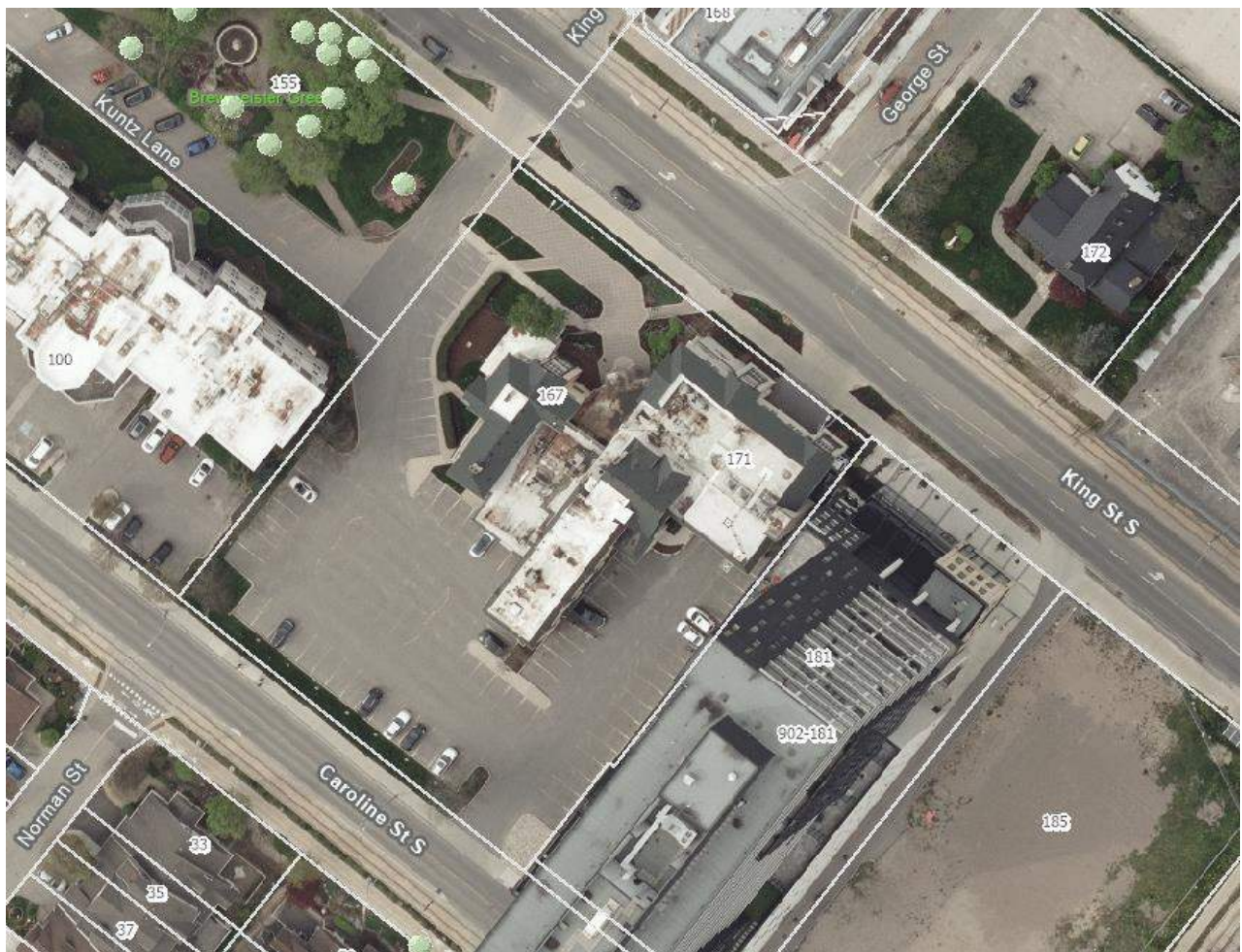
This Record of Pre-Submission Consultation only applies to the proposal as described and/or as provided for in the attached concept plan and shall be valid for one (1) year from the date of this Pre-Submission Consultation Record, unless otherwise approved by the Director of Planning or Manager of Development Planning.

*If you have any questions or concerns with this Record of Pre-Submission Consultation please contact the Development Planner.*

## PART A – DESCRIPTION OF SUBJECT PROPERTY

The subject property of 167-171 King St S is located south-east of the King St S and William St E intersection. This lot is considered a through lot as per zoning by-law 2018-050, as there is frontage along both King St S and Caroline St S; the property currently has vehicular access off both King St S and Caroline St S as well as Kuntz Lane. The current use of the property is a funeral home, with the Erb & Good Funeral Home operating on this property for over 50 years. The subject lands include the Kuntz-Labatt House, designated under Part IV of the Ontario Heritage Act; this designation applies to the exterior elevations of the Kuntz-Labatt House.

The lands to the northwest include the Brewers Green, a municipal park, as well as Chartwell Terrace on the Square retirement home. The lands to the southeast are currently dwelling units above the first storey in a mixed-use building, with restaurants currently along the ground and second floor. This property also incorporates a Built Heritage Resource into the façade of the building.



## PART B – DESCRIPTION OF DEVELOPMENT PROPOSAL

The subject site, being 167-171 King Street South, is approximately 0.53 hectares in size and located south of the King St S and William St E intersection. The current use of the property is a funeral home (Erb & Good Funeral Home).

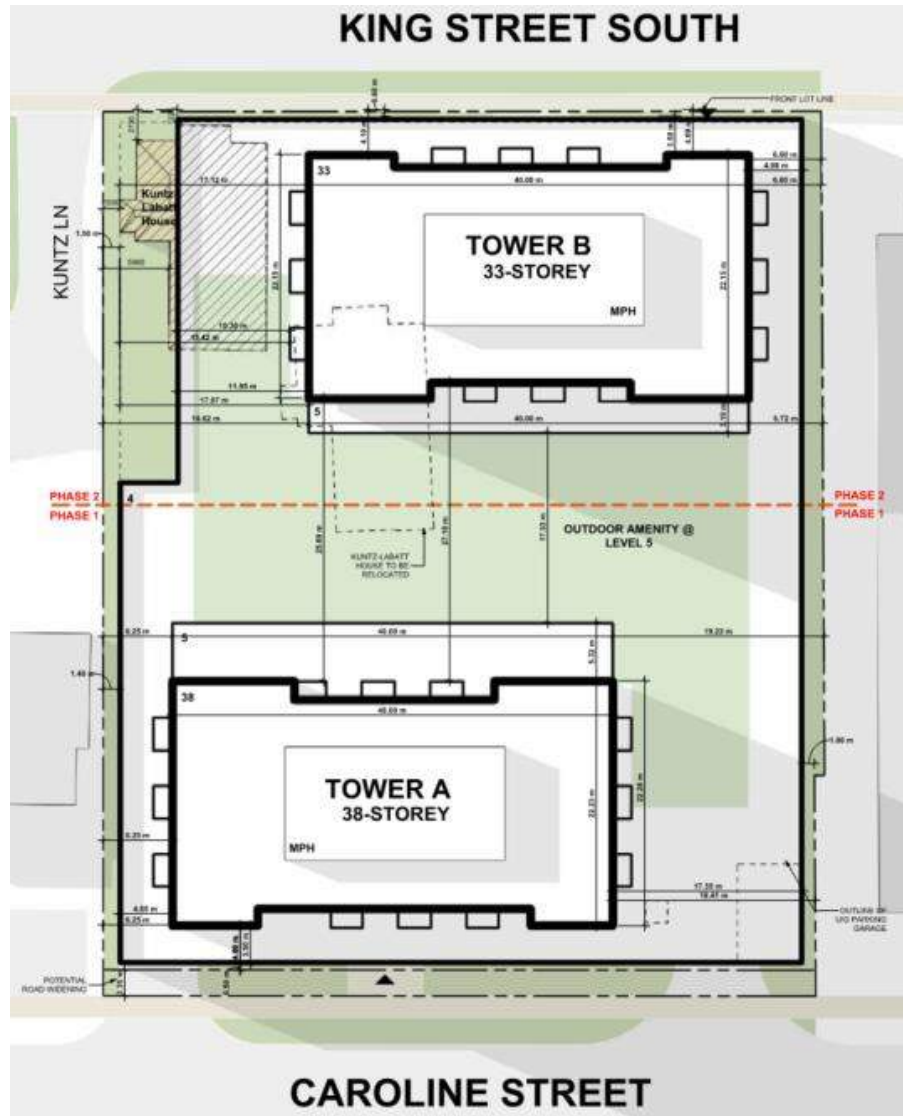
The development concept submitted includes a 5 storey podium with a 33 storey tower oriented towards King St, and a second 38 storey tower oriented towards Caroline St. To facilitate the proposed development, the Applicant is proposing to relocate the existing Kuntz-Labatts house and incorporate it into the King Street podium façade. The concept plans submitted includes vehicular access from both Kunt Lane and Caroline Street; this includes a total of 875 units including a mix of one and two bedroom units, with 438 parking spaces proposed to be provided. Staff note this property is located within a protected major transit station area (PMTSA), which as per Bill 185 is no longer subject to vehicular parking minimums.

The development concept submitted includes a proposal for a two phased multi-unit residential building containing dwelling units in a mixed-use building. This concept includes the relocation and incorporation of the existing Kuntz-Labatts house within the façade along King St S. The concept plans submitted includes vehicular access from both Kuntz Lane and Caroline Street; this includes a total of 875 units including a mix of one and two bedroom units, with 438 parking spaces proposed to be provided. Staff note this property is located within a protected major transit station area (PMTSA), which as per Bill 185 is no longer subject to vehicular parking minimums.

The development concept as submitted by the applicant, is included below:







| Site Plan Data Chart                                            |                                                                             | Proposed                     | Required                          |
|-----------------------------------------------------------------|-----------------------------------------------------------------------------|------------------------------|-----------------------------------|
| Number of lots:                                                 |                                                                             |                              | N/A                               |
| Site Area:                                                      |                                                                             |                              |                                   |
| <input type="radio"/>                                           | Existing Site Area: (in square metres and hectares)                         | 0.53 hectare / 5,251.60 sqm  | -                                 |
| <input type="radio"/>                                           | Road Widening Area: (in square metres for Regional Roads)                   | 154.04 sqm                   | -                                 |
| <input type="radio"/>                                           | Site Area: (in square metres and hectares excluding Regional road widening) | 0.53 hectare / 5098.56 sqm   | -                                 |
| Property Zoning: List all zoning categories that apply to site: |                                                                             | U2-81, By-law 2018-050       |                                   |
| Site Specific Zoning (Special Provisions):                      |                                                                             | Site Specific Regulation 159 |                                   |
| Setback Information:                                            |                                                                             |                              |                                   |
| <input type="radio"/>                                           | Front Yard Setback: (north)                                                 | 0.6m                         | 4.0m                              |
| <input type="radio"/>                                           | Side Yard Setbacks: (west)                                                  | 1.4m                         | 1.5m                              |
| <input type="radio"/>                                           | Side Yard Setbacks: (east)                                                  | 1.0m                         | 1.5m                              |
| <input type="radio"/>                                           | Rear Yard Setback (south):                                                  | 0.5m                         | 5.0m                              |
| <input type="radio"/>                                           | Underground Parking Setbacks: (show location of parking structure)          | min 0.8 m                    | N/A                               |
| Parking Information:                                            |                                                                             |                              |                                   |
| <input type="radio"/>                                           | Total parking spaces provided (list by use and parking requirement):        | 438                          | -                                 |
| <input type="radio"/>                                           | Parking ratio                                                               | 0.5 / unit                   | Bill 185, no parking requirements |

|                                 |                                                                                |                                                    |                |
|---------------------------------|--------------------------------------------------------------------------------|----------------------------------------------------|----------------|
| Total building information:     |                                                                                |                                                    |                |
| <input type="radio"/>           | Building Storeys: (list number of storeys)                                     | Building A - 38 Storeys<br>Building B - 33 Storeys | N/A            |
| <input type="radio"/>           | Building Height: (in metres)                                                   | Building A - 112m<br>Building B - 107m             | -              |
| <input type="radio"/>           | Minimum ground floor height:                                                   | 4.5m                                               | 4.5m           |
| <input type="radio"/>           | Maximum podium height:                                                         | 16.0m                                              | 21.0m          |
| <input type="radio"/>           | Maximum tower width:                                                           | 40.0m                                              | 40.0m          |
| Density Information:            |                                                                                |                                                    |                |
| <input type="radio"/>           | Building Coverage (building coverage/site area excluding road widening area):  | 4668.964 sqm                                       | -              |
| <input type="radio"/>           | Total BFA (in square metres):                                                  | 58,936.47 sqm                                      | -              |
| <input type="radio"/>           | Total Units:                                                                   | 875                                                | -              |
| <input type="radio"/>           | Total Bedrooms:                                                                | 1,129                                              | -              |
| <input type="radio"/>           | Total Density/BPH (beds per hectare calculation excluding road widening area): | 2,210.88 beds per hectare                          | -              |
| Amenity area:                   |                                                                                |                                                    |                |
| <input type="radio"/>           | Amenity Ratio                                                                  | -                                                  | 1.2 sqm / unit |
| <input type="radio"/>           | Proposed Amenity Area                                                          | 1138.31sqm                                         | 1050.0 sqm     |
| Total Combined Commercial area: |                                                                                | 635.64sqm                                          | -              |

## PART C – COMMENT SUMMARY

The following section contains a summary of all preliminary comments received. Where applicable, additional information is attached as Appendices to this document.

### C.1 PLANNING COMMENTS

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Comments Of: Planning Division

Commenter's Name: Kaitlyn Bisch & Adam Zufferli

Email: Kaitlyn.Bisch@waterloo.ca & Adam.Zufferli@waterloo.ca

Phone: 519.747.8796 & 519.747.8068

Date of Comments: December 20, 2024

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#### **C.1.1 Official Plan Designation**

The subject lands are designated 'Commercial' (Schedule 'A') and 'Uptown Mixed Use' (Schedule 'A1'), which permits the proposed mix of residential and commercial uses. The proposed residential density of 2130 bedrooms per hectare exceeds the maximum permitted density within the Uptown Mixed-Use Designation. The subject lands are designated 'High Density – 81 metres' (Schedule 'B1'), which permits a maximum building height of 81 metres, which is approximately 25 storeys. The proposed building height of 33 and 38 storeys are not contemplated within the Official Plan. An Official Plan Amendment would be required for this application.

Note 1: OPA 58, which implements "Phase 1" of the Official Plan Review was approved by Council on December 2, 2024. OPA 58 amended policies related to the City Structure and Land Use Designations, which will have implications for this proposed development. OPA 58 will be effective upon receiving final approval from the Minister of Municipal Affairs and Housing.

Note 2: At the request of the Applicant, a decision on the lands at 167-171 King Street South was deferred from OPA 58. Staff note that the applicant will be meeting with City of Waterloo regarding the advancement of the deferral.

Note 3: The city is currently seeking additional clarification from the Ministry of Municipal Affairs and Housing regarding the approval of Official Plan Amendments within Protected Major Transit Station Areas (PMTSAs).

The City's Official Plan currently designates the site as follows:

| Official Plan Schedule               | Designation                                               |
|--------------------------------------|-----------------------------------------------------------|
| Schedule 'A' – Land Use Plan         | Commercial<br><i>Commercial and Mixed-Use**</i>           |
| Schedule 'A1' – Commercial Land Uses | Uptown Mixed-Use<br><i>Uptown Mixed-Use Core**</i>        |
| Schedule 'B' – City Structure        | Primary Node                                              |
| Schedule 'B1' – Height and Density   | High Density, 81 metres<br><i>High Rise, 30 storeys**</i> |

|                                             |                                                          |
|---------------------------------------------|----------------------------------------------------------|
| Schedule 'C' – District Boundaries          | Central                                                  |
| Schedule 'E' – Road Classification System   | Regional Arterial                                        |
| Schedule 'F' – Active Transportation System | Cycling & Multi-Use Route                                |
| <i>Schedule 'J' - Station Areas**</i>       | <i>Willis Way Protected Major Transit Station Area**</i> |

*\*\*Italicized designations indicate the proposed designation(s) in the Council-Approved OPA58. The text of OPA58 is available at [engagewr.ca/waterloo-official-plan](http://engagewr.ca/waterloo-official-plan).*

*Note: Official Plan Schedules not included in the chart above are deemed not applicable, at this time.*

## **Additional Official Plan Comments**

### **Height & Density**

The subject lands are designated as 'High Density – 81 metres' (Schedule 'B1'), which intends for high-rise development up to a maximum height of 81 metres, which is roughly equivalent to a 25-storey building. Lands designated 'High Density' on Schedule 'B1' are permitted to have a maximum residential density of 750 bedrooms per hectare. The Applicant is proposing to build a 33-storey tower and a 38-storey tower on the subject lands. The proposed height and density exceeds the maximum permitted 81 metres and 750 bedrooms per hectare within the Official Plan, as such, an Official Plan Amendment will be required for this application.

The lands are designated 'Commercial' (Schedule 'A') in the Official Plan. Policy 10.2.1(10) provides criteria for requests for increased heights to residential buildings within Commercial lands. To justify their request for increased heights, the Applicant shall demonstrate in their planning justification report how the proposal satisfies the criteria in Policy 10.2.1(10):

- a. The proposed density is deemed appropriate for the neighbourhood and contributes to an appropriate height and density transition including buffering / being buffered from lands designated Low Density Residential;
- b. There is a demonstrated community benefit associated with additional medium, medium-high or high density uses, including to accommodate additional population in the context of Waterloo's population forecast and the supply of lands within existing designated Nodes and Corridors;
- c. Lands are proposed to be located within a designated Node or Corridor and satisfy all relevant policies of the City Form Chapter;
- d. The proposal achieves the applicable performance standards set out in this Official Plan and implementing Zoning By-Law;
- e. Surface parking is minimized in favour of more intensive forms of parking, including underground parking where feasible;
- f. Cultural heritage resources are conserved;
- g. The proposal demonstrates a high standard of urban design;
- h. The proposal identifies and implements any required transportation improvements, with a particular focus on transportation demand management measures;
- i. Medium to high density residential uses are located with direct vehicular access to arterial or collector roads to the extent possible. Where such access is deemed by the City to be undesirable or not feasible, vehicular access may be provided by local streets if traffic is directed to the nearest arterial or collector road via a route that minimizes vehicular travel within the low density residential neighbourhood;
- j. Infrastructure capacity is not exceeded;

- k. Sufficient parkland and amenity space is provided to meet the needs of the community including the proposed development;
- l. If applicable, safe access, flood protection and geotechnical stability is achieved to the satisfaction of the City, the Grand River Conservation Authority, and any other authority having jurisdiction;
- m. The proposal satisfies all other applicable policies, including the policies of this Official Plan; and,
- n. Any other criteria identified by the City through the application review process having regard to the location of the lands and nature of the proposed development.

### **Parking**

While Staff recognize the subject lands are within a PMTSA and are not required to provide vehicular parking, the proposed development shall plan to meet the demand for parking on-site and not rely on municipal rights-of-way. The applicant shall have regard for the policies in section 6.1.5 of the Official Plan when designing the parking area and ensure that vehicular access does not adversely impact the safety and well-being of people walking, cycling, and rolling in the Westmount neighbourhood.

The Applicant has not specified the total amount of bicycle parking spaces that will be provided within this development. The Applicant shall refer to Section 6.6.2 b) of Zoning By-law 2018-050 for minimum bicycle parking requirements. Given the location of the subject lands in close proximity to several Cycling & Multi-Use Routes (Schedule 'F'), including the Laurel Trail, the Applicant is encouraged to provide greater than the minimum required bicycle parking spaces

### **Urban Design**

The subject lands are located within each of the identified locational contexts in the table below. As the Applicant continues to refine their development concept, they should refer to the corresponding urban design policies in the Official Plan.

| Locational Context          | Urban Design Policies (OP Chapter) |
|-----------------------------|------------------------------------|
| City-wide                   | 3.11.1                             |
| Nodes and Corridors         | 3.11.2                             |
| Uptown Waterloo             | 3.11.3                             |
| Major Transit Station Areas | 3.11.4                             |

### **Tower Design**

The Applicant's preliminary design proposes two towers on the subject lands, with the tower proximate to King Street ("King Tower") proposed to be 33 storeys, and the tower proximate to Caroline Street ("Caroline Tower") proposed to be 38 storeys. Both of the towers are proposed to have a "slab" massing, with floorplate sizes roughly equaling 900 square metres. Policy 3.11.2(6) of the Official Plan encourages the Applicant to design the tall building massing to minimize shadowing and wind impacts to surrounding properties. The proposed King Tower and Caroline Tower would each be among the tallest and most prominent buildings in Waterloo's skyline. The Applicant should refer to Policy 3.11.2(7) of the Official Plan for direction on how to consider the proposed development as a part of Waterloo's emerging skyline.

The King Tower is generally located on the southeastern quadrant of the subject lands. Staff require additional justification for the proposed King St tower regarding shadowing, wind, construction, easements, in relation to its proximity of the adjacent building on 181 King St.

Furthermore, Waterloo's Tall Building Design Guidelines (Section 3.1.4 in the Urban Design Manual) speaks to providing adequate separation between high rise buildings to provide light, views, and privacy for occupants. The Applicant is proposing to reduce the tower separation distance to the shared lot line with 181 King Street South from the minimum distance required in the Zoning By-law. The Applicant shall ensure that the design of their building adheres to the urban design principles of tower separation, which are the adequate provision of light, views, and privacy for building occupants.

The Applicants preliminary design also proposes to reduce the minimum tower separation distance to the shared lot line with 100 Caroline St S. The Applicant shall ensure that the design of their tower and building adheres to the previously mentioned urban design principles of tower separation. Staff require additional justification for the proposed Caroline St tower regarding shadowing, wind, construction, easements, in relation to its proximity of the adjacent building on 100 Caroline St S.

### ***Location of Parking***

The Applicant's preliminary design indicates that the majority of the structured parking is planned to be located on the third and fourth storeys of the podium. On these levels, structured parking will be located along the King Street frontage. Policy 3.11.3(2) of the Official Plan provides guidance for how building facades should be designed in the context of Uptown Waterloo. Policy 3.11.3(6) of the Official Plan states that parking should be located in the side or rear yards, away from the primary street view. The Applicant is encouraged to revise their building design along levels three and four to locate residential or a similar use along the entirety of the King Street frontage, similar to the plan for level two.

### ***Ground Floor Residential Units***

The Applicants preliminary design indicated three ground floor residential units, labeled as 'Garden Suites'. As per the current Official Plan Policy 10.2.2.2 (3), Residential is a permitted primary use, with no restrictions on the location or building floor area for this use. Within OPA 58, a change has been made to the Uptown Mixed Use Core designation policy, to no longer permit ground floor residential units; the new Official Plan Policy 10.2.2.1 (3) states "*Lands designated Uptown Mixed-Use Core shall be zoned to permit a broad range of commercial, employment, entertainment, accommodation, institutional, residential and community uses, including:...(i) Residential uses, provided the residential uses are located above the ground floor in a multi-storey, mixed-use building;*".

The proposed ground floor residential units are not contemplated within the updated Official Plan policies as per OPA 58, and would therefore require an Official Plan Amendment.

### ***Inclusionary Zoning***

The subject property is located within the Willis Way PMTSA (Draft Schedule 'J'). On June 24, 2024, the Council of the City of Waterloo adopted an Official Plan Amendment and Zoning By-Law Amendment to require affordable housing units in new private developments (Inclusionary Zoning). The policies, which are scheduled to be in effect as of March 2025, would require a minimum of 2% of Gross Saleable Residential Floor Area to be set aside for affordable housing. The applicant is directed to contact Douglas Stewart (Douglas.Stewart@Waterloo.ca) should further information about Inclusionary Zoning be necessary.

### C.1.3 Zoning By-law Analysis

The Site is currently zoned UPTOWN MIXED-USE (U2-81). Permitted uses of the U2-81 zone include MULTI-UNIT RESIDENTIAL BUILDING and DWELLING UNITS above the FIRST STOREY in a MIXED-USE BUILDING. All uses proposed are therefore permitted within the U2-81 zone.

167-171 King St South is currently zoned as Uptown Mixed-Use (U2-81) with site specific C159. The U2 zone permits multi-unit residential and mixed-use buildings with a maximum height of 81 metres or 25 storeys with a variety of complimentary and ancillary uses in order to support the development of a complete community. The U2-81 zone generally permits the proposed development, however both zoning by-law amendments and official plan amendments will be required for the proposed building height, density, setbacks, and tower form.

An amendment to the Zoning By-law is being proposed to increase the permitted height and density, reduce setbacks, and alter built form regulations.

Details of the current land use zoning regulations are included in the following chart:

#### Zoning By-law 2018-050

|                                                      |        |
|------------------------------------------------------|--------|
| <b>Schedule A: Land Use</b>                          | U2-81  |
| <b>Schedule A1: Parking Overlay</b>                  | Area A |
| <b>Schedule A2: Station Area Street Frontages</b>    | N/A    |
| <b>Schedule A3: Floodplains and Restricted Areas</b> | N/A    |
| <b>Schedule C1: Site Specifics</b>                   | C159   |

| Applicable Regulation (2018-050)                                                                                                                                                                                                         |                                                                             |                    | Proposed                                 | (Yes/No/T BD) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|--------------------|------------------------------------------|---------------|
|                                                                                                                                                                                                                                          | U2-81                                                                       | Site Specific C159 |                                          |               |
| STREETLINE setback (minimum)<br>*8.2.7 Notwithstanding anything to the contrary, where a LOT LINE abuts King Street between William Street and Union Street, the minimum STREET LINE setback from King Street shall be four metres (4m). | 4.0 metres                                                                  | N/A                | King St S: 0.60m<br>Caroline St S: 0.50m | NO            |
| STREET LINE setback (maximum)                                                                                                                                                                                                            | 75% of the STREET LINE BUILDING FAÇADE within 6.0 metres of the STREET LINE | N/A                |                                          | YES           |
| SIDE YARD setback (minimum)                                                                                                                                                                                                              | 1.5 metres                                                                  | N/A                | 1.40 m                                   | NO            |
|                                                                                                                                                                                                                                          |                                                                             |                    | 1.00 m                                   | NO            |
| Notwithstanding anything to the                                                                                                                                                                                                          | 2.5                                                                         | N/A                | 1.5 m                                    | NO            |

|                                                                                                              |                                                                                                                                                                                        |     |                                                                                                         |     |
|--------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---------------------------------------------------------------------------------------------------------|-----|
| contrary, where a LOT LINE abuts a LANE, the minimum LOT LINE setback shall be two-point-five metres (2.5m). |                                                                                                                                                                                        |     |                                                                                                         |     |
| Complementary Uses (maximum)                                                                                 | Complementary Uses specified in section 8.2.1.3 shall not collectively exceed 50% of the BUILDING FLOOR AREA on the LOT                                                                | N/A | No complementary uses identified                                                                        | YES |
| Ancillary Uses (maximum)                                                                                     | Ancillary Uses specified in section 8.2.1.4 shall not collectively exceed 20% of the BUILDING FLOOR AREA on the LOT                                                                    | N/A | Commercial units = 374.91 SQ.M                                                                          | YES |
|                                                                                                              | BUILDING FLOOR AREA devoted to all BAKE SHOPS, CAFES and RESTAURANTS (including TAKE-OUT RESTAURANTS) combined shall not collectively exceed 10% of the BUILDING FLOOR AREA on the LOT | N/A | Commercial units do not exceed 10%                                                                      | YES |
| Ancillary Uses                                                                                               | Ancillary Uses specified in section 8.2.1.4 shall be located on the FIRST STOREY of a BUILDING containing one or more of the permitted uses specified in sections 8.2.1.1 and 8.2.1.2  | N/A | Commercial units on the first storey of "DWELLING UNITS above the FIRST STOREY in a MIXED USE BUILDING" | YES |
|                                                                                                              | Ancillary Uses specified in section 8.2.1.4 shall abut a STREET LINE BUILDING FACADE                                                                                                   | N/A | Commercial Units abut King St S building facade                                                         | YES |
| Density (minimum)                                                                                            | 150 BEDROOMS per hectare                                                                                                                                                               | N/A | 2210.88                                                                                                 | NO  |
| Density (maximum)                                                                                            | 750 BEDROOMS per hectare                                                                                                                                                               | N/A |                                                                                                         | NO  |
| BUILDING HEIGHT (maximum)                                                                                    | 81 metres and 25 STOREYS                                                                                                                                                               | N/A | Tower A - 112 m & 38 Storeys<br>Tower B - 107 m & 33 Stories                                            | NO  |
| Height of FIRST STOREY (minimum)                                                                             | 4.0 metres                                                                                                                                                                             | N/A | 4.5 m                                                                                                   | YES |
| PODIUM Height (minimum)                                                                                      | 10.7 metres                                                                                                                                                                            | N/A | 16.0 m                                                                                                  | YES |
| PODIUM Height (maximum)                                                                                      | 21 metres                                                                                                                                                                              | N/A | 16.0 m                                                                                                  | YES |
| TOWER Separation measured from exterior face of the BUILDING, including                                      | a.) 22 metres from a TOWER on the same LOT                                                                                                                                             | N/A | Tower A to Tower B: 25.69 m (not including fifth floor)                                                 | YES |

|                                                                                                                          |                                                                                                                                                                                                                                                                                                                                     |     |                                                                                                       |     |
|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-------------------------------------------------------------------------------------------------------|-----|
| balconies (minimum)<br>(see 8.2.14)                                                                                      | b.) 11 metres from an INTERIOR LOT LINE, except where the INTERIOR LOT LINE abuts lands zoned OS1 (see 3.T.5.1* and 3.T.5.2)<br>*one (1) TOWER<br>Separation setback to a SIDE LOT LINE may be reduced to a minimum 6 metres provided that the TOWER Separation setbacks to both SIDE LOT LINES combined equals a minimum 22 metres | N/A | Tower A to interior lot lines: 4.54 m and 16.67 m<br>Tower B to interior lot lines: 4.925 m and 16.92 | NO  |
| Horizontal TOWER Dimension<br>(maximum)                                                                                  | 40 metres                                                                                                                                                                                                                                                                                                                           | N/A | 40.0 m                                                                                                | YES |
| TOWER Footprint<br>(maximum)                                                                                             | 1000 square metres                                                                                                                                                                                                                                                                                                                  | N/A | Tower A – Approx. 1062 SQ.M<br>Tower B – Approx. 983 SQ.M                                             | NO  |
| TOWER STEPBACK above PODIUM, including balconies, on the FRONT BUILDING FAÇADE and FLANKAGE BUILDING FAÇADE<br>(minimum) | 3 metres                                                                                                                                                                                                                                                                                                                            | N/A | 2.9 m from King St S and 3.3m Caroline St                                                             | NO  |
| COMMON OUTDOOR AREA (minimum)                                                                                            | For LOTS with an area of 2,000 square metres or more, three percent (3%) of the LOT AREA shall be COMMON OUTDOOR AREA located at GRADE (152.9 SQ M of COMMON OUTDOOR AREA)                                                                                                                                                          | N/A | Not indicated                                                                                         | NO  |
| COMMON OUTDOOR AREA dimensions<br>(minimum, each dimension)                                                              | Not less than 6.0 metres, except where the COMMON OUTDOOR AREA is located in the FRONT YARD or FLANKAGE YARD where one (1) dimension shall not be less than 4.0 metres                                                                                                                                                              | N/A | Not indicated                                                                                         | NO  |
| AMENITY AREA<br>(minimum)                                                                                                | 3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT = 3133 SQ.M                                                                                                                                                                                                              | N/A | 2366.9 sq.m                                                                                           | NO  |
| Parking Area (location and configuration)                                                                                | 8.2.16 Notwithstanding anything to the contrary, STRUCTURED PARKING above GRADE is prohibited within fifteen metres (15m) of King Street.                                                                                                                                                                                           | N/A | Located within 15m of King St                                                                         | NO  |

|                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |     |                                                                                                                                      |               |
|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------------------------------------------------------------------------------------------------------------------------------------|---------------|
|                                       | STRUCTURED PARKING shall be permitted on the FIRST STOREY provided that:<br>a.) A minimum twenty five percent (25%) of the FIRST STOREY shall be comprised of one or more of the following uses:<br>• commercial uses specified in sections 8.2.1.1, 8.2.1.3, 8.2.1.4 and 8.2.1.6<br>• institutional uses specified in sections 8.2.1.1, 8.2.1.3, 8.2.1.4 and 8.2.1.6<br>• common indoor AMENITY AREA<br>• management office<br>• entrance / foyers<br>• lobby, reception area, seating area, and the like<br>• circulation spaces, such as hallways, elevators, and the like<br>• hydro transformer room | N/A | Aprox 35% of Floor 1 used for uses                                                                                                   | YES           |
|                                       | STRUCTURED PARKING shall be located entirely behind the BUILDING FLOOR AREA devoted to the uses specified in section 8.2.18.a.).                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | N/A | King St S – YES<br>Caroline St - YES                                                                                                 | YES           |
|                                       | Notwithstanding anything to the contrary, where the FIRST STOREY is partially comprised of STRUCTURED PARKING, the principal BUILDING entrance shall be located on the STREET LINE BUILDING FAÇADE containing the BUILDING FLOOR AREA required in section 8.2.18.a.).                                                                                                                                                                                                                                                                                                                                     | N/A | King St S – YES<br>Caroline St – TBD<br>(Structured parking along Caroline is behind Garden Suites, not a specified use in 8.2.18.a) | TBD           |
|                                       | UNDERGROUND PARKING shall comply with the FRONT YARD BUILDING LINE setback and FLANKAGE YARD BUILDING LINE setback in the zoning category applied to the LOT.                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A | King St S – 1.0 m<br>Caroline - .80 m                                                                                                | NO            |
| DRIVEWAY (location and configuration) | 8.2.19 Notwithstanding anything to the contrary, a DRIVEWAY may comprise part of the FRONT BUILDING FAÇADE or FLANKAGE BUILDING FAÇADE                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | N/A | Driveway apart of Caroline St Façade                                                                                                 | YES           |
| Vehicular Parking – Residential       | 0.70 PDU = 612 Parking Spaces                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A | 438                                                                                                                                  | YES* Bill 185 |
| Vehicular Parking – Non-Residential   | 1.50 / 100 m2 = 9 Spaces                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | N/A | Not indicated                                                                                                                        | YES* Bill 185 |
| Accessible Parking                    | 451-500 = 6 Type A and 6 Type B                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | N/A | 21 Total Accessible Spaces Provided                                                                                                  | YES           |
| Electric Vehicle Parking              | For the USES specified in Section 6.3.1.1., SURFACE PARKING SPACES constructed after the effective date of this BY-LAW shall comply with Table 6C:                                                                                                                                                                                                                                                                                                                                                                                                                                                        | N/A | No surface parking provided                                                                                                          | YES           |
| Bicycle Parking                       | b.) Where a LOT contains twenty (20) or more DWELLING UNITS:<br>i.) a minimum zero-point-three (0.3) TYPE A BICYCLE PARKING spaces shall be provided for each DWELLING UNIT; and                                                                                                                                                                                                                                                                                                                                                                                                                          | N/A | Bike rooms proposed, no number specified                                                                                             | NO            |

|                |                                                                                                                                            |     |                         |     |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------|-----|-------------------------|-----|
|                | ii.) a minimum zero-point-three (0.3) TYPE B BICYCLE PARKING spaces shall be provided for each DWELLING UNIT.<br>= 263 Type A & 263 Type B |     |                         |     |
| Loading Spaces | 8.2.20 Notwithstanding anything to the contrary, section 6.9 (Loading) shall not apply.                                                    | N/A | Loading Area on level 1 | YES |

*Note: All other applicable regulations of By-law 2018-050 shall be deemed to apply.*

Staff note the above zoning review does not represent a comprehensive review. Additional relief may be identified as the drawings evolve. Furthermore, the Applicant is encouraged to ensure the applicable general provisions are being complied with.

## **Additional Zoning Comments**

### **C.1.3.1 Building Height and Density**

As noted in the above, the zoning by-law limits the maximum height to 25 storeys or 81 metres, as well as a maximum density of 750 bedrooms per hectare (approximately 397 bedrooms for a site of 0.53 hectares). The concept plan provided proposed a building including towers with a height of 33 storeys and 107 metres, and 38 storeys and 112 metres, and a total of 1129 bedrooms; this results in a proposed development with a density of 2210.88 bedrooms per hectares.

A Planning Justification Report will be required to support the requested increase in both the height and the density permitted within the U2-81 zone. Furthermore, a wind study and a shadow/sun study will be required to ensure that this development will not result in unduly impact on adjacent properties.

### **C.1.3.2 Setbacks**

1. A street line setback along King St S of 0.60 metres is proposed for levels three to five, with levels one and two having a setback of 3.0 metres along the commercial units and primary entrance and 1.2 metres along the relocated heritage feature. A street line setback along Caroline St S of 0.50 metres is proposed for levels two to five, with levels one having a street line setback of 3.80 metres, after a road widening has been taken. These proposed setbacks do not conform with the regulations as set out within the zoning by-law. Justification for these proposed setbacks including how street tree planting will be accommodated with reduced street line setbacks.

2. The underground parking has been indicated with a street line setback of 1.0 metres along King St S and 0.80 metres along Caroline St S. As per the definition of FRONT LOT LINE in the zoning by-law, as this is a through lot, both King St S and Caroline St S lot lines are to be treated as front lot lines. These proposed setbacks do not meet the regulations as set out within the zoning by-law. Justification for a reduced front yard setback for underground parking along King St S and Caroline St S will be required within the Planning Justification Report. Furthermore, staff recommend the applicant reach out to the applicable utility companies to ensure that any necessary underground utilities can be accommodated with such a reduced below grade setback.

### **C.1.3.3 Tower Regulations**

1. Staff note that Tower A (a part of phase one) should be setback, including the balconies, a minimum of 11.0 meters from the western lot line as per table 8D, or can be reduced to 6.0m as per the requirements outlined within regulation 3.T.5.1. The concept plan provided indicated a setback 4.545 metres from the west property line, including the balconies.

As Tower A has indicated a reduced interior side yard setback, which as per regulation 3.T.5.1 only applies to one tower, Tower B (a part of phase two) should be set back a minimum of 11.0 meters including the balconies, from the eastern lot line. The development proposes a setback for Tower B from the

Staff strongly encourage the applicant to consider options for increasing the setback to comply with the minimum requirement (including reducing the footprint of the towers) to reduce the impacts on both 100 Caroline St S and 181 King St S.

2. A podium height of 21.0 metres has been indicated within the site plan data chart provided, but this does not specify which floors are included within the podium. The cover letter indicates a “4 storey shared podium”, where as the information within the project statistics for the BFA of the podium includes levels P1 to level five; the inclusion of level five within the tower has an impact on the calculated maximum tower footprints. Upon staff review of the tower footprints on the fifth floor, Tower A has an approximate footprint of 983 SQ.M and Tower B has an approximate footprint of 1062 SQ.M.

Within a full application please specify if level five is to be included within the towers, and what the tower footprints are including this level; if the tower footprints including the fifth level exceed the permitted tower footprint of 1000 SQ.M, further justification regarding this amendment is required.

### **C.1.3.4 Parking**

1. Staff note that this property is located within a protected major transit station area (PMTSA). The Province of Ontario approved changes to the Planning Act through Bill 185 (“Cutting Red Tape to Build More Homes Act”) on June 6, 2024. Bill 185 eliminates minimum parking rates for all development within a Protected Major Transit Station Area (“PMTSA”), including the subject lands which are located within the Willis Way Protected Major Transit Station Area.

As such the minimum vehicular parking rates as outlined within the U2-81 zone no longer apply to the subject lands. Staff encourage the applicant to consider including an appropriate amount of vehicular parking to serve both the residential and commercial uses, as well as to mitigate any on street impacts.

Prior to Bill 185 the following parking rates would have been applicable:

- Residential: 525 spaces
- Visitor: 88 Spaces
- Non-Residential: 9 Spaces
- Barrier Free Parking Spaces: 7 Type A + 8 Type B

- Loading Spaces: N/A within the U2 Zone

Staff note that Bill 185 does not exempt this development from minimum barrier free parking space, loading space, and bicycle space requirements as outlined within zoning by-law 2018-050. The minimum barrier free parking space requirements will be determined based off the amount of vehicular parking a proposed development chooses to provide. A total of 438 parking spaces have been indicated within the concept plans provided, which would require the following:

- Barrier Free Parking Spaces: 5 Type A + 6 Type B
- Residential Bicycle Parking Spaces: 263 Type A + 263 Type B Spaces

Staff note that the amount of bicycle parking has not been specified within this development and will need to be further clarified within a complete application.

#### **C.1.3.5 Amenity Area / Common Outdoor Area**

In conducting the full zoning review staff note that the amount of amenity space indicated as provided within the proposed development is an area of 2366.9 sq.m. As noted within the above zoning review table, this amount is below the required area 3133 SQ.M, calculated based on rates as outlined in table 8D within the zoning by-law.

Staff also note that no outdoor common area at grade has been indicated within this development proposal, which is required as per table 8D. As per table 8D 3% of the lot area shall be common outdoor area, located at grade; a lot area of 5251 square metres would require a common outdoor area of 158 square metres. Given the prominent location of this property as well as the inclusion of a significant heritage building within the development, the applicant is encouraged to include some amount of common outdoor area to support the at grade activation of development.

If an amendment is requested for both of these regulations, further justification within the Planning Justification Report outlining how the design of the building will still support the needs of the residents in the building must be included.

#### **C.1.3.6 Tenure of Building**

Staff note that it has not been specified within this initial application if the building is intended to be purpose built for rentals or intended to be condominiums. Please confirm the tenure of the building within the required planning justification report. Staff note that a separate planning process is required for condominiums.

#### **C.1.4 Holding Removal**

As per site specific C159 this property is Subject to a Holding (H) symbol. This holding states “*no PERSON shall erect, alter, enlarge, reconstruct, or use any BUILDING or STRUCTURE in whole or in part on the C159 lands for any purpose until such time as the holding (H) symbol is removed, with the exception of an EXISTING USE or a non-SENSITIVE USE permitted in the zone category applied to the lands*”.

Section c) of this site-specific zoning outlines the following requirements for the removal of the holding symbol:

- c) Prior to the passing of a BY-LAW to remove the holding (H) symbol, the owner of the lands shall:
  - i. Demonstrate compliance with the Provincial D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses"; and
  - ii. Either:
    - a. Provide the CITY verification from the REGION and or the Province of Ontario that the owner has completed a Record of Site Condition; or
    - b. Obtain written confirmation from the REGION and or Province of Ontario that a Record of Site Condition is deemed not to be required.

Compliance with the Provincial D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses" must be demonstrated within an independent report, or within the required planning justification report. Furthermore, verification from the Province on Ontario of a completed record of site condition is required within a complete application; staff note that due to the

## C.2 URBAN DESIGN COMMENTS

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Comments Of: Planning Division

Commenter's Name: Max Kerrigan

Email: max.kerrigan@waterloo.ca

Date of Comments: December 19, 2024

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### Street Level

- The heritage home presents a unique opportunity to blend intensification with a significant heritage asset. Ensure the podium is designed to not overwhelm the heritage house, but instead highlight it through sensitive massing that frames and promotes it to create interest and unique activation on the streetscape.
- Capitalize on the dual frontage on King Street and Brewmeisters Green. The relocated home and potential associated public realm treatment that could include a patio along the Kuntz Lane interface could be a very unique and interesting space and be a new destination in the Uptown. Brewmeisters Green is an underutilized space, and forms part of a sleepy stretch of King Street between the Uptown Core and the Allen Street Station node. This development can be an important connective link to bring vibrancy to the streetscape and Brewmeisters Green alike.
- Ensure the podium does not overwhelm the heritage home, and/or be out of character with a more traditional main street architectural rhythm. Staff recommend breaking up the larger lengthy podium into smaller segments to achieve a consistent rhythm along a street. Incorporate vertical elements and articulation at similar interval patterns.

### Built Form

- Given the proposed scale of this development, these will be landmark buildings and should therefore be designed with the highest level of design and materiality.
- Staff have concerns with the proximity of Tower B and the existing Circa Building. The intent of the minimum tower separation distance is to protect privacy between private residences, as well as increase views to the sky, and to minimize shadow impacts.
- It is my opinion that the site is a generous size for a single tower, however too constrained for two slab buildings. Staff recommend reducing either both Tower floorplates or specifically Tower B's floorplate to a more slender point-tower configuration to provide more sufficient separation distances that are context sensitive.

### Required Studies to be submitted as part of a formal submission include:

- Urban Design Brief (UDB) – Please provide an Urban Design Brief **that demonstrates how the proposal has been designed to mitigate any adverse impacts caused by the site specific requests**, and meets the intent of the local zoning, as well as the urban design policy objectives of the Official Plan, and urban design guidance in the City's Urban Design Manual. The UDB Terms of Reference found here:

[https://www.waterloo.ca/en/government/resources/Documents/Planning/terms-of-reference/TOR\\_UrbanDesignBrief.pdf](https://www.waterloo.ca/en/government/resources/Documents/Planning/terms-of-reference/TOR_UrbanDesignBrief.pdf).

- Shadow Study - The Applicant must submit a Shadow Study as per the Terms of reference found here: [https://www.waterloo.ca/en/government/resources/Documents/Planning/terms-of-reference/TOR\\_SunShadowAnalysis.pdf](https://www.waterloo.ca/en/government/resources/Documents/Planning/terms-of-reference/TOR_SunShadowAnalysis.pdf). The height distribution should respond and mitigate any adverse impacts identified.
- Wind Study - Please submit a wind study for review that follows the criteria in the Terms of Reference found here: [https://www.waterloo.ca/en/government/resources/Documents/Planning/terms-of-reference/TOR\\_WindStudy.pdf](https://www.waterloo.ca/en/government/resources/Documents/Planning/terms-of-reference/TOR_WindStudy.pdf). Staff advise the Applicant to review the Wind Study findings and recommendations and incorporate those wind mitigation elements into their formal submission.

## C.2 ENVIRONMENTAL PLANNING COMMENTS

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Comments Of: Planning Division

Commenter's Name: Erin Bannon

Email: [erin.bannon@waterloo.ca](mailto:erin.bannon@waterloo.ca)

Phone: 519.747.8261

Date of Comments: December 11, 2024

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### Source Water Protection

1. The properties are located within a Wellhead Protection Sensitivity Area (WPSA) 4, as identified in the Regional Official Plan and mirrored in City's Official Plan. Policy 8.3.3(7) of the City's Official Plan states that development applications within source water protection areas will be reviewed and considered in accordance with the source water protection policies in the Regional Official Plan. Policy 8.A.14 of the Regional Official Plan sets out limitations and constraints for WPSA 4 lands. Specifically, it states that geothermal wells will not be permitted, and underground parking garages may be permitted subject to further study.
2. The properties are within the area covered by the Grand River Source Protection Plan. A Section 59 Notice will be required at each stage of the development process. The Applicant can go to [taps.regionofwaterloo.ca](https://taps.regionofwaterloo.ca) to complete a questionnaire to confirm what source protection-related activities are regulated on the properties through the Grand River Source Protection Plan and to obtain any required Section 59 Notices.

### Sustainable Design

3. An Energy Study will be required. The Energy Study must be completed in accordance with the City's Terms of Reference. The Terms of Reference can be accessed at the following link: [https://www.waterloo.ca/en/government/resources/Documents/Planning/terms-of-reference/TOR\\_EnergyStudy.pdf](https://www.waterloo.ca/en/government/resources/Documents/Planning/terms-of-reference/TOR_EnergyStudy.pdf)
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### C.3 HERITAGE PLANNING COMMENTS

Comments Of: Planning Division

Commenter's Name: Dominik Simpson

Email: dominik.simpson@waterloo.ca

Phone: 519.747.8546

Date of Comments: December 17, 2024

The subject property (167 King Street South) is designated under Part IV of the *Ontario Heritage Act* (By-law No. 78-184; attached for reference), known as the Kuntz-Labatt House. The building was designed in the Italianate style and was constructed in the mid-1880s for the Kuntz family, who were prominent in the brewery industry of Ontario. All exterior elevations of the heritage building are protected under the designation by-law.

For clarity, the location of the designated property is identified in Schedule 'A' of By-law No. 78-184, being PART 1 on Plan 58R-2455 (attached for reference). The City's [interactive map](#) shows the entirety of the Erb & Good Family Funeral Home (Kuntz-Labatt House + modern additions) as being a designated heritage footprint because they are one building. However, based on the Plan of Survey (Plan 58R-2455), it is understood that only the original heritage home at 167 King St S is designated under By-law No. 78-184.



Excerpt of Plan 58R-2455 (left) and screenshot of City interactive map (right).

Pursuant to the City's Official Plan, and consistent with the PPS, 2024, built heritage resources and their heritage attributes and features shall be conserved. Proposed development applications that include a protected heritage property shall require a **Heritage Impact Assessment (HIA)** prepared by a qualified heritage conservation professional. The HIA will evaluate the impact of a proposed development on the

built heritage resource and recommends mitigative measures or alternative development approaches to conserve the heritage attributes of that resource. The HIA must be completed in accordance with the City's Terms of Reference which can be accessed at the following link:

[https://www.waterloo.ca/en/government/resources/Documents/Planning/terms-of-reference/TOR\\_Heritage-Impact-Assessment.pdf](https://www.waterloo.ca/en/government/resources/Documents/Planning/terms-of-reference/TOR_Heritage-Impact-Assessment.pdf)

As of July 1, 2023, there is a fee associated with reviewing an HIA: **\$1,040**, to be submitted with a complete application. Furthermore, and pursuant to section 12.2.14(8) of the Official Plan, the City may require a peer review of the submitted HIA by an appropriate agency or qualified professional at the applicant's expense.

Adequate justification is needed to demonstrate the rationale for moving the heritage building, as opposed to retaining in situ. As referenced in Ontario's [\*eight guiding principles in the conservation of built heritage properties\*](#), the second principle states to "respect the original location" of the heritage resource:

- *buildings should not be moved unless there is no means to save them;*
- *site is an integral component of a building's cultural heritage value; and*
- *change in site diminishes cultural heritage value considerably.*

The existing location of the heritage building may offer a unique public realm and amenity opportunity along King Street and build off of / enhance the neighbouring Brewmeister Green.

The Applicant should assess the heritage resource in terms of context, scale, massing, materiality, and compatible design as the development proposal evolves. Relevant Official Plan policies in this regard include, but are not limited to, policy 3.11.1(6) (existing Official Plan, 2012):

- *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.*

The Applicant should also refer to section 2.2.4 Heritage of the City's Urban Design Manual.

Staff also seek justification for cantilevering the large parking structure over the heritage building, or part thereof, which has the potential to overshadow or dominate the heritage building. Clarity of how the phasing will work with the heritage building must also be demonstrated.

Consultation with the Municipal Heritage Committee (MHC) will be required once a formal application and HIA is submitted. In staff's experience, it is unlikely that the MHC will support the current proposal, and therefore a delegation to the MHC as an exploratory conversation may be worthwhile in the early stages but is at the Applicant's discretion.

## C.4.1 ENGINEERING SERVICES COMMENTS

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Comments Of: Engineering Services – Development Engineering

Commenter's Name: Alastair Duncan

Email: Alastair.Duncan@waterloo.ca

Phone: 519-886-1550 EXT 78720

Date of Comments: December 13, 2024

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Following the pre-consultation submission, a formal ZBS/OPA application must be submitted. The engineering requirements for the submission includes a topographic survey of existing conditions and a functional engineering design. The purpose of the functional design is to identify servicing feasibility, preliminary grading and any project constraints or technical issues including potential impacts to adjacent properties including the municipal right-of-way.

The Functional Grading and Functional Servicing Plan must include, at a minimum, the following:

1. Existing topographic contours
2. All existing vegetation, utilities, infrastructure
3. All Proposed Site Plan items
4. Proposed grading (Erosion and Sediment plan)
5. Proposed service connections
6. Proposed water metering plan

A Storm Water Management Plan will also be required.

All engineering submissions must be developed by a Licensed Professional Engineer (in good standing with a valid Certificate of Authorization from the Association of Professional Engineers of Ontario) with all plans and reports dated, stamped and signed.

The City of Waterloo's Development Engineering Manual has been superseded by the Council approved Comprehensive Engineering and Landscape Manual (CELM) located:  
<https://www.waterloo.ca/en/government/development-engineering-manual.aspx>

Terms of Reference for documents and reports listed under the City's Terms of reference for development applications  
([https://www.waterloo.ca/en/living/Terms\\_of\\_reference\\_for\\_development\\_applications.aspx](https://www.waterloo.ca/en/living/Terms_of_reference_for_development_applications.aspx)) must be followed.

Checklists for these documents found within the Terms of Reference (i.e. FSR, SWM Report) should be submitted with each submission. If a combined Functional Servicing Report and Stormwater Management Report is submitted, the combined report must meet the requirements of each separate report as indicated by the respective Terms of Reference Documents.

The City of Waterloo does not guarantee capacity within the receiving municipal infrastructure. A capacity analysis should also be completed to confirm the receiving system can convey the demand from the development. The City of Waterloo considers any pipe capacity that exceeds 80%, as overcapacity. Should the developer require the City to complete the modelling, the proposed

sanitary flow rate contributing from the development should be provided in the next submission. A fee to complete the modelling will apply.

If the existing services are to be used for the proposed development an CCTV inspection on the pipe should be completed and an evaluation documented by the professional engineering on the Condition of the pipe should be completed to confirm they are in good working condition.

New to the City of Waterloo is the Municipal Systems Alterations Permit requirements. For further information please refer to the website at <https://www.waterloo.ca/en/living/water-utilities-alterations.aspx>.

If you have any further questions or concerns about the new application process, please reach out to [wsreg\\_approval@waterloo.ca](mailto:wsreg_approval@waterloo.ca)

Engineering Services is aware there is a high groundwater elevation in the area where the development is proposed. It also has been noted the development is within a Source protection – WHPA and Vulnerability 2022 zone. These issues could have a significant impact on the application and development proposal. Therefore, a comprehensive evaluation to determine the seasonal groundwater elevations should be completed.

The subject site is within a City of Waterloo Policy Area; Subwatershed 320 where the runoff volumes during a major storm event from the proposed developments within this sub-watershed must be released as quickly as possible, without delay, to allow peak flows in the Uptown area to be released from the watershed prior to combining with peak flows from upstream tributaries entering the Uptown area. Notwithstanding, the minor events should be controlled and conveyed via an onsite storm sewer network.

Water quality and quantity measures will apply and must be included in the stormwater management plan. For further information please refer to the CELM.

Please note, as per By-law 10-066 no work shall be completed on the subject property without a Building Permit, including pre-grading or tree removal. Please refer to By-law 10-066 for all requirements of the permit.

Note, Section 7.1.5.4 of the building code indicates piping in any building shall be connected to the public services separately from piping of any other building. Therefore, should a future severance be proposed, it is the developer's responsibility to revise the proposed development design accordingly. Special Servicing Supply Agreements will no longer be accepted as an alternative.

Be advised that the City provides no authorization whatsoever to encroach or trespass onto land adjacent to the development including the municipal road allowance. It is the sole responsibility of the developer to obtain permission to access or use any adjacent lands, if necessary, for the purpose of construction.

Payment of an engineering review fee is required for this project. As per the Council approved IPPW Services Fee Guide, 5% of the total estimate cost of underground and surface works including Landscaping will apply as an engineering review fee. Fees are non-refundable and are payable to the City of Waterloo via cheque, bank draft or cash.

Posting of a performance deposit is required for this project. Performance deposits are to be filed with the City in the form of an irrevocable standby letter of credit from a Canadian Chartered Bank in a format acceptable to the City's Chief Financial Officer. Please contact engineering services for a copy of the City's current template.

#### **C.4.2 ENGINEERING SERVICES COMMENTS**

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Comments Of: Engineering Services – Landscape

Commenter's Name: Joshua Beitz

Email: Joshua.Beitz@waterloo.ca

Phone: 519-747-8509

Date of Comments: December 6, 2024

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It is our understanding that the applicant is proposing a 2 tower (33 and 38 storeys) mixed use development on a 4-storey shared podium, including the relocation of the heritage feature closer to King Street. Staff also understand that a shared outdoor amenity area is planned for the podium roof. Official Plan and Zoning By-law Amendments are required in support of the application.

Engineering Services Landscape Staff have reviewed the submitted high level architectural package and offer the following feedback as it relates to landscape items prior to Rezoning. Further details will be required during the Rezoning and Site Plan Application processes prior to acceptance. General landscape architectural comments/considerations for the application are outlined below.

1. Please note that all current Site Plan, Subdivision and Capital Project applications and development processes have been compiled into the recently implemented City of Waterloo Comprehensive Engineering and Landscape Manual (CELM). Please visit the CELM (<https://www.waterloo.ca/en/government/development-engineering-manual.aspx>) for all standard guidance, standards and requirements. All forthcoming submissions shall meet the requirements/follow the processes set out in the CELM.
2. The City of Waterloo now has published Terms of reference for development applications located at [https://www.waterloo.ca/en/living/Terms\\_of\\_reference\\_for\\_development\\_applications.aspx](https://www.waterloo.ca/en/living/Terms_of_reference_for_development_applications.aspx). These documents outline the minimum requirements for various development related studies and applications including requirements for complete Site Plan applications.
3. Please include a bar scale on all drawings.
4. Staff note that there appear to be privately owned existing trees both within and immediately adjacent to the site as well as some potentially City owned/shared boundary trees along the Caroline Street frontage. A Vegetation Management Plan (VMP) will be required as part of the future Site Plan process. The VMP is to capture trees within 6m of the property. The design of the development shall ensure the preservation of trees located on the adjacent property and shall minimize construction and grading impacts within the required Tree Protection Zone(s) (refer to the CELM). As noted above, although the VMP is not required until the Site Plan stage, it is

recommended that these constraints are considered through the Zone Change process to ensure successful preservation of neighbouring trees.

5. Any tree clearing shall be in accordance with the federal Migratory Birds Convention Act, 1994, and the provincial Endangered Species Act, 2007. Clearing activities shall be completed in accordance with all recommended bird nesting windows and the protection of Species at Risk habitat.
6. Signed Letters of Consent will be required for all boundary/adjacent ownership tree removals. It is recommended that the Owner obtain written approval for all boundary trees proposed to be injured by the development/construction of the application site. A construction impact assessment for each shared/adjacently owned tree proposed to be injured with specific comment of anticipated impact to long-term health will be required.
7. All impacts to/removal of City-owned trees or trees with shared ownership with the City shall be in accordance with the City Tree Bylaw (No. 2014-078).
8. Provide a Landscape Concept as part of the Zone Change resubmission to demonstrate the general intent of the landscape design as well as compliance with applicable comments below. Ensure that the landscape plan includes the full existing streetscape condition along abutting streets to demonstrate tie-in approach.
9. Provide a design that enhances and strengthens the streetscape quality along King Street South, including, but not limited to, street trees, ornamental planting and special paving, site furnishings, etc., as appropriate within the context of the built form layout. Refer to the City's Urban Design Manual for guidance. Note, street trees may require special consideration based on the building setbacks and anticipated hardscape condition within the public realm. Details can be further reviewed by/discussed with staff through the zoning and SPA stages.
10. Please consider/demonstrate how Phase 2 garbage loading will be managed. Phase 1 loading appears to be handled through the adjacent bay.
11. Enhanced, all season landscape planting should be provided around the perimeter of the site where feasible and should include both coniferous and deciduous plant material as deemed appropriate to context and space constraints. Tree planting should be prioritized within the development and planned for early in the process, especially considering the underground garage condition spanning most of the property.
12. Staff note that there is a requirement for a minimum at grade common outdoor area of 3% of the total site area in accordance with the Zoning Bylaw (2018-050) for Uptown Mixed Use. Based on the site area, this represents approximately 153 m<sup>2</sup> (excluding the road widening). Currently, very limited common outdoor area is proposed for Phase 1. Phase 2 is also limited, with the exception of the potential streetscape interface adjacent to the King Street retail frontage and the deck/porch space connected to the relocated heritage structure. Zone change submission landscape concept should demonstrate how this at grade common outdoor area is planned. Please note that this area cannot be used to satisfy amenity area requirements, as outlined in the Zoning Bylaw Definitions. Finally, pending the proposed timelines for the two phases, an interim space may be required within the Phase 2 area.

13. Ensure that a pedestrian network is provided throughout the site. All pedestrian crossings and sidewalks shall meet accessibility standards as outlined in the *City of Waterloo Accessibility Standards* (2016) as well as any other applicable accessibility guidelines and requirements.
14. Staff note that short-term exterior bike parking is proposed adjacent to the Phase 1 building. Staff suggest that some short-term spaces are also considered immediately adjacent to the Phase 2 building, in coordination with any streetscape amenities. Parking rate calculations to be in compliance with the applicable Zoning Bylaw as well as any feedback from Planning staff. For reference, City standards for bicycle parking are specified in the Urban Design Manual, Part 4. SPS.2F.
15. Staff acknowledge and appreciate the contemplated 5<sup>th</sup> level rooftop amenity space on top of the podium. Although details of a rooftop area would be advanced through the Site Plan Approval Landscape Plans, a structural engineer should be involved with site plan development as early in the process as possible to ensure the building is designed to provide structural support for adequate soil volumes for long term growth (particularly for trees). Large canopy trees and other landscaping such as shrubs, perennials, etc., would be expected and would greatly enhance this rooftop amenity. Staff would like to better understand the practical phasing implications for the provision of rooftop amenity at the Phase 1 stage. Phasing Limits for this space should be considered as early in the process as possible to ensure that meaningful rooftop amenity can be provided as part of the Phase 1 Tower.
16. Further to the above, consider a green roof treatment for the balance of the available roof(s) not planned as common amenity. Any proposed green roof treatments can be detailed at the Site Plan stage and would offer both environmental and overlook benefits.
17. Refer to the CELM for requirements related to soil volume. The current standard is the provision of 30m<sup>3</sup> of soil per large canopy tree and 15m<sup>3</sup> of soil per small canopy tree (with considerations for shared soil volumes where appropriately demonstrated). Please consider maximum available soil volume as part of the zone change design process, particularly for areas over the proposed underground structure, where further volume constraints are anticipated.
18. Staff anticipate that wind and shadow studies will be prepared as part of the Zone change application. Ensure that the landscape design incorporates the recommendations from each study and considers species that are most likely to thrive in the subject conditions created by the proposed building massing (planting details can be provided at the Site Plan Approval stage).

## **C.5 TRANSPORTATION SERVICES COMMENTS**

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Comments Of: Transportation Services

Commenter's Name: Ainsley Rego

Email: Ainsley.Rego @waterloo.ca

Phone: 519.886.2310 ext. 30336

Date of Comments: December 10, 2024

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Transportation Services has reviewed the Pre-Consultation Cover Letter dated November 7<sup>th</sup> and the Concept Plan for 167 – 171 King Street South. We offer the following comments:

- A Transportation Impact Study (TIS) is required to support this application. The scope of the study shall be finalized at a pre-study meeting with City and Region Transportation Staff. From a City perspective, we request the following information:
  - Study Intersections: 1) Kuntz Lane at William Street, 2) Kuntz Lane at King Street, 3) King Street at William Street, 4) the site driveway at Kuntz Lane.
  - Horizon years: 1) After Phase 1, 2) After Phase 2, 3) 5 years after full build out and 4) 10 years after full build out
  - Trip generation and distribution of all modes (vehicles, pedestrians and cyclists).
  - Pedestrian Assessment including presence, connectivity and width of infrastructure, barriers and buffers, crossing opportunities, delays at intersections, future needs and safety review.
  - Cycling Assessment: presence of infrastructure, network connectivity, future needs and safety review.
  - Safety Analysis: collision risk, road safety review, access conflict.
  - Site access and circulation: large vehicles (waste collection, deliveries, etc), loading facilities.
- Transportation Services request a sidewalk along Kuntz Lane adjacent to the subject site.
- Any warranted improvements located within the municipal right-of-way will be at the cost of the Owner/Applicant.

## **C.6 BUILDING STANDARDS COMMENTS**

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Comments Of: Building Standards

Commenter's Name: Mandy Harris

Email: [mandy.harris@waterloo.ca](mailto:mandy.harris@waterloo.ca)

Phone: 519-747-8793

Date of Comments: December 12, 2024

Nothing to note or comment on at this time in regards to the amendment applications or removal of holding provision from building standards.

With the proposed development applications noted in phases, as the applicant continues through the development process building will flag the following items. I am mentioning this now only as a courtesy.

- Applicant/Owners should be aware of the building code requirements for separate services under the OBC Div. B. 7.1.5.4. As building construction sites become more complex with buildings constructed on multiple properties by land division or via condominium-imposed property lines, consideration should be given to how compliance with OBC Div. B. 7.1.5.4. will be achieved throughout development where such future properties may be created.
- This property is designated and regulated by Heritage.
- A record of site clearances/approvals with the MOE will be required prior to building permit issuance.

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## C.7 AGENCY COMMENTS

Comments Of: Region of Waterloo  
Commenter's Name: Susanna Reid  
Email: sreid@regionofwaterloo.ca  
Phone: 519-502-8298  
Date of Comments: December 11, 2024

*\* Agency Comments attached as Appendix A*

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Comments Of: Enova Power  
Commenter's Name: Rebecca Feeney  
Email: rebecca.feeney@enovapower.com  
Phone: 226-896-2200 x5590  
Date of Comments: December 10, 2024

*\* Agency Comments attached as Appendix B*

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Comments Of: Waterloo Catholic District School Board (WCDSB)

Commenter's Name: Isabelle Lung Ler  
Email: sabelle.LungLer@wcdsb.ca  
Phone: 519-578-3677 x 2355  
Date of Comments: December 3, 2024

The Waterloo Catholic District School Board has reviewed the subject application and based on our development circulation criteria have the following comment(s)/condition(s):

1. That any Education Development Charges shall be collected prior to the issuance of a building permit(s).
2. That the developer shall include the following wording in the site plan agreement to advise all purchasers of residential units and/or renters of same:
  - a. *"In order to limit risks, public school buses contracted by Student Transportation Services of Waterloo Region (STSWR), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up and drop off students, and so bussed students will be required to meet the bus at a congregated bus pick-up point."*
3. That the developer and the Waterloo Catholic District School Board reach an agreement regarding the supply and erection of a Holding Zone advisory sign (at the developer's expense and according to the Board's specifications) advising prospective residents about the Waterloo Catholic District

School Board Holding Zone designation applied to the subject property. A sign specifications document can be found at the bottom of the board's planning department web page (<https://www.wcdsb.ca/about-us/cs/planning/>).

4. That the developer shall include the following wording in the subdivision agreement and any future site plan agreement or condominium declaration to advise all purchasers of residential units and/or renters of same:
  - a. *"Waterloo Catholic District School Board present and future families - please note that your new home is located in an area that has been designated as a Holding Zone as we await construction of a new school(s) or additional capacity. Students may be accommodated temporarily in a Holding School(s). Please visit [www.wcdsb.ca/accommodations](https://www.wcdsb.ca/accommodations) for additional information.*

## PART D – REQUIRED SUBMISSION MATERIALS FOR FORMAL APPLICATION

The following is a list of submission materials that will be required for the subject Planning Act application(s) to be deemed complete. Please note that following the acceptance of an application as “complete” additional information and materials may be required following a more detailed review, as a result of changes to the proposal, or changes to policy.

All supporting information must be prepared in alignment with the City of Waterloo **Terms of Reference (TOR) documents**, which are available on the City’s [website](#). All supporting information must be prepared by qualified professional(s) retained by, and at the expense of, the applicant. **Please ensure all information submitted is accurate, complete and consistent.** The City may refuse to accept any supporting information if it considers the quality of the submission unsatisfactory.

The City of Waterloo is committed to complying with the Accessibility for Ontarians with Disabilities Act (AODA). In our everyday work with businesses, institutions and community partners we anticipate the same commitment to AODA compliance. Therefore, all submissions materials must be **AODA compliant** and must meet the current provincial standard for compliance [WCAG 2.0 AA](#).

| Other Information and Materials:    |                                                                        | Official Plan Amendment / Zoning By-law Amendment |                         |                                                                                                                         |   |
|-------------------------------------|------------------------------------------------------------------------|---------------------------------------------------|-------------------------|-------------------------------------------------------------------------------------------------------------------------|---|
| REQ'D                               |                                                                        | #                                                 | To the Satisfaction of: | Notes:                                                                                                                  | ✓ |
| <b>Standard Requirements</b>        |                                                                        |                                                   |                         |                                                                                                                         |   |
| <input checked="" type="checkbox"/> | Cover Letter                                                           | 1                                                 | Planning                | Addressed to: Natalie Hardacre, Manager of Development Planning                                                         |   |
| <input checked="" type="checkbox"/> | Completed Application Form                                             | 1                                                 | Planning                | One original and two copies.                                                                                            |   |
| <input checked="" type="checkbox"/> | Permission to Enter Form                                               | 1                                                 | Planning                | One original and two copies.                                                                                            |   |
| <input checked="" type="checkbox"/> | Owner Authorization Form                                               | 1                                                 | Planning                | One original and two copies.                                                                                            |   |
| <input checked="" type="checkbox"/> | Application Fee<br>(Zoning By-law Amendment & Official Plan Amendment) | 1                                                 | Planning                | \$ 37,040.00<br><i>Note: fees are subject to change annually on September 1<sup>st</sup> unless otherwise noted.</i>    |   |
| <input checked="" type="checkbox"/> | Zoning Sign Fee Deposit                                                | 2                                                 | Planning                | \$395 (each)<br><i>Note: fees are subject to change annually on September 1<sup>st</sup> unless otherwise noted.</i>    |   |
| <input checked="" type="checkbox"/> | Zoning Sign Fee(s)                                                     | 2                                                 | Planning                | \$222.42 (each)<br><i>Note: fees are subject to change annually on September 1<sup>st</sup> unless otherwise noted.</i> |   |
| <input checked="" type="checkbox"/> | Public Notice Advertisement Fee(s)                                     | 1                                                 | Planning                | \$2547<br><i>Note: fees are subject to change annually on September 1<sup>st</sup> unless otherwise noted.</i>          |   |
| <input checked="" type="checkbox"/> | Notice of Source Protection Plan Compliance                            | 1                                                 | Region                  |                                                                                                                         |   |
| <input checked="" type="checkbox"/> | Digital copy of all submission materials                               | 1                                                 | Planning                | Please ensure limited file size.                                                                                        |   |
| <input checked="" type="checkbox"/> | Confirmation that each document or report is AODA Compliant (Level AA) | 1                                                 | Planning                | For files up to 10MB, you can <a href="#">verify your own compliance by using this free PDF checker</a> .               |   |
| <b>Required Plans</b>               |                                                                        |                                                   |                         |                                                                                                                         |   |
| <input checked="" type="checkbox"/> | Property Survey or Existing Conditions Plan                            | 1                                                 | Planning                |                                                                                                                         |   |
| <input checked="" type="checkbox"/> | Concept Plans                                                          | 1                                                 | Planning                |                                                                                                                         |   |

|                                     |                                                                   |   |                          |                                                                                                                                                                                                  |  |
|-------------------------------------|-------------------------------------------------------------------|---|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <input checked="" type="checkbox"/> | Building Elevation Drawings and Renderings                        | 1 | Planning                 |                                                                                                                                                                                                  |  |
| <input checked="" type="checkbox"/> | Floor Plans                                                       | 1 | Planning                 |                                                                                                                                                                                                  |  |
| <input checked="" type="checkbox"/> | Preliminary Grading Plan                                          | 1 | Planning<br>Engineering  | Refer to comments above for details.                                                                                                                                                             |  |
| <b>Required Reports and Studies</b> |                                                                   |   |                          |                                                                                                                                                                                                  |  |
| <input checked="" type="checkbox"/> | Planning Justification Report                                     | 1 | Planning                 | Refer to comments above for details.<br>Prepared in compliance with Planning Justification Report TOR.                                                                                           |  |
| <input checked="" type="checkbox"/> | Urban Design Brief                                                | 1 | Planning                 | Prepared in compliance with Urban Design Brief TOR.                                                                                                                                              |  |
| <input checked="" type="checkbox"/> | Sun/Shadow Study                                                  | 1 | Planning                 | Prepared in compliance with Sun / Shadow Study TOR.                                                                                                                                              |  |
| <input checked="" type="checkbox"/> | Wind Study                                                        | 1 | Planning                 | Prepared in compliance with Wind Study TOR.                                                                                                                                                      |  |
| <input checked="" type="checkbox"/> | Energy Study                                                      | 1 | Planning                 | Prepared in compliance with Energy Study TOR.                                                                                                                                                    |  |
| <input checked="" type="checkbox"/> | Heritage Impact Assessment                                        | 1 | Planning                 | Prepared in compliance with Heritage Impact Assessment TOR.                                                                                                                                      |  |
| <input checked="" type="checkbox"/> | Land Use Compatibility Assessment                                 | 1 | Planning                 | Refer to comments above for details<br>(Provincial D6 Guidelines, as per H removal)                                                                                                              |  |
| <input checked="" type="checkbox"/> | Functional Grading and Servicing Report                           | 1 | Engineering<br>Region    | Refer to comments above for details.<br>Prepared in compliance with Functional Servicing Report TOR.                                                                                             |  |
| <input checked="" type="checkbox"/> | Preliminary SWM Report                                            | 1 | Engineering<br>Region    | Prepared in compliance with SWM Report TOR.                                                                                                                                                      |  |
| <input checked="" type="checkbox"/> | Environmental and Stationary Noise Study                          | 1 | Planning<br>Region       | Prepared in compliance with Noise Study TOR.                                                                                                                                                     |  |
| <input checked="" type="checkbox"/> | Record of Site Condition                                          | 1 | Planning                 | See above comments for details.                                                                                                                                                                  |  |
| <input checked="" type="checkbox"/> | Transportation Impact Study                                       | 1 | Transportation<br>Region | Refer to comments above for details.<br>Prepared in compliance with Transportation Impact Study TOR.                                                                                             |  |
| <input checked="" type="checkbox"/> | Construction Spill and Response Plan                              | 1 | Region                   | Refer to comments for details.<br>As per the Design Guidelines and Supplemental Specifications for Municipal Services (DGSSMS)                                                                   |  |
| <input checked="" type="checkbox"/> | Source Water Protection Potential Contamination Study             | 1 | Region                   | Refer to comments for details.<br>In accordance with the Region's Implementation Guideline for the Review of Development Applications on or Adjacent to Known and Potentially Contaminated Sites |  |
| <input checked="" type="checkbox"/> | Hydrogeology Report, Dewatering Plan and Vulnerability Assessment | 1 | Region                   | Refer to comments for details.                                                                                                                                                                   |  |
| <input checked="" type="checkbox"/> | Archaeological Assessment                                         | 1 | Planning                 | Refer to comments for details.                                                                                                                                                                   |  |

## **D.1 POLICIES, STANDARDS AND RESOURCES**

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In addition to those noted above, it is strongly encouraged that the applicant be directed to additional City policies, guidelines and/or reference material to help guide the proposed development concept.

These may include, but shall not be limited to:

- The City's Strategic Plan
- The City's Urban Design Manual
- The City's Comprehensive Engineering and Landscape Manual
- The City's Landscape Design Process & Requirements Manual for New Subdivision Development
- The City's Sidewalk Policy
- The City's Accessibility Standards

## **D.2 ANTICIPATED FEES**

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In addition to those fees noted above, further fees may apply throughout the process as applicable.

These may include, but shall not be limited to:

- Application Recirculation Fee
- Neighbourhood Information Meeting Fee
- Public Notice Advertisement Fee (per publication)
- Sign Fee (per sign required)
- External Peer Review Fee
- Environmental Impact Statement Review Fee
- Heritage Impact Assessment Review Fee
- Engineering Review Fee

For further information please refer to the City of Waterloo's IPPW Fees and Charges By-law on the City's website. Additional fees are typically required by external agencies including, but not limited to, the Region of Waterloo and Grand River Conservation Authority. Additional charges may also apply such as, but not limited to: Development Charges, Community Benefit Charges, and Parkland Dedication.

## **D.3 FUTURE PROCESSES AND APPLICATIONS**

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Dependent upon the nature of the proposed development and anticipated tenure, additional Planning Act applications may be required. For example, the proposed development will be subject to Section 41 of the Planning Act (Site Plan Control). Additionally, if a proposed building(s) or unit(s) are to form part of a Plan of Condominium, then the provisions of the Condominium Act shall apply, and related processes and approvals.

## PART E – SIGNATURES

This Record of Pre-Submission Consultation only applies to the proposal as described and/or as provided for in the attached concept plan. This Record of Pre-Submission Consultation documents the required *other information and materials* that must be submitted in support of a complete application made under the Planning Act.

If you have any concern with this Record of Pre-Submission Consultation please contact the Development Planner.

Please note that the feedback provided at this Pre-Submission Consultation Meeting does not constitute a detailed review of the development application(s). Following the acceptance of an application as “complete” additional information and materials may be required as a result of the detailed review, or changes to the proposal, City policies, the Zoning By-law, standard City conditions of development, or the like.

### APPROVAL OF THE RECORD OF PRE-SUBMISSION CONSULTATION

This Record of Pre-Submission Consultation shall be considered valid until February 20, 2026 unless otherwise approved by the Manager of Development Planning.

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Kaitlyn Bisch, BLA, MA  
Development Planner, Development Planning

February 20, 2025

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Date

## **APPENDIX A**

Region of Waterloo



**City of Waterloo Pre-Submission Consultation  
December 11, 2024**

**Official Plan and Zoning By-law Amendment  
MHBC on behalf of  
VanMar Developments King Carol LP**

**167-171 King Street South**

The Region is providing Official Plan Amendment and Zoning By-Law Amendment pre-submission comments for a property municipally addressed 167-171 King Street South, Waterloo. The area of the subject lands is .53 ha.

The proposed development is a two-tower development (33 and 38 storeys), on a 4-storey shared podium.

- Phase 1 is proposed to be a 38-storey tower A (closest to Caroline Street)
- Phase 2 is proposed to be a 33-storey tower B (closest to King Street)

The development includes shared indoor and outdoor amenity areas including a rooftop amenity area above the podium, and indoor amenity areas on the 5<sup>th</sup> floor of the towers that would connect with the common outdoor amenity area.

A total of 875 residential units are proposed between both phases, with a mix of one- and two-bedroom units. The development proposes 438 parking spaces.

The designations and zones on the subject property are in the table below.

| <b>Planning Document</b>               | <b>Designation/ Zone</b>                                                                                                                       |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| Regional Official Plan                 | Urban Area (Map 1)<br>Delineated Built-Up Area (Map 2)<br>Waterloo Public Square and Willis Way Station Major Transit Station Area (Figure 5b) |
| City of Waterloo Official Plan         | 'Uptown Mixed Use' Schedule A1<br>'High Density' Schedule B1                                                                                   |
| City of Waterloo Zoning By-law 2018-50 | Uptown Mixed-Use (U2-81)                                                                                                                       |

### **Planning Applications**

An Official Plan Amendment is required to increase the height and density permissions beyond the maximum building height of 81 metres and a maximum density of 750 bedrooms per ha.

A Zoning By-law Amendment is required to exceed the permitted height of 81 metres. Other special provisions may be identified.

## **REGIONAL COMMENTS**

### **1. Planning Justification Report**

Regional staff require a Planning Justification Report. The report must address all relevant policies in the 2024 Provincial Planning Statement (PPS) and the Regional Official Plan (ROP).

Specifically, the PJR is required to address the following PPS and ROP policies.

#### a) Intensification requirements for Ontario Heritage Act designated site

The ROP establishes intensification targets in delineated built-up areas (2.F). The intensification target for Waterloo is 83%.

As the subject property is designated under Part IV of the Ontario Heritage Act, ROP 2.F.3 (copied below) is relevant:

*Where development occurs on properties designated under the Ontario Heritage Act, the intensification targets in Table 3 are encouraged to be met through context-sensitive infill that conserves cultural heritage attributes. This development will consider Statements of Cultural Heritage Value and be consistent with any applicable Heritage Conservation District guidelines.*

The PJR is required to address ROP Section 2.F.3.

#### b) Complete community policies (PPS Sections 2.1.6; 2.4.1.2; 2.4.2.3; 2.8.1.1; 2.9.1).

The PPS defines Complete Communities as:

*means places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.*

The PJR is required to demonstrate that the development will contribute to a complete community.

#### c) Major Transit Station Area policies (PPS Section 2.4.2; ROP 2.D.2): The PPS establishes the minimum density target for MTSA served by light rail as 160 residents and jobs per ha (2.4.2.2 b)).

The PJR is required to:

- Address the MTSA policies in the PPS and the ROP
- Provide the proposed density of the development.

d) Affordable Housing policies:

The PPS (2.2.1 a)) requires that planning authorities establish and implement minimum targets for the provision of housing that is affordable to low- and moderate-income households.

The ROP (3.A.2) requires that area municipalities, in collaboration with the Region plan to provide a mix of housing options with an overall target of a minimum of 30 percent of new ownership and rental housing being affordable to low- and- moderate income households. The PJR is required to demonstrate if and how they are contributing to meeting the affordable housing target (3.A.17).

Further Regional affordable housing comments are provided below.

## **2.Housing Services Comments**

The following Regional policies and initiatives support the development and maintenance of affordable housing.

Regional Strategic Plan: Strategic Priority 1 is “Homes for All” in the 2023-2027 Strategic Plan.

10-Year Housing and Homelessness Plan: contains an affordable housing target which is that 30% of all new residential development between 2019 and 2041 in Waterloo Region is to be affordable to low- and moderate-income households.

Building Better Futures Framework: shows how the Region plans to create 2,500 units of housing affordable to people with low to moderate incomes by 2025.

Region of Waterloo Official Plan: Section 3.A (Range and Mix of Housing) contains land use policies that ensure the provision of a full and diverse range and mix of permanent housing that is safe, affordable, of adequate size, and meets the accessibility requirements of all residents.

The Region supports the provision of a full range of housing options, including affordable housing. Regional staff recommend that the owner/applicant provide affordable housing units on the site. Rent levels and house prices that are considered affordable in the City of Waterloo housing market are below.

In order for affordable housing to fulfill its purpose of being affordable to those who require rents or purchase prices lower than the regular market provides, a mechanism should be in place to ensure the units remain affordable and establish income levels of the households who can rent or own the homes.

It is recommended that the owner/applicant meet with Housing Services to discuss the proposal and explore opportunities for partnerships or programs and mechanisms to support a defined level of affordability.

### Affordability in the City of Waterloo

For the purposes of evaluating the affordability of an ownership unit, based on the 2024 PPS affordable housing definition, the purchase price is compared to *the least expensive of*:

|                                                                                                                                                                                    |            |           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-----------|
| Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low- and moderate-income households | \$409,600  |           |
| Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area                                          | Single     | \$909,000 |
|                                                                                                                                                                                    | Semi       | \$594,000 |
|                                                                                                                                                                                    | Town       | \$603,000 |
|                                                                                                                                                                                    | Condo Apt. | \$450,000 |

\*Based on the most recent information available from the Provincial Bulletin June 2024.

According to the 2024 PPS affordable housing definition, the maximum affordable house price in the City of Waterloo is \$409,600.

For the purposes of evaluating the affordability of a rental unit, based on the definition in the PPS 2024, the average rent is compared to *the least expensive of*:

|                                                                                                                                           |         |         |
|-------------------------------------------------------------------------------------------------------------------------------------------|---------|---------|
| A unit for which the rent does not exceed 30 per cent of the gross annual household income for low- and moderate-income renter households | \$2,050 |         |
| A unit for which the rent is at or below the average market rent (AMR) in the regional market area                                        | Studio  | \$1,360 |
|                                                                                                                                           | 1-Bed   | \$1,552 |
|                                                                                                                                           | 2-Bed   | \$1,882 |
|                                                                                                                                           | 3+- Bed | \$3,037 |

\*Based on the most recent information available from the Provincial Bulletin June 2024

In order for a rental unit to be deemed affordable, the average rent for studio, 1-bed, and 2-bedroom units must be at or below the AMR in the City of Waterloo. For 3+ bedroom units, the income threshold is the lower than the AMR and so the rent must be at or below \$2,050.

To arrange a meeting with Regional Housing, please contact Judy Maan-Miedema, Principal Planner Housing, e-mail: [JMaanMiedema@regionofwaterloo.ca](mailto:JMaanMiedema@regionofwaterloo.ca) or phone: 226-753-9593.

### **3. Servicing Comments**

Regional staff have no servicing requirements.

Any questions regarding Regional servicing can be directed to:  
[waterservicesdistributiondevelopment@regionofwaterloo.ca](mailto:waterservicesdistributiondevelopment@regionofwaterloo.ca)

### **4. Source Water Protection**

The subject properties are in a source protection area where Risk Management Plan or prohibition policies implemented by the Region of Waterloo apply. A Notice of Source Protection Plan Compliance (Section 59 Notice) is required prior to formal application.

The owner/developer is required to follow up with the Risk Management Official by e-mail: [rmo@regionofwaterloo.ca](mailto:rmo@regionofwaterloo.ca) to obtain a valid notice.

### **5. Hydrogeology**

This development is within a Wellhead Protection Sensitivity Area 4 in the ROP, as well as the WHPA B6, chloride and TCE issue contributing areas of the William Street wellfield. The property is also adjacent to a known source of contamination.

- As the subject property is within 200 m of the William St supply well, the Region requires a 'Construction Spill and Response Plan' be prepared and implemented per the *Design Guidelines and Supplemental Specifications for Municipal Services* (DGSSMS). Enhanced construction standards are required for stormwater and sanitary sewers within 200m of a municipal well as per the DGSSMS. The owner/applicant is required to consult with the Region's Hydrogeology and Water Programs Department prior to preparing the 'Construction Spill and Response Plan'.
- A 'Source Water Protection Potential Contamination Study' in conjunction with the RSC. The SWPPCS should be completed to the satisfaction of Planning staff, in accordance with the Region's *Implementation Guideline for the Review of Development Applications on or Adjacent to Known and Potentially Contaminated Sites*.
- If below-grade construction exceeds one level (i.e. 3 meters or 10 feet) or encounters the water table, Regional staff will require the preparation of a Hydrogeology Report, Dewatering Plan and Vulnerability Assessment. Below-grade construction includes

foundations, slabs, parking garages, footings, piles, elevator shafts, etc.

Note: if construction dewatering is required, a dewatering plan must be completed to the satisfaction of the Region prior to approval of the Zoning Bylaw Amendment. The Region does not support permanent active or passive dewatering controls for below-grade infrastructure. Waterproofing should be used in lieu of permanent dewatering for underground infrastructure requiring dry conditions.

- Regional staff do not support the engineered infiltration of stormwater adjacent to a known contaminated site.
- The Region requests a prohibition on all forms of Geothermal energy (horizontal, vertical open- and closed- loop) systems be included in the Zoning Bylaw Amendment for the subject property. The Region does not support the use of geothermal energy systems adjacent to known sources of contamination.

## **6. Corridor Management**

### **Conditions of Approval:**

Approval of the Environmental Noise Study is required prior to approval of the Zoning By-law Amendment.

### **Environmental and Stationary Noise Study**

At this location, the proposed development may encounter environmental noise sources due to King Street South (Regional Road #15) and Caroline Street South (Regional Road #9). It is the responsibility of the applicant to ensure the proposed noise sensitive development is not adversely affected by anticipated noise impacts. To address the environmental noise impacts, the applicant must prepare an Environmental Noise Study; the noise levels criteria and guidelines for the preparation of the study should follow the Ministry of the Environment, Conservation and Park NPC-300 requirements.

The consultant who prepares the Environmental Noise Study must be listed on the Region of Waterloo's Approved List of Noise Consultants. The noise consultant is responsible for obtaining current information, applying professional expertise in performing calculations, making detailed and justified recommendations, submitting the Consultant Noise Declaration and Owner/Authorized Agent Statement. The consultant preparing the Environmental Noise Study must contact Region of Waterloo staff for transportation data, including traffic forecasts and truck percentages, for the purpose of preparing the Environmental Noise Study. Region of Waterloo staff will provide this data within three weeks of receiving the request from the noise consultant.

Please note that there is a \$500 fee for the preparation of the traffic forecasts and review of the Environmental Noise Study. The noise consultant preparing the Environmental Noise Study must submit the transportation data request online via

(<https://rmow.permitcentral.ca/Permit/GroupApply?groupid=3>). Resubmission of any Transportation Noise Study may be subject to a \$250 resubmission fee.

If a stationary noise source, and/or a vibration source are/is identified as potential concerns, the applicant will be required to pay for a third-party review by an external Noise Consultant retained by the Region. The fee for this third-party review is \$4500 + HST. Please submit payment for the third-party review along with the submitted noise study. Additional fees may apply depending on scope of review required.

### **Access Permit/TIS/Access Regulation**

A Transportation Impact Study (TIS) is required for this development. The study must include a Transportation Demand Management plan. It should also provide a pedestrian plan that demonstrates pedestrian movement between King Street South and Caroline Street South following the construction of the building. Additionally, the TIS needs to explain how locating the majority of the bike parking on the second floor (2F) will work for users.

The owner/developer's transportation consultant would be required to attend a TIS pre-consultation meeting with Regional staff before commencing the study. Before Regional clearance can be provided, any recommended and approved off site works would require an approved functional design, approved cost estimate to the satisfaction of the Regional Solicitor.

Please note that there is a \$500.00 fee for the review of the transportation impact study by Regional staff. This fee will be required prior to Regional approval of the study.

If found acceptable, a Regional Access Permit will be required for the proposed access to Caroline Street South. The proposed access must comply with the Regional Access Policy. The applicant will be responsible for all costs associated with the proposed access. The fee for the issuance of the permit is \$230.

The proposed access must comply with the Regional Access Policy, with access between 7.6 m and 9.0 m wide at the property line. There is no fee for this permit. The application for an Access Permit and closure can be found on the Region's website at:

<https://forms.regionofwaterloo.ca/ePay/PDLS-Online-Payment-Forms/Commercial-Access-Permit-Application>

### **Advisory Comments for future Site Plan Application:**

Approval of the Road Dedication, and Lot Grading Plan and Stormwater Management Report would be required prior to final approval of a future Site Plan application.

### **Regional Road Dedication**

At this location, King Street South (Regional Road #15) has a designated road allowance width of 30m, while Caroline Street South (Regional Road #9) has a designated road allowance width of 26m, as outlined in the Region of Waterloo Official Plan. A road widening dedication will be required along both King Street South and Caroline Street South frontage of the subject property; staff estimate this to be approximately 1.3m and 5.18m respectively. An Ontario Land Surveyor (OLS) would have to determine the exact road widening.

It is recommended that the OLS contact Region staff to discuss the road widening prior to preparing the Reference Plan. The land must be dedicated to the Region of Waterloo for road allowance purposes and must be dedicated without cost and free of encumbrance. All land dedications should be identified on Engineering drawings.

The Owner/Applicant must engage an OLS to prepare a draft reference plan which illustrates the required road allowance widening. Prior to registering the reference plan, the OLS should submit a draft copy of the plan to the Transportation Planner for review. An electronic copy of the registered plan is to be emailed to the Transportation Planner. Further instructions will come from the Region's Legal Assistant with regard to document preparation and registration.

The property is identified in the Region's Threats Inventory Database as potentially contaminated. A Phase I and Phase II Environmental Site Assessment will be required for this development. Road allowance dedication lands should be excluded from the RSC.

### **Stormwater Management & Site Grading**

Storm sewers within the Regional road right-of-way are generally sized and designed to only accommodate stormwater from the right-of-way and in some instances off road surface drainage under existing conditions.

A private stormwater connection to any storm sewer on King Street South will be discouraged where an alternate stormwater connection is available, including infiltration if soil conditions and Source Protection under the Clean Water Act permit, or if it is determined that the King Street South storm sewer does not have the sufficiency (condition and capacity) to accommodate private stormwater flows from this site. It is the responsibility of the owner/applicant's engineering consultant to determine an appropriate stormwater outlet from this site and the sufficiency of the receiving storm system if there is no other option available and to include this information in the stormwater management report (SWM). The applicant or their consultant should contact Mr. Malcolm Lister, Manager, Technical Services for the Region of Waterloo at 519-575-4432 or [mlister@regionofwaterloo.ca](mailto:mlister@regionofwaterloo.ca) to determine if any engineering plans and/or further technical information for King Street South is available which may be of assistance.

The owner/applicant must submit a detailed Existing Conditions and Removals Plan, Landscaping Plan, Site Grading & Drainage Control Plan, Site Servicing Plan along with a SWM report (electronic copies) to the Commissioner of Planning, Development and Legislative Services, Region of Waterloo for approval. This should include drainage details for the subject

property, abutting properties and the public road allowance to ensure compatible drainage. This should also show all existing and proposed connections to the municipal storm sewers, sanitary sewers and water mains, existing infrastructure removals, proposed vegetation and plantings, and detailed erosion and siltation control features, all to the satisfaction of the Regional Municipality of Waterloo.

The site must be graded in accordance with the approved plan and the Regional Road allowance must be restored to the satisfaction of the Regional Municipality of Waterloo. Please be advised that the any new servicing connections or update to the existing servicing would require Regional approval through a separate process of Municipal Consent.

A Region of Waterloo Work Permit must be obtained from the Region of Waterloo prior to commencing construction within the Region's right of way. Please refer to <https://rmow.permitcentral.ca/> for further guidance.

### **Airport**

The development is outside of the current Airport Zoning Regulations, and within the obstacle protection surface of various Instrument Flight Procedures. The estimated allowable height in that area is 487m ASL. Drawings show a maximum building height of 112m. Assuming a ground elevation of 326m ASL, the building would have an elevation of 438m ASL. That would leave 49m of height available above the building for any cranes, which is expected to be sufficient.

The owner/applicant is required to submit a Land Use application to Nav Canada for the building and any cranes and obtain a letter of no objection to the satisfaction of the Region.

The owner/applicant is also required to submit an Aeronautical Assessment Form to Transport Canada and comply with any requirements.

**Other:** A Site Plan pre-consultation fee of \$300 and a Site Plan review fee of \$805 will be required for the review and approval of a future Site Plan application.

## **7. Cultural Heritage**

The subject property has archaeological potential as there is a designated heritage building on site, it is located within a historic core area, in proximity to a historic road and historic buildings.

The original Kuntz Labatt House building is on the property and is designated under Part IV of the Ontario Heritage Act and included in the City of Waterloo's Municipal Heritage Register.

Heritage buildings on the subject lands, adjacent to the subject lands and near the subject lands are listed below:

- 167 King St S: Kuntz-Labatt-Heasley House, OHA Designated Part IV, circa 1866, Doors Open Site, recognized heritage resource

- 179-181 King St S: Brick Brewing Co Limited, Municipally Registered, circa 1905, recognized heritage resource
- 155 King St S: potential resource of interest
- 168 King St S: Former Bauer Apartments, Municipally Registered, circa 1886, recognized heritage resource
- 172 King St S: Kumpf-Erb House, OHA Designated Part IV, circa 1812, recognized heritage resource
- 8 George St: potential resource of interest, circa 1926
- 160 King St S: potential resource of interest
- 150 King St S: Municipally Registered, circa 1929, recognized heritage resource
- 156 King St S: Kuntz-Eckert House, OHA Designated Part IV, circa 1880, recognized heritage resource

As per Regional Official Plan Section 3.G.9, the owner/applicant is required to have a licensed archaeologist complete an archeological assessment of the subject property.

In terms of an AA: the applicant must submit the Archaeological Assessment to the Ministry of Citizenship and Multiculturalism, and once reviewed and accepted, provide a copy of the Ministry's Acknowledgement letter(s) and the Assessment report(s) to the satisfaction of the Region of Waterloo's Planning, Development and Legislative Services Department

The completed Archaeological Assessment(s) and Ministry Acknowledgement(s) will be required as part of a complete application.

### **8. Record of Site Condition**

A Record of Site Condition is required according to the Region's guideline as there are known contamination (Threat ID 3805) as well as high and medium risk threats identified in the Threats Inventory Database on 167-171 King St South. There are also known contamination and high-risk threats identified in the Threats Inventory Database on adjacent properties.

A Record of Site Condition is also required under O. Reg 153/04 as the subject lands are proposed to be going to a more sensitive use. The RSC is required with a complete application. Alternatively, a holding provision can be added to the zoning for the property requiring a RSC.

### **Application Fees**

In accordance with Regional Fee By-law 23-062 an Official Plan Amendment review fee of \$7000 and a Zoning By-law Amendment review fee of \$3000 are required to be submitted to the Region.

### **Regional Development Charges**

Any future development on the subject lands will be subject to provisions of Regional Development Charges By-law 19-037 or any successor thereof.

### **Summary**

The Region will require the following as part of the complete Official Plan and Zoning By-law Amendment applications:

- \$3,000 Zoning By-law Amendment review fee (Payable to the Region);
- \$7,000 Official Plan Amendment review fee (Payable to the Region);
- Planning Justification Report;
- Environmental Noise Study and Stationary Noise Study (digital copy) and noise study peer review fee of \$4,500 +HST = \$5,085;
- Section 59 Notice;
- Construction Spill and Response Plan;
- A letter of no objection from Nav Canada to the satisfaction of the Region;
- Record of Site Condition and Ministry Acknowledgement Letter;
- Source Water Protection Potential Contamination Study;
- Archaeological assessment and Ministry of Citizenship and Multiculturalism acknowledgement letter.

**The applicant is encouraged to confirm the applicable fee amounts with Regional staff prior to submitting a formal application.**

### **Contact Information**

#### **Regional Growth, Development and Sustainability Services**

Susanna Reid

Senior Planner

519-504-8298

sreid@regionofwaterloo.ca

**Please note: Comments and requirements are based on the information provided by the applicant during the pre-submission process. Should new details and/or information become available through the application process, the above-noted requirements are subject to change.**

## **APPENDIX B**

Enova Power

December 10, 2024

**Kaitlyn Bisch**

*Development Planner*

*Development Planning | Integrated Planning & Public Works*

*City of Waterloo*

*100 Regina St S*

*Waterloo, Ontario, N2J 4A8*

## Site Plan Review Comments

**RE: Pre-Submission Consultation for VanMar Developments and MHBC**  
(the “Customer”)  
**167-171 King St S, Waterloo – 38 Storey & 33 Storey Mixed-Use**  
**Buildings**

Enova Power Corp. (“**Enova**”) has reviewed the Customer’s site plan application to The City of Waterloo for the referenced project and has the following comments:

1. **Existing System:** Enova has underground distribution on King St S and Caroline St S. Enova intends to maintain the underground distribution system on all abutting streets.
2. **Load Information:** Customer’s load information such as a P.Eng. stamped single line diagram and load calculation must be submitted to Enova in order to determine the service size and supply method. For more information refer to the *Conditions of Service* available at [enovapower.com](http://enovapower.com).
3. **Technical Requirements:** The applicant shall consult with Enova throughout the site plan review and design phases to ensure that all Enova servicing requirements are met. Enova will generally supply an overhead transformer if the service size is 400A or less. If a larger service size is required, the developer must make provisions for the installation of a pad mounted transformer or a transformer vault room and primary duct bank on private property. This requirement is evaluated on individual project basis. Refer to the Enova (Formerly Waterloo North Hydro) *Technical Guidelines* document for details [1].
4. **Transformer Location:** The transformer shall be installed such that any part of the transformer when mounted is a minimum 6.0m from any

openings, doors or windows, and a minimum 3.0m from any combustible surfaces or materials including neighboring buildings & fences.

5. **Transformer grounding:** The transformer vault grounding will be installing within a grassed area. The grounding grid cannot be installed under asphalt, curbs, etc.
6. **Easement:** Enova will require an easement at no cost to Enova within the proposed development site for supporting, repair, restoration and maintenance Enova owned above ground and underground facilities. For example, a 6.2m x 6.8m easement for a Enova owned pad mount transformer; a 3m wide easement for any duct bank structures. Refer to the Enova (Formerly Waterloo North Hydro) *Technical Guidelines* document for details [1].
7. **Vault Room:** If a transformer vault room is required for the service it must be constructed according to Enova (Formerly Waterloo North Hydro) vault room standards. Additionally the vault room must meet all applicable requirements under the Ontario Building Code.
8. **Metering Room:** The customer must provide a convenient and safe location satisfactory to Enova, for the installation of meters, wires and ancillary equipment. The location allocated by the customer for Enova metering shall provide direct access from outside for Enova staff unless otherwise agreed to by Enova. Enova will not accept new meter locations in basements.
9. **Set Back:** The proposed building(s) must be set back a minimum of 5.0m from the pole line to allow for conductor swing as per the requirements of Ontario Building Code Section 3.1.19.
10. **Clearance:** Any objects (crane, similar hoisting device, backhoe, power shovel or other vehicle or equipment) shall not be brought closer than 5 meters to an energized overhead conductor owned by Enova.
11. **Road Widening:** The City of Waterloo should review the pole locations in relation to any planned road widening. A larger building set back may be required to facilitate the relocation of Enova's poles.
12. **Grading:** Any grading changes by the developer which will affect existing Enova facilities either on private property or municipal right of way shall be reviewed and approved by Enova prior to starting any site grading.
13. **Relocation of Facility:** Any relocation of Enova facilities will be at the expense of the requesting party.

**14. Landscaping:** The customer is to ensure any landscaping that will be within the vicinity of Enova infrastructure complies with the *ESA Planting Under or Around Powerlines & Electrical Equipment* guideline.

**Next Steps:** A minimum of 8 months prior to the desired in-service date the Developer must submit a Service Request Form (available at [enovapower.com](http://enovapower.com)) and provide the required information listed in the section 3 of the *Service Connection Process* [2] to Enova. Please note Enova requires a signed Offer to Connect (OTC) and the receipt of the payment for the service prior to procuring equipment.

Regards,

*Rebecca Feeney*

---

Rebecca Feeney  
Design Technologist  
226-896-2200 x5590  
[rebecca.feeney@enovapower.com](mailto:rebecca.feeney@enovapower.com)

Enclosed Documents:

- [1] "Technical Guidelines for Electrical Services Over 400 Amperes", Waterloo North Hydro Inc.
- [2] "Service Connection Process for Property Development Requiring Site Plan Review", Waterloo North Hydro Inc.
- [3] "Planting Under or Around Powerlines & Electrical Equipment", ESA

## **Service Connection Process for Property Developments Requiring Site Plan Review (Former Waterloo North Hydro Service Territory)**

This process is for property owners, developers, consultants, etc. (“**Customer**”) and Enova Power Corp. (“**Enova**”) to use when coordinating a new or upgrading the electrical service to a property undergoing site plan review process with the governing municipality (“**Municipality**”) in the former Waterloo North Hydro Service Territory.

### **1. Pre Site Plan Consultation Process**

#### **1.1 The Customer shall:**

1. Review Enova’s Conditions of Service posted on [enovapower.com](http://enovapower.com).
2. Contact Enova a minimum of 60 days prior to submitting applications (site plan, zoning change, committee of adjustment, etc.) to the Municipality,
3. Provide Enova with a brief description of the proposed usage of the site (i.e. office, warehouse, retail, high rise or low rise multi-residential, etc.) and a preliminary site plan, if available.
4. Provide Enova with the anticipated total load consumption,
5. Identify electrical equipment that could interfere with the power quality of Enova’s distribution system, such as large motors, welders, air conditioners, and/or non-linear loads,
6. Indicate if there is any interest in relocation or burial of any Enova infrastructure that lies adjacent to or is within close proximity of the property under development.
7. Identify clearance of building structures from nearby overhead pole lines.

#### **1.2 Enova will:**

1. Review the availability of electrical supply,
2. Identify preliminary servicing requirements,
3. If applicable, ascertain the impact of the Development to the distribution system and comment on possible remedies to mitigate any potential interference to power quality,
4. Provide “Technical Guidelines for Electrical Services Over 400 Amperes” to the Customer to follow when preparing the site plan application drawings.
5. Review any utility conflicts and clearance space conflicts around Hydro infrastructure.

## **2. Site Plan Application and Review Process**

- 2.1 The Customer shall provide the Municipality a site plan application drawing for the property under development. The site plan should show property lines, existing easements, building footprint(s), elevation grades, other buried utilities and driveways that can assist Enova in determining how to service the property.
- 2.2 An electrical site plan containing information, not limited to the location of existing hydro poles, anchors, proposed transformer locations, high voltage switch locations, underground cable routing locations, the location of the electrical/meter rooms, and adjacent municipal properties. All proposed infrastructure related to electrical servicing shall be in compliance with the Enova "Technical Guidelines For Electrical Services Over 400 Amperes". The Municipality will circulate this drawing to Enova for review. The proposed electrical site plan must ensure sufficient accessibility and working space around Enova Hydro infrastructure is factored in.
- 2.3 The Customer shall provide directly to Enova an electrical demand load calculation to determine the size, type and quantity of transformation required for the property. Additionally, distribution system capacity will be assessed to determine whether upgrades are required.
- 2.4 The Customer shall indicate if transformation is to be Customer owned and provide specifications and a complete protection co-ordination study to Enova for review and approval.
- 2.5 Customer shall review Enova Conditions of Service for transformation sizes and voltage levels provided by Enova.
- 2.6 Enova will provide a formal response to the Municipality for the electrical servicing to the proposed property development, as well as any distribution system expansions or modifications that are required.
- 2.7 This process is repeated until the site plan is approved by the Municipality.

## **3. Connection Process**

- 3.1 Minimum of 18 months prior to the desired in-service date, the Customer shall:
  1. Submit a Service Request Form to Enova (found at <https://enovapower.com/forms/service-request-form/>),
  2. Provide Enova with an approved site plan drawing in .PDF and .DWG formats (with bound x-references),
  3. Provide Enova with a final load calculation done per ESA guidelines and sealed by an Electrical P.Eng,
  4. Provide Enova with a single line diagram sealed by an Electrical P.Eng,
  5. Provide Enova with a signed letter listing unit numbers (if applicable),
  6. Provide Enova with a final list of electrical equipment impacting power

quality along with a design of additional facilities as required to minimize the power quality interferences (if required by Enova).

7. If applicable, provide a vault room plan and elevation drawings showing arrangement of ventilation, doors, location of sump pit, p-type trap (if provided), primary ducts, transition bus, light switch and 120V 15A receptacle, door fire rating capacity, smoke alarm location, and thickness of doors, walls, floor and roof.
8. Provide Enova with a remote grounding design sealed by a P.Eng and inspected and approved by ESA if grounding cannot be achieved as described in Enova Standards.

#### 3.2 Enova will:

1. Assign an Engineering Technologist ("**Tech**") to oversee the service connection process,
2. Review the approved site plan and final electrical site plan,
3. Provide the Customer with an Offer to Connect ("**OTC**") letter that describes the conditions, under which the OTC is made, the work to be completed by Enova and the associated costs payable to Enova.
4. Provide the Customer with an Offer to Connect Layout ("**OTCL**") complete with relevant standards and instructions for the electrical contractor to follow during the construction of the electrical service,
5. If applicable, provide a distribution system expansion or modification agreement that is separate from the OTC.

### 4. Construction Process

#### 4.1 The Customer shall:

1. Review, sign and return the OTC to the Tech at least 12 months prior to the desired in-service date,
2. Make payment as listed in the OTC (Enova will not procure any materials or equipment until payment is received),
3. Follow the coordination/notification timelines specified in the OTC,
4. Comply with all site specific requirements listed in the OTC and/or the OTCL.
5. Procure Customer supplied materials and hire necessary civil and electrical contractors to install infrastructure as described in the OTCL.
6. Schedule Enova inspection 48 hours in advance of Hydro-related civil infrastructure installation.

#### 4.2 Enova will:

1. Order Enova-supplied materials as described in the OTC,

2. Coordinate with the Customer's electrical contractor to install the Enova-supplied materials and energize the electrical service.
3. Coordinate with Enova's civil contractor to install all required civil infrastructure within municipal right-of-ways.

# **Technical Guidelines for Electrical Services Over 400 Amperes**

## **(Former Waterloo North Hydro Service Territory)**

These guidelines are for property owners, developers, consultants, etc. ("Customer") to use when coordinating a new or upgraded electrical service to a property ("Service"). They must be used in conjunction with the Conditions of Service for Enova Power Corp. ("Enova") for the former Waterloo North Hydro Inc. service territory, Enova Metering Specifications, Enova Service Connection Process, the Ontario Building Code ("OBC"), the Ontario Electrical Safety Code ("OESC") and all other applicable regulations.

### **1. General**

- 1.1 Contact Enova's Engineering Department prior to starting design to determine specific servicing requirements and service configuration type.
- 1.2 Customer to follow Enova specified design timelines and document submission requirements as per the Enova's *"Service Connection Process for Property Developments Requiring Site Plan Review"* document.
- 1.3 All materials, labour and trucking costs associated with the installation, relocation, removal, etc. of Enova-owned infrastructure for the purpose of the Service is 100% chargeable to the Customer, with the exception of transformation when supplied by Enova.
- 1.4 In most cases, Enova will provide and own transformer(s) and high voltage cables and the Customer will supply and install all required hydro civil work that may be required within the property. Refer to Appendix for installation details.
- 1.5 Enova may require multiple transformers and/or high voltage duct banks and/or switchgear on the property to provide a looped configuration of the Service if installation requires more than one transformer. This will minimize power outages and aid scheduled maintenance. Refer to Enova Conditions of Service for more details.

### **2. Typical Infrastructure Required**

- 2.1 Underground high voltage duct bank(s), from a point of supply/supplies from Enova's distribution system to the transformer(s) and/or switchgear unit(s);
- 2.2 Pad-mounted transformer(s) located on the Customer's property complete with bollards, or electrical equipment vault room in the building containing transformers;

- 2.3 Pad-mounted or submersible switchgear unit(s) complete with bollards located on Customer's property, or electrical equipment vault room in the building containing switchgear unit(s);
- 2.4 An underground low voltage duct bank from the pad-mounted transformer(s) to the building(s);
- 2.5 Overhead infrastructure such as overhead primary conductors, load breaks, hydro poles, polemounted transformer(s), primary metering units and outdoor-rated enclosures for metering and SCADA equipment;
- 2.6 An electrical room in the building containing low voltage distribution, metering equipment and if required SCADA equipment.

### **3. Easement Requirements**

- 3.1 Generally, Enova requires easement(s) for Enova owned high voltage infrastructure on private property. The easements are to be free of any structures, other underground utilities, tree roots, etc. The Customer shall provide easement(s) per the following:
  - 3.1.1 A minimum of 3.0m wide easement over an underground high-voltage duct bank;
  - 3.1.2 6.2m x 6.8m easement for the installation of an outdoor pad-mounted transformer;
  - 3.1.3 7.0m x 7.0m easement for the installation of an outdoor switchgear unit;
  - 3.1.4 Easement over entirety of electrical equipment vault rooms that contain Enova infrastructure;
  - 3.1.5 Easement over guy anchors from Enova hydro poles.

### **4. Clearance Requirements**

- 4.1 A building, or any other structure, shall not be constructed within 5 meters, measured horizontally, of a high voltage overhead distribution system pole line owned by Enova (OBC 3.1.19 and OESC 75-708). When planning building construction, Customer should consider additional space required for construction (i.e. skyjacks, scaffolding, etc.), and maintenance (i.e. window cleaning).
- 4.2 An object (crane, similar hoisting device, backhoe, power shovel or other vehicle or equipment) shall not be brought closer than 3 meters to an energized overhead conductor owned by Enova (O.Reg 213/91 – Section 188).
- 4.3 Enova will not provide nor permit a third party contractor to cover-up and/or provide isolation of its energized overhead conductors that lie along a construction site (O.Reg 213/91 – Section 189).

### **5. Space Requirements**

- 5.1 A minimum of 3 meters on the access side of a pad-mounted transformer and a minimum of 1 meter on the non-access side and/or switchgear unit is

required free and clear of any obstructions for operational purposes. This area shall have a level grassed surface. If a curb runs through this area, it shall be dropped unless it is within 2 meters of the transformer and/or switchgear unit.

- 5.2 A minimum of 1 meter in front of Enova-owned metering equipment with a minimum ceiling height of 2.1m is required for working space inside the electrical room. Refer to Enova's Metering Specifications for additional requirements.
- 5.3 Where adequate land area cannot be provided for a pad-mounted transformer, the Customer shall provide Enova with an electrical equipment vault room at grade level accessible directly from outside. Refer to Enova's Vault Room Standards in Appendices for requirements.
- 5.4 To access pad-mounted transformer(s) or electrical equipment vault room(s), the Customer shall provide Enova with a maintained road that is minimum 4.0m wide, with a minimum 15m turning radius, clear of any obstructions and capable of sustaining a maximum load of 25,000 kg to access the transformer(s), switchgear unit(s) or vault room(s). Any canopy or other parts of the building above the access driveway must be minimum 5.0 m above roadway. An 8.5m wide space is required for truck outriggers at the transformer location. Furthermore, extra 2.5m is required between the transformer and the truck to accommodate minimum swing of the truck mounted crane.

## **6. Access Requirements**

- 6.1 The Customer must provide or arrange free, safe and unobstructed access to any authorized representative of Enova for the purpose of Enova equipment maintenance, inspection, replacement etc.
- 6.2 The Customer shall be responsible for supplying Enova a key for the premises if required to access Enova-owned equipment. Enova may request that the lock be keyed to Enova specifications.
- 6.3 Meter rooms, for multi-unit metering, shall be accessible to Enova via an outside lockable door at grade level. The minimum door dimensions shall be 2000mm x 810mm (6'8" x 2'8"). The Customer shall be responsible for supplying a key to Enova. Lighting levels of at least 6 lux (65 footcandles) shall be maintained.

## **7. Installation Details**

The Customer shall provide the required infrastructure in a location compliant with this document and approved by Enova, installed as per the following standards:

- 7.1 Transformer Installations:
  - 7.1.1 Refer to Enova Standard 12-300A1 for the Brooklin Concrete Products Ltd. BCP-104SW transformer vault.
  - 7.1.2 Refer to Enova Standard 12-300A2 for the Brooklin Concrete Products Ltd. BCP-104SW transformer vault grounding installation requirements.

## 7.2 Vault Room Installations:

- 7.2.1 Refer to Enova Standards 12-350A1 to 12-350A4 for installation requirements.

## 7.3 Switchgear Unit Installations:

- 7.3.1 Refer to Enova Standard 12-311A10 for Acton Precast Vista switchgear vault installation requirements.
- 7.3.2 Refer to Enova Standard 12-311A11 for Acton Precast Vista switchgear vault grounding installation requirements.

## 7.4 Duct Bank Installations:

- 7.4.1 Refer to Enova Standard 12-404A1 for branch duct bank installation requirements (1/0 concentric neutral cable primary duct banks).
- 7.4.2 Refer to Enova Standard 12-404A2 for trunk line duct bank installation requirements (750kcmil primary duct banks). Note: this standard may also be used if depth of cover is minimal.

## 7.5 Metering Installations:

- 7.5.1 Refer to the latest edition of the Enova Metering Specifications for former Waterloo North Hydro service territory and the site specific metering standards listed in the 'Offer to Connect' documentation for installation requirements.
- 7.5.2 If the site is fed from a customer owned distribution transformer the Customer must make provisions for bulk metering to accommodate a transformer discount meter. Refer to the latest edition of the Enova Metering Standard MS-30C found in the Enova Metering Specifications for former Waterloo North Hydro service territory for further details.

## **Appendices:**

- 12-300A1 – Custom BCP-104SW 3 Phase Transformer Vault
- 12-300A2 – Custom BCP-104SW Vault and Ground Grid Installation Details
- 12-311A10 – Acton Precast 110"x121" Vault for Vista Switchgear
- 12-311A11 – Acton Precast 110"x121" Vault and Ground Grid Installation Details
- 12-350A1 – Transformer Vault Room Requirements
- 12-350A2 – Transformer Vault Room – Layout (Transformers up to 300kVA)
- 12-350A3 – Transformer Vault Room – Layout (Transformers greater than 300kVA)
- 12-350A4 – Transformer Vault Room – Secondary Transition Bus Details

- 12-404A1 – Typical Concrete Encased Duct Structures for 200A Installations (Rebar on the Bottom Only)
- 12-404A2 – Typical Concrete Encased Duct Structures for 200 or 600A Installations (Rebar Top and Bottom)

**Note:**

Any standards provided by Enova are the sole property of Enova Power Corp. and are provided for information purposes only. The standards may be used in preparation of construction plans and specifications concerning Enova owned equipment only. No other use is authorized without prior written consent of Enova.



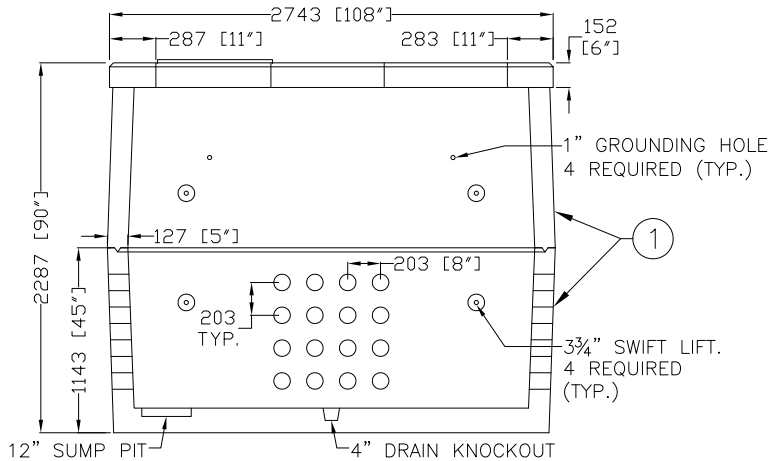
WATERLOO NORTH HYDRO INC.

DATE:  
**2017-04-30**SCALE:  
**NTS**REV.  
**0**

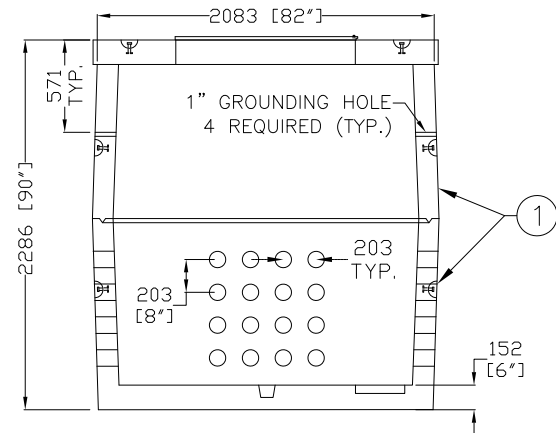
DWG. NO.

**12-300A1**TITLE: **CUSTOM BCP-104SW 3 PHASE TRANSFORMER VAULT**

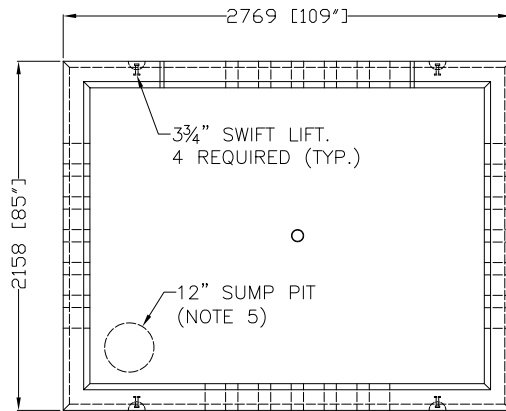
FRONT VIEW



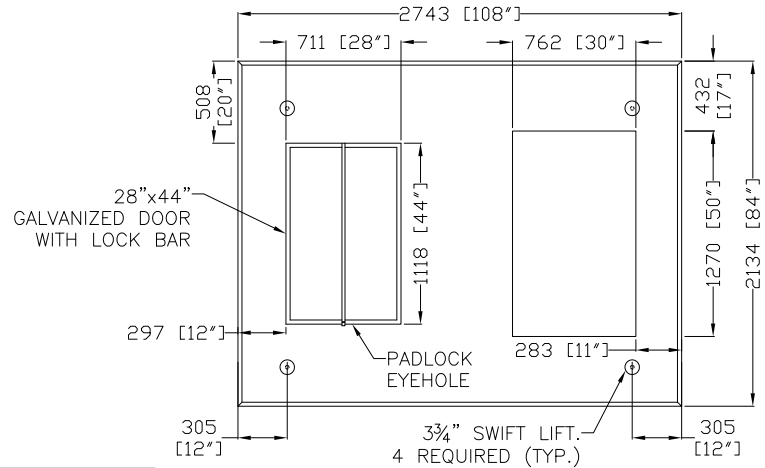
SIDE VIEW



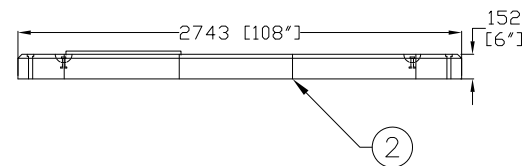
TOP VIEW



LID TOP VIEW



LID FRONT VIEW

**CONCRETE:**35MPa/500PSI AIR ENTRAINMENT:  
6-8%**REINFORCEMENT:**STEEL TO CSA CAN A23.1/A23.3.  
G30.18 Fy=400MPa**BCP104SW WEIGHT:**

20,485LBS/9,290kg

**BCP104SW LID WEIGHT:**

2929LBS/1327kg

MAX EQUIPMENT WEIGHT:  
35,000 LBS.**GENERAL NOTES:**

1. CABLE ENTRY OPENINGS-PVC SEALS FOR MAX. 4" I.D. DUCT.
2. DELIVERY IS MADE BY CRANE-EQUIPPED TRUCKS, EXCAVATION MUST BE READY, SAFE AND ACCESSIBLE FOR UNLOADING FROM THE REAR OF THE TRUCK.
3. MIN OVERHEAD CLEARANCE OF 18FT IS REQUIRED.
4. ALL UNITS MUST BE HANDLED WITH PROPER LIFTING EQUIPMENT. (I.E. SPREADER BAR).
5. SUMP PUMP PIT TO BE UNDER THE GALVANIZED DOOR SIDE.
6. LID TO BE ROTATED AND INSTALLED AS PER THE WNH DRAWING.
7. WATER PRESSURE WAS NOT CONSIDERED IN THE STRUCTURAL DESIGN. REPORT WATER TABLE DURING CONSTRUCTION.
8. PLACE BACKFILL SIMULTANEOUSLY AROUND THE VAULT TO AVOID UNBALANCE LATERAL EARTH PRESSURES.
9. BACKFILL SHOULD BE UNIFORMLY COMPACTED TO A MINIMUM OF 98% MATERIALS SPMDD.

\*\*ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED.

**Certificate of Approval**The installation work covered by this document meets the  
safety requirements of Section 4 of Regulation 22/04

Name

Date

Signature &amp; Professional Designation

| REV. | DESCRIPTION                                  | DATE       | INITIALS |
|------|----------------------------------------------|------------|----------|
| 1    | UPDATED CUSTOM VAULT TO 3 PIECE<br>BCP104SW. | 2018-07-05 | MS       |

STANDARD

12-300A1

| Material List |          |                                       |               |
|---------------|----------|---------------------------------------|---------------|
| Item          | Quantity | Description                           | HTE Part #    |
| 1             | 1        | 2 piece Foundation, Concrete BCP104SW | 205 030 00015 |
| 2             | 1        | BCP104SW Concrete lid                 |               |

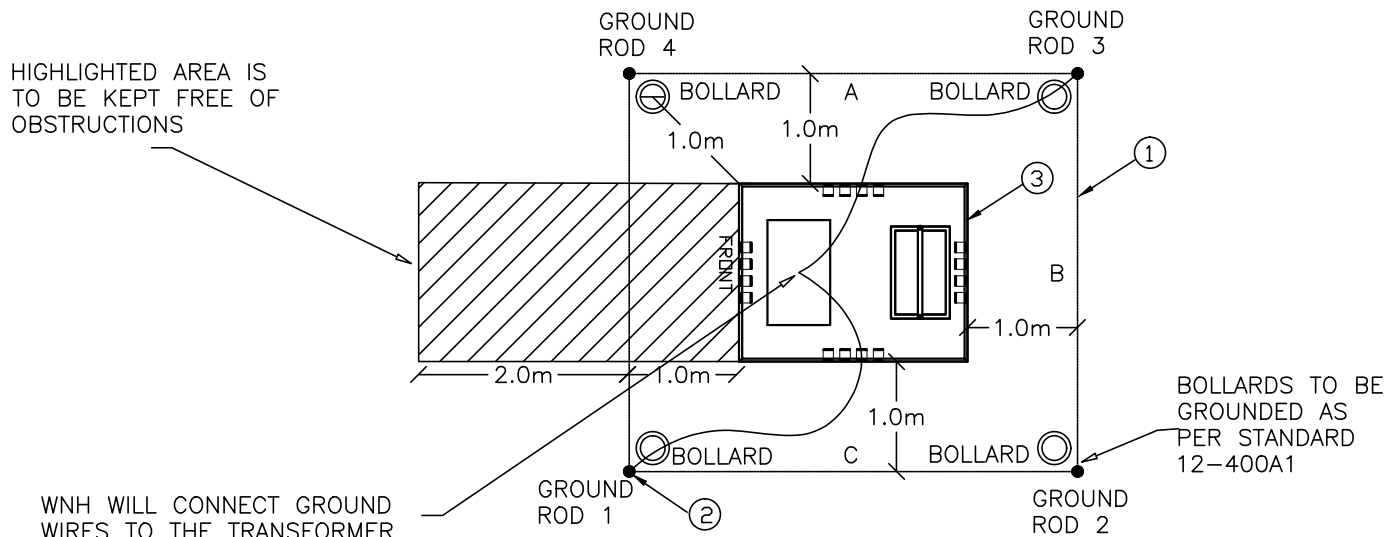


DWG. NO.

# 12-300A2

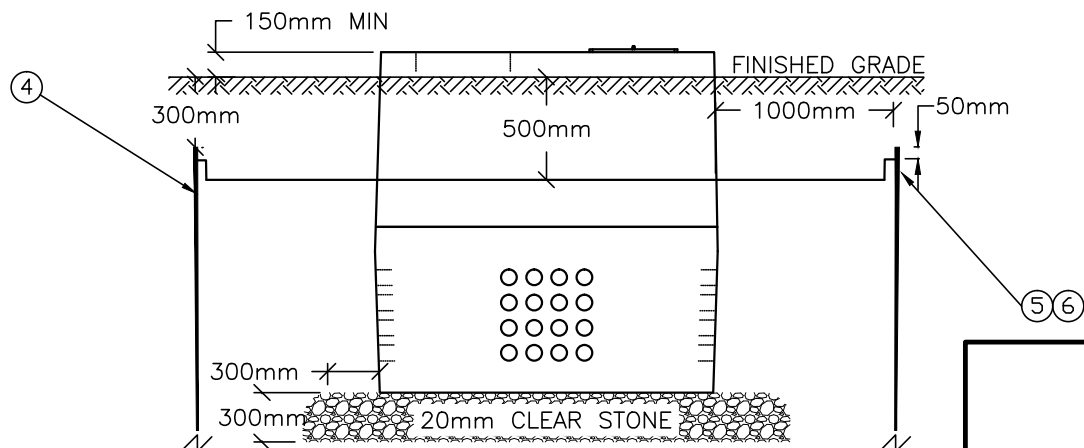
**TITLE:**

## CUSTOM BCP-104S VAULT AND GROUND GRID INSTALLATION DETAILS



BOLLARDS ARE TO BE INSTALLED ONLY IF THEY ARE REQUIRED TO PROTECT WNH EQUIPMENT FROM VEHICLE TRAFFIC. BOLLARD PLACEMENT SHOULD NOT INTERFERE WITH OPERATION, MAINTENANCE OR REPLACEMENT OF WNH EQUIPMENT.

**\*\*ADDITIONAL BOLLARDS AT LOCATIONS A, B, C MAY BE REQUIRED FOR HIGH TRAFFIC AREAS\*\***



CUSTOMER TO INSTALL GROUNDING GRID PER WNH AND ESA STANDARDS:

1. FEED GROUNDING WIRE FROM INSIDE VAULT THROUGH LIFTING HOLE TO FASTEN TO GROUND ROD #1 WITH AMP TAP.
2. FASTEN GROUNDING WIRE TO GROUND RODS #2, #3 AND #4 WITH AMP TAPS MAINTAINING 500mm DEPTH FOR GROUNDING WIRE.
3. FASTEN GROUNDING WIRE TO GROUNDING WIRE AT GROUND ROD #1.
4. FEED GROUNDING WIRE FROM INSIDE VAULT THROUGH LIFTING HOLE TO FASTEN TO GROUND ROD #3 WITH AMP TAP.

## Certificate of Approval

**The installation work covered by this document meets the safety requirements of Section 4 of Regulation 22/04**

\*— DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE INDICATED

| REV. | DESCRIPTION | DATE | INITIALS |
|------|-------------|------|----------|
|      |             |      |          |

Name \_\_\_\_\_

Date \_\_\_\_\_

---

**Signature & Professional Designation**

**STANDARD****12-300A2**

| Material List |          |                                       |               |
|---------------|----------|---------------------------------------|---------------|
| Item          | Quantity | Description                           | HTE Part #    |
| 1             | 28m      | Conductor 2/O Bare Strand Copper      | 220 100 00020 |
| 2             | 2        | Connector, C Type 2/O - 2/O Copper    | 230 030 00021 |
| 3             | 1        | Foundation Concrete BCP-104S          | 205 030 00015 |
| 4             | 4        | Ground Rod, Copper Clad 20mm x 3048mm | 280 115 00006 |
| 5             | 4        | Tap Wedge Blue 350 - 2/O              | 230 185 00061 |
| 6             | 4        | Cartridge Blue Tap                    | 230 120 00020 |



WATERLOO NORTH HYDRO INC.

DATE:  
2019-04-25

SCALE:  
NTS

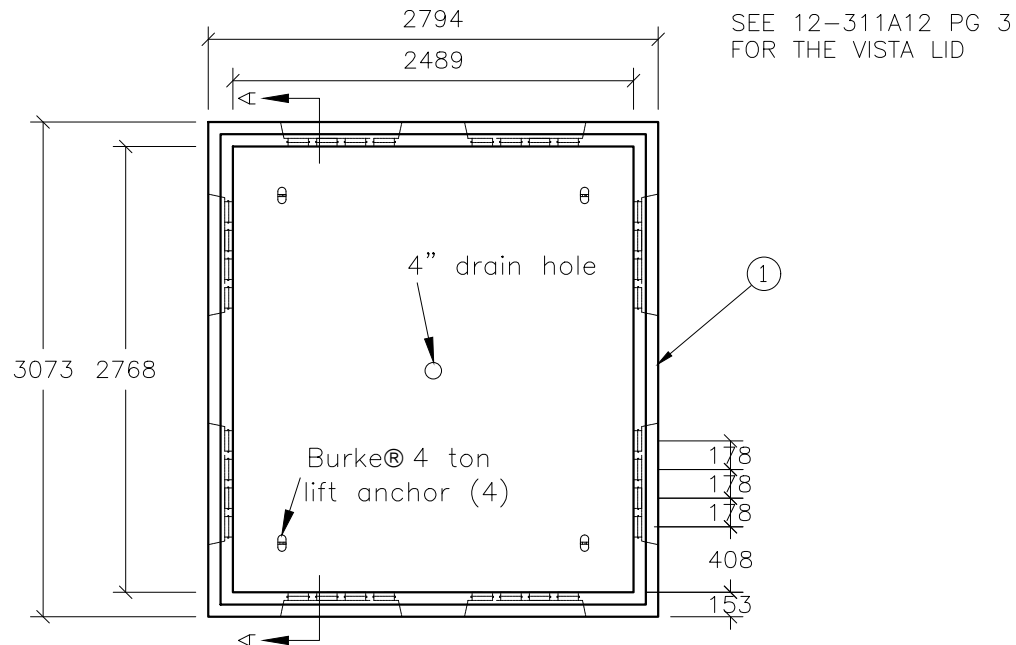
REV.  
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DWG. NO.  
12-311A10

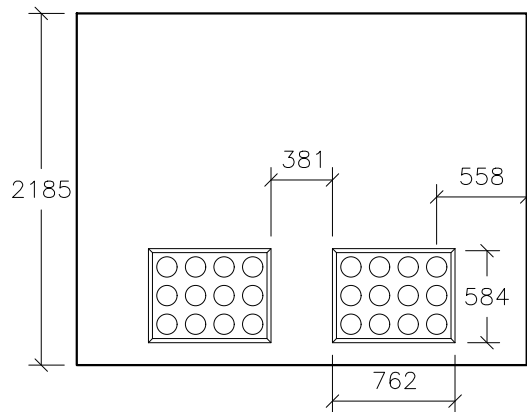
TITLE:

ACTON PRECAST 110"X121" VAULT FOR VISTA SWITCHGEAR

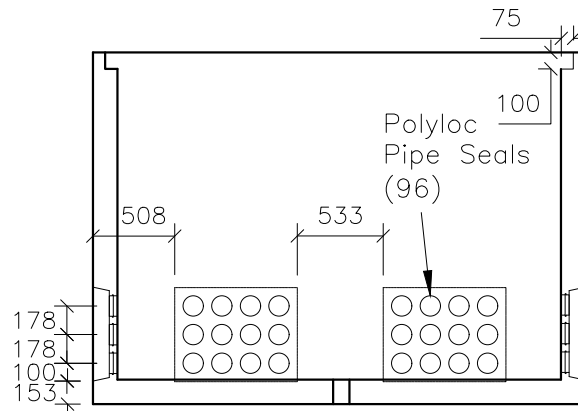
PLAN VIEW



FRONT VIEW



SECTION A-A



NOTES:

1. CONCRETE 32 Mpa MIN. AIR-7%
2. REINFORCING: 15m @12" c/c b.w.
3. FINISH: STEEL FORM SMOOTH
4. APPROX. WEIGHT: 11794kg
5. DELIVERY IS MADE BY CRANE EQUIPPED TRUCKS.  
EXCAVATION MUST BE READY AND ACCESSIBLE FROM THE TRUCK.
6. MINIMUM OVERHEAD CLEARANCE OF 18FT FOR DELIVERY IS REQUIRED.

\*- DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE INDICATED

Certificate of Approval

The installation work covered by this document meets the safety requirements of Section 4 of Regulation 22/04

| REV. | DESCRIPTION           | YY.MM.DD   | INITIALS     |
|------|-----------------------|------------|--------------|
| △    | Material List Updated | 2019-04-25 | C.M.<br>R.J. |

Name \_\_\_\_\_ Date \_\_\_\_\_  
Signature & Professional Designation \_\_\_\_\_

STANDARD12-311A10

| Material List |          |                                          |               |
|---------------|----------|------------------------------------------|---------------|
| Item          | Quantity | Description                              | HTE Part #    |
| 1             | 1        | Vault for Vista Switchgear (121" x 110") | 205 010 00060 |
| 2             | 1        | Vista Lid (121" x 110")                  | 205 040 00018 |
| 3             | 1        | Lock, 2" Shank Abus                      | 280 090 00006 |



DWG. NO.

**12-311A11**

TITLE: **ACTON PRECAST 110" X 121" VAULT AND GROUND GRID INSTALLATION DETAIL**

---

**Signature & Professional Designation**

**STANDARD****12-311A11**

| Material List |          |                                                      |               |
|---------------|----------|------------------------------------------------------|---------------|
| Item          | Quantity | Description                                          | HTE Part #    |
| 1             | 30m      | Conductor 2/O Bare Strand Copper (Outside The Vault) | 220 100 00020 |
| 2             | 2        | Connector, C Type 2/O - 2/O Copper                   | 230 030 00021 |
| 3             | 1        | Acton Precast 110 x 121 Vault                        | 205 010 00060 |
| 4             | 4        | Ground Rod, Copper Clad 75mm x 3048mm                | 280 115 00006 |
| 5             | 4        | Tap Wedge Blue 350 - 2/O                             | 230 185 00061 |
| 6             | 4        | Cartridge Blue Tap                                   | 230 120 00020 |

| Additional Miscellaneous Parts (Not Depicted) |          |                                                   |               |
|-----------------------------------------------|----------|---------------------------------------------------|---------------|
| Item                                          | Quantity | Description                                       | HTE Part #    |
| 7                                             | 20       | 2/O CU 2 Hole Lug NEMA                            | 230 090 00016 |
| 8                                             | 54m      | Conductor 2/O Bare Strand Copper Inside The Vault | 220 100 00020 |



WATERLOO NORTH HYDRO INC.

DATE:  
**2018-07-05**SCALE:  
**NTS**REV.  
**0**DWG. NO.  
**12-350A1**TITLE: **TRANSFORMER VAULT ROOM - CONSTRUCTION DETAILS**

THE CUSTOMER SHALL PROVIDE AT THEIR COST THE ITEMS LISTED BELOW IN COMPLIANCE WITH THE LATEST EDITIONS OF THE NATIONAL BUILDING CODE, ONTARIO BUILDING CODE, ONTARIO ELECTRICAL SAFETY CODE, NFPA80; WATERLOO NORTH HYDRO (WNH) CONDITIONS OF SERVICE AND SITE SPECIFIC REQUIREMENTS LISTED IN WNH'S OFFER TO CONNECT.

**1. ACCESSIBILITY:**

- 1.1. ACCESSIBILITY MUST BE AT GRADE ON GROUND FLOOR WITH DIRECT OUTSIDE ACCESS AT ALL HOURS.
- 1.2. MUST BE ACCESSIBLE BY WNH LINE TRUCKS OVER A HARD SURFACE SUCH AS CONCRETE, ASPHALT, CRUSHED STONE OR OTHER WNH APPROVED MATERIAL.
- 1.3. THE VAULT ROOM SHALL NOT BE USED FOR STORAGE OR CONTAIN EQUIPMENT FOREIGN TO THE ELECTRICAL INSTALLATION.

**2. VAULT WALLS, ROOF AND FLOORS:**

- 2.1. WALLS, ROOF AND FLOORS TO BE REINFORCED CONCRETE WITH MINIMUM OF 0.15m THICKNESS.
- 2.2. CONCRETE FLOORS SHALL BE LIQUID TIGHT.
- 2.3. VAULT MUST BE THOROUGHLY CLEANED PRIOR TO INSTALLATION OF GROUNDING AND OTHER WIRING.
- 2.4. WALLS AND CEILING TO BE BARE CONCRETE OR PARSED FINISHED WITH A LIGHT GREY SURE-TRED RESILCRETE PAINT.
- 2.5. OIL SUMP PIT MAY BE PROVIDED, CAPABLE OF HOLDING ALL OIL FROM THE LARGEST TRANSFORMER +10%.

**3. INCOMING PRIMARY AND SECONDARY DUCTS:**

- 3.1. THE PRIMARY AND SECONDARY SHALL BE LOCATED IN OPPOSITE DIAGONAL CORNERS OF THE VAULT ROOM.
- 3.2. DUCTS TO BE INSTALLED WITH BELL END FITTINGS FLUSH WITH RAISED ENCASEMENT 0.15m ABOVE FINISHED FLOOR.
- 3.3. SECONDARY DUCTS OPTION IS ONLY AVAILABLE IN LARGE SIZE VAULT ROOM. THIS OPTION REQUIRES THE CUSTOMER TO PAY FOR MORE EXPENSIVE ELECTRICAL EQUIPMENT TO BE USED IN THE INSTALLATION, ADDITIONAL 11.0m OF SPARE SECONDARY CABLE PER RUN AND CUSTOMER SUPPLIED LUGS.

**4. VENTILATION:**

- 4.1. OPENINGS TO BE SIZED ACCORDING TO THE ONTARIO ELECTRICAL SAFETY CODE:  $0.002\text{m}^2/\text{kVA}$ .
- 4.2. HEIGHT TO WIDTH RATIO MUST NOT EXCEED 3:2.
- 4.3. THE BOTTOM OF THE AIR INTAKE VENT IS TO BE LOCATED AT A MINIMUM OF 0.45m AND A MAXIMUM OF 1.0m ABOVE OUTSIDE GRADE.
- 4.4. AIR EXHAUST VENT IS TO BE LOCATED AS CLOSE AS POSSIBLE TO VAULT CEILING.
- 4.5. IF THE AIR INTAKE AND THE AIR EXHAUST ARE LOCATED ON THE SAME WALL THEY SHALL BE SEPARATED IN DIAGONAL ALIGNMENT ON THE WALL.
- 4.6. OPENINGS SHALL BE EQUIPPED WITH BACK TO BACK LOUVRES SEPARATED BY A BIRD SCREEN WITH A MINIMUM 1/2" MESH AND HAVE 60mm SPACING.
- 4.7. ALL MATERIALS TO BE 16 ga. GALVINIZED STEEL.

**5. FIRE DOORS:**

- 5.1. TWO CLASS 'A' 3 HOUR RATED FIRE DOORS WITH MIN. DIMENSIONS OF 1.0m x 3.0m PER DOOR.
- 5.2. DOORS COMPLETE WITH A 10" PAD BOLT CAPABLE OF ACCEPTING A 5/16" PADLOCK, A HASP AND TANG ARRANGEMENT FOR A WNH PADLOCK AND A HEAVY DUTY LOCKING PASSAGE KNOBSET.
- 5.3. TO PREVENT REMOVAL OF DOORS EXTERNALLY, DOOR PINS ARE TO BE WELDED TO HINGE UNLESS DOOR PINS HAVE SET SCREW LOCKS AND HINGE PLATES THAT ARE CONCEALED OR WELDED.
- 5.4. A KEY TO CUSTOMER'S LOCK MUST BE PROVIDED TO WNH, AN ADDITIONAL KEY MAY BE REQUESTED WHEN REQUIRED.
- 5.5. A 100mm CONCRETE DOOR SILL WITH IS A LIQUID BARRIER IN BOTH DIRECTIONS MUST BE PROVIDED.

**6. FIRE PROTECTION AND ALARM:**

- 6.1. 3 HOUR FIRE RATED CONSTRUCTION IS REQUIRED OF ALL VAULTS, INCLUDING AIRWAYS.
- 6.2. A CEILING MOUNTED SMOKE DETECTOR ACTUATE THE BUILDING FIRE ALARM SYSTEM IN CASE OF A FIRE.

**7. GROUNDING:**

- 7.1. SUPPLY AND INSTALL FOUR 3/4" x 10' GROUND RODS IN THE FOUR CORNERS OF THE VAULT ROOM, PROTRUDING NO MORE THAN 300mm ABOVE GRADE.
- 7.2. CONNECT DOORS AND LOUVRES TO THE GROUND LOOP USING #2/0 EXTRA FLEX STRANDED COPPER FOR THE DOORS AND MIN. #4 STRANDED COPPER FOR THE LOUVRES.

**8. ACCESSORIES:**

- 8.1. SUPPLY, INSTALL AND WIRE TWO LIGHT SOCKETS AND A 15A RECEPTACLE. SOCKETS ARE NOT TO BE INSTALLED DIRECTLY ABOVE TRANSFORMERS.
- 8.2. SUPPLY AND INSTALL PULLING EYES CAPABLE OF SUPPORTING 2500KG IN THE CEILING AT A POINT 0.6m FROM VAULT WALL, CENTERED ON THE DOORWAY AND ROTATED TOWARDS PRIMARY DUCTS.

**Certificate of Approval**  
The installation work covered by this document meets the  
safety requirements of Section 4 of Regulation 22/04

| REV. | DESCRIPTION | DATE | INITIALS |
|------|-------------|------|----------|
|      |             |      |          |

Date

Signature &amp; Professional Designation



WATERLOO NORTH HYDRO INC.

DATE:  
2018-07-05

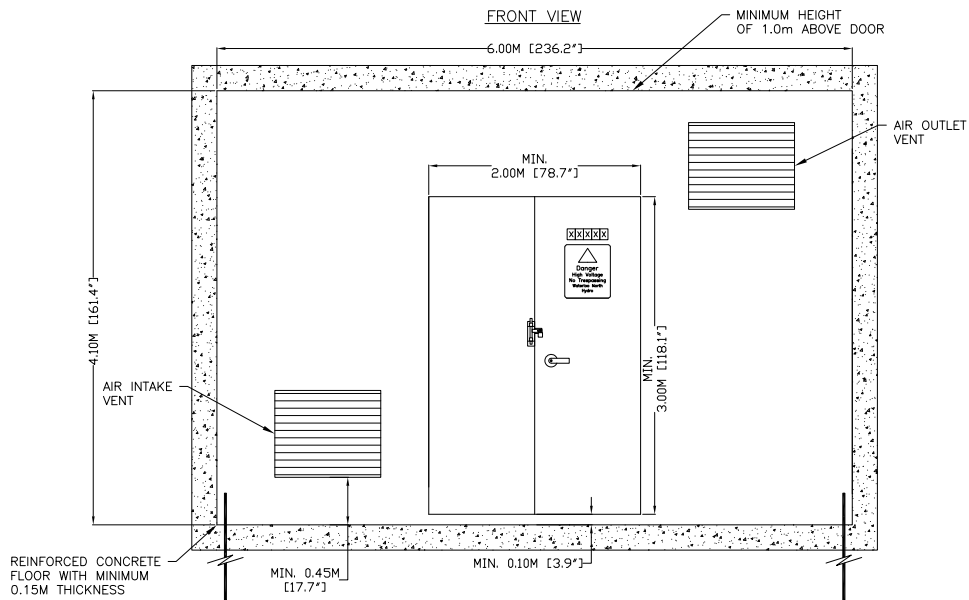
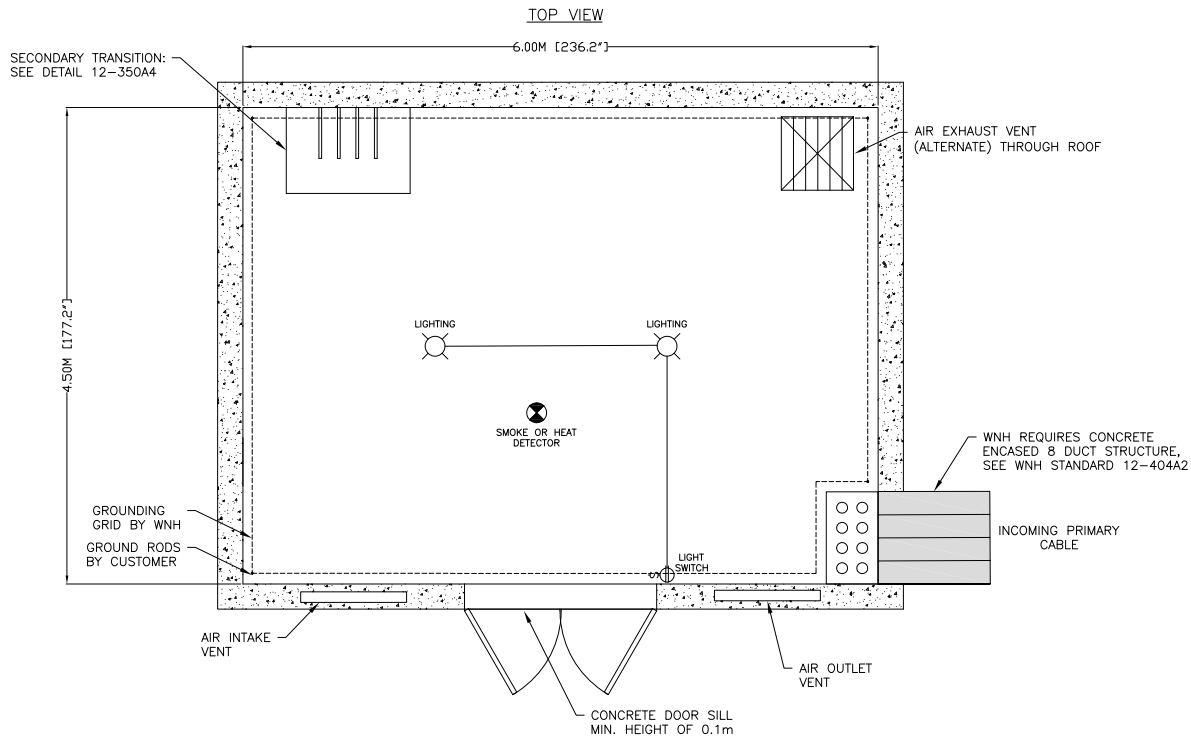
SCALE:  
NTS

REV.  
0

DWG. NO.

12-350A2

TITLE: **TRANSFORMER VAULT ROOM - LAYOUT**  
(TRANSFORMERS UP TO 300kVA)



\*— DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE INDICATED

**Certificate of Approval**  
The installation work covered by this document meets the  
safety requirements of Section 4 of Regulation 22/04

| REV. | DESCRIPTION | DATE | INITIALS |
|------|-------------|------|----------|
|      |             |      |          |

Date

Signature & Professional Designation



WATERLOO NORTH HYDRO INC.

DATE:  
2018-07-05

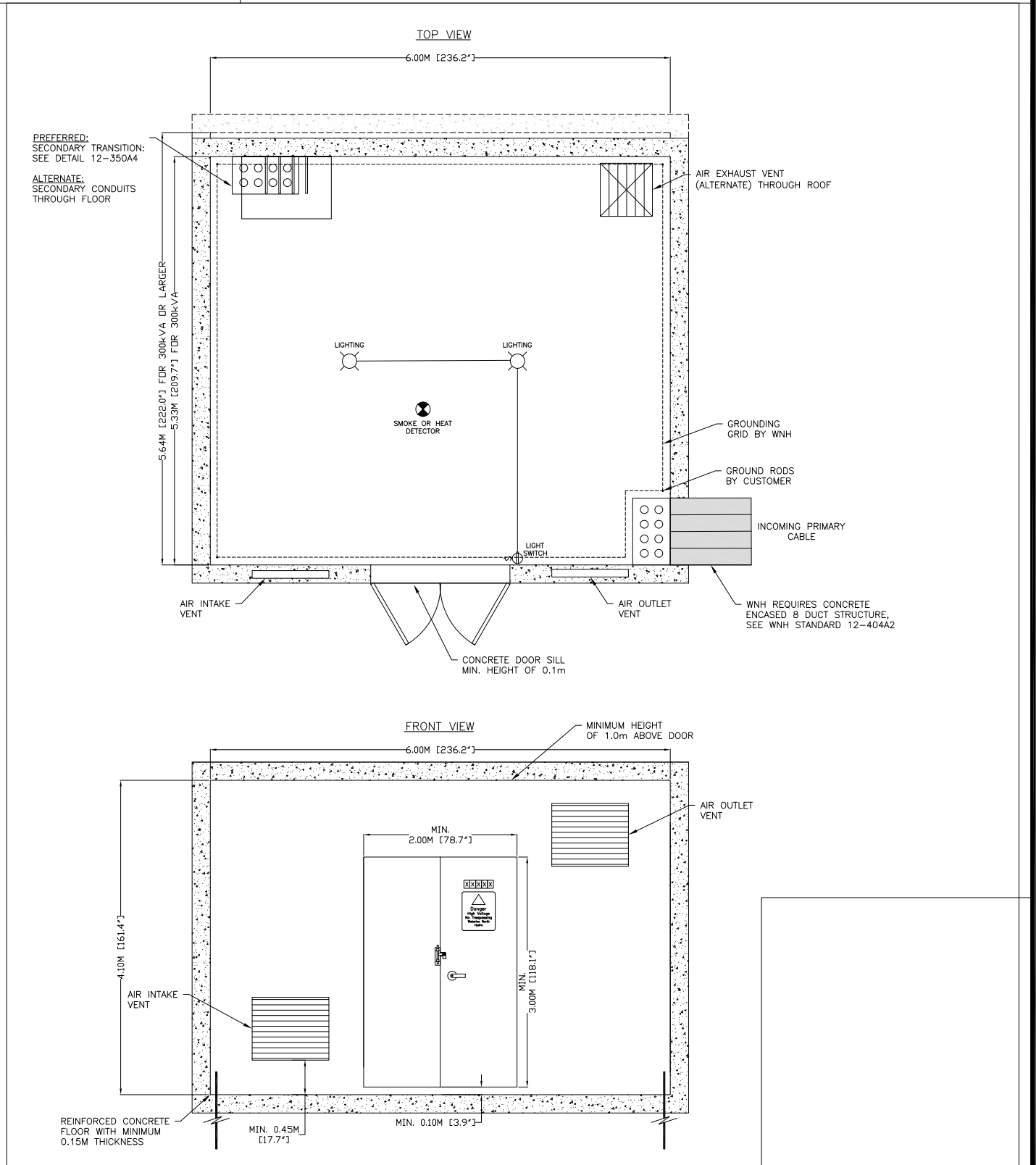
SCALE:  
NTS

REV.  
0

DWG. NO.

12-350A3

TITLE: **TRANSFORMER VAULT ROOM - LAYOUT**  
**(TRANSFORMERS GREATER THAN 300kVA)**



\*— DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE INDICATED

**Certificate of Approval**  
The installation work covered by this document meets the  
safety requirements of Section 4 of Regulation 22/04

| REV. | DESCRIPTION | DATE | INITIALS |
|------|-------------|------|----------|
|      |             |      |          |

Date

Signature & Professional Designation



WATERLOO NORTH HYDRO INC.

DATE:  
2018-07-05

SCALE:  
NTS

REV.  
0

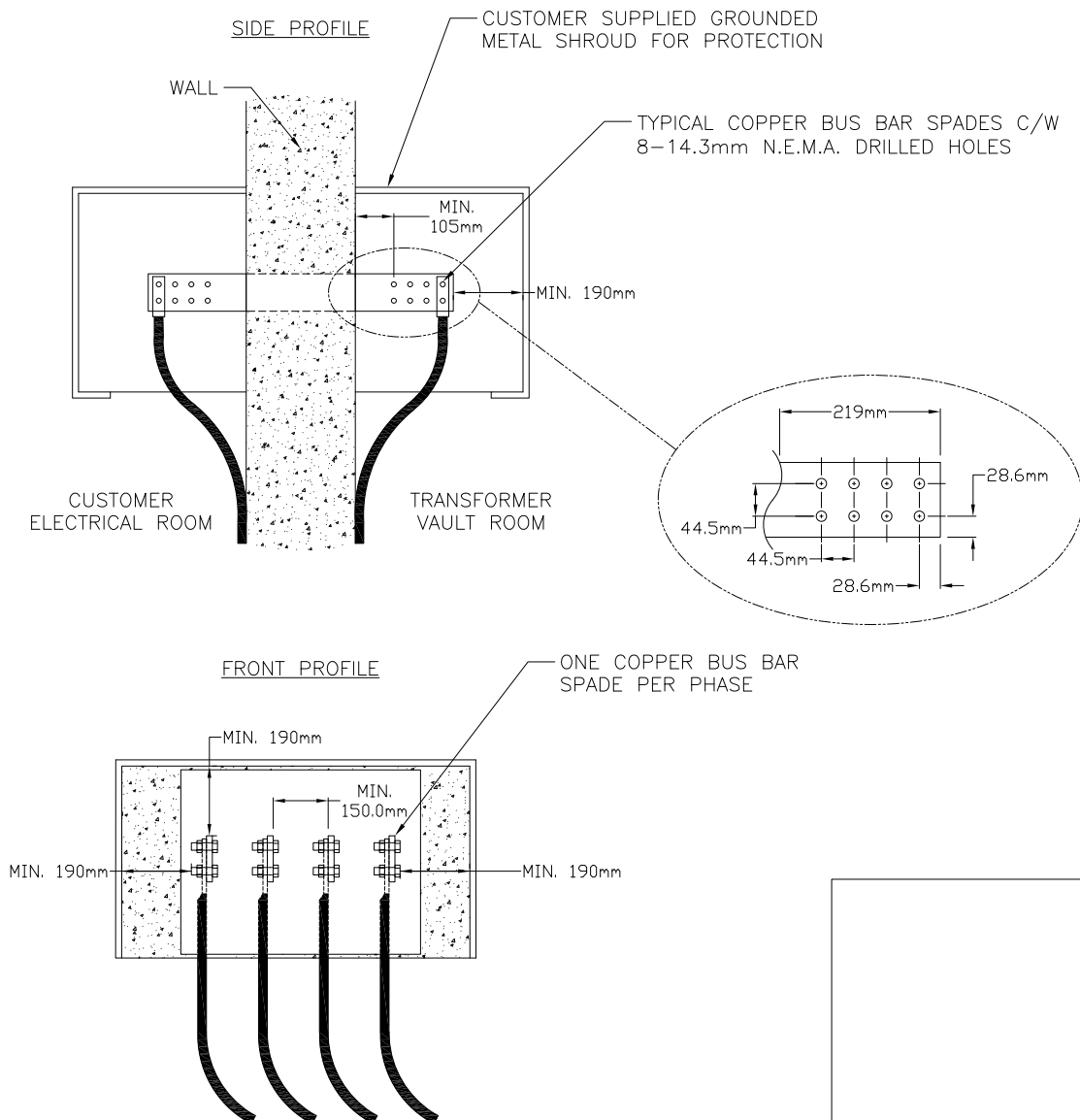
DWG. NO.

12-350A4

TITLE: **TRANSFORMER VAULT ROOM - SECONDARY TRANSITION BUS DETAILS**

NOTES:

1. CUSTOMER TO SUPPLY AND INSTALL SECONDARY TRANSITION BUS AS PER THE ONTARIO ELECTRICAL SAFETY CODE AND THE ONTARIO BUILDING CODE REQUIREMENTS.
2. SECONDARY TRANSITION BUS TO BE AT A HEIGHT OF 2.1m FROM FINISHED VAULT ROOM FLOOR LEVEL AND MUST HAVE A GROUNDED METAL SHROUD IF LOWER.
3. SECONDARY TRANSITION COPPER BUS BAR SPADES TO BE SIZED AS PER ESA BY CUSTOMER WITH 8-14.3mm N.E.M.A. DRILLED HOLES.
4. MINIMUM CLEARANCE BETWEEN LIVE PARTS (METAL-TO-METAL BETWEEN BOLTS) SHALL BE NO LESS THAN 150mm.



**Certificate of Approval**

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| REV. | DESCRIPTION | DATE | INITIALS |
|------|-------------|------|----------|
|------|-------------|------|----------|

Date

Signature & Professional Designation



WATERLOO NORTH HYDRO INC.

DATE:

2017-04-30

SCALE:

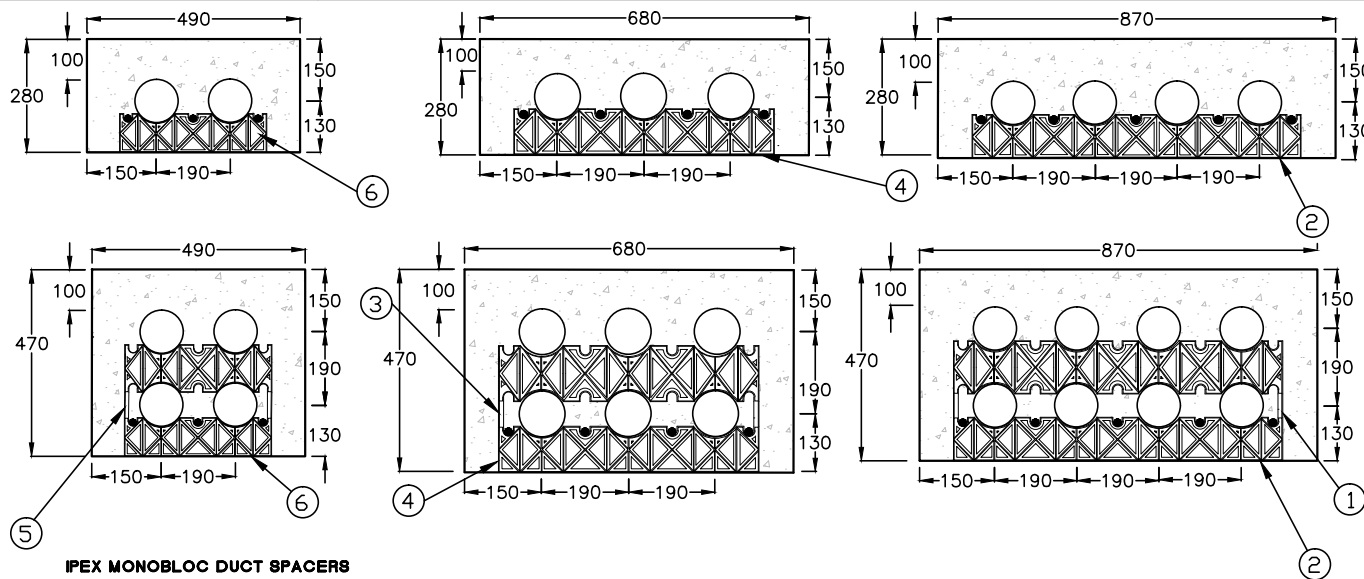
NTS

REV.

0

DWG NO.

12-404A1

**TITLE: TYPICAL CONCRETE ENCASED DUCT STRUCTURES  
FOR 200 AMP INSTALLATIONS (REBAR ON THE BOTTOM ONLY)****IPEX MONOBLOC DUCT SPACERS****TOP/INTERMEDIATE SPACER**

PRODUCT CODE - 2 WAY - 29469  
PRODUCT CODE - 3 WAY - 29497  
PRODUCT CODE - 4 WAY - 29498

**BASE SPACER**

PRODUCT CODE - 2 WAY - 29466  
PRODUCT CODE - 3 WAY - 29488  
PRODUCT CODE - 4 WAY - 29489

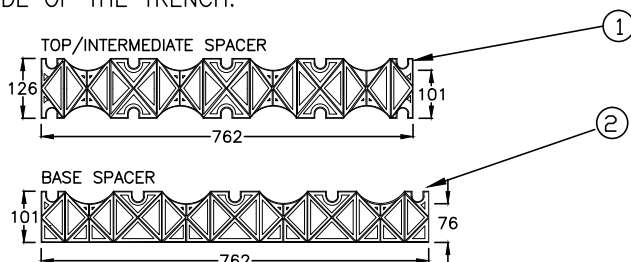
**IPEX MONOBLOC BELL ENDS**

PRODUCT CODE - BELL END - 029064

\*- DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE INDICATED

**NOTES**

1. DUCT BANK TO HAVE MINIMUM 1.0m COVER AND BE PLACED ON MINIMUM BEARING CAPACITY OF 95kPa ULS SOIL.
2. DUCT TO BE 100mm TYPE II P.V.C IPEX SUPERDUCT DB2 PVC UNDERGROUND CONDUIT. ALL HORIZONTAL BENDS ARE TO HAVE A MINIMUM 1.5m RADIUS.
3. ALL DUCT JOINTS SHALL BE SOLVENT WELDED (GLUED) AS PER DUCT MANUFACTURER'S RECOMMENDATIONS.
4. DUCT JOINTS TO BE STAGGERED A MINIMUM OF 0.2m & SECURED WITH AN APPROVED COUPLING.
5. SPACERS ARE TO BE RIGID NON BENDABLE TYPE AS PER IPEX PRODUCTS SHOWN. SPACERS TO BE PLACED UNDER EACH DUCT LAYER WITH MAXIMUM CENTER TO CENTER DISTANCE OF 1.5m AND LOCATED WITHIN 600mm EACH SIDE OF COUPLERS ALONG ENTIRE LENGTH OF DUCT BANK.
6. #15 M REBAR TO BE PLACED ON BOTTOM OF THE DUCT BANK ONLY UNLESS OTHERWISE INDICATED. REINFORCING STEEL SHALL BE GRADE 400 AND SHALL CONFORM TO THE LATEST VERSION OF CSA G30.12.
7. LAP SPLICES IN REINFORCING STEEL SHALL BE 450mm MINIMUM.
8. NON METALLIC ROPE OR BANDING SHALL BIND DUCTS & SPACERS EVERY 3m. DUCT BANK IS TO BE ANCHORED TO PREVENT FLOATING. DO NOT ALLOW CONCRETE TO ENTER THE DUCTS DURING CONCRETE PLACEMENT.
9. ALL DUCTS ARE TO BE ENCASED WITH A MINIMUM 75mm CONCRETE UNLESS OTHERWISE INDICATED.
10. ALL BOTTOM DUCTS TO HAVE A MINIMUM 80mm CONCRETE UNDERNEATH.
11. CONCRETE TO BE 20MPa MINIMUM AT 28 DAYS, 10mm PEASTONE, 80mm SLUMP. REQUIRED. CONCRETE MATERIALS AND METHODS OF INSTALLATION SHOULD CONFORM TO THE LATEST VERSION OF CAN/CSA A23.1 AND CAN/CSA A23.2. WINTER HANDLING WHEN REQUIRED.
12. BELL ENDS ARE TO BE USED ON ALL DUCTS ENTERING PULLING PITS OR CONCRETE ENCLOSURES. BELL ENDS MUST BE INSTALLED FLUSH WITH THE INSIDE WALL OF THE BUILDING OR CONCRETE ENCLOSURE.
13. EACH DUCT TO BE CLEANED & 2000 lb FLAT MULE ROPE INSTALLED.
14. ENDS OF DUCTS TO BE CAPPED & MARKED WITH ELECTRONIC MARKERS.
15. RED CAUTION TAPE TO BE INSTALLED 300mm ABOVE THE DUCT BANK, ONE STRIP ON EACH SIDE OF THE TRENCH.

**Certificate of Approval**

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**REV. DESCRIPTION****DATE INITIALS****Name****Date****Signature & Professional Designation**

**STANDARD****12-404A1**

| Material List |             |                                         |               |
|---------------|-------------|-----------------------------------------|---------------|
| Item          | Quantity    | Description                             | HTE Part #    |
| 1             | As Required | Duct Spacer 4" - 4 Way PVC Intermediate | 250 020 00071 |
| 2             | As Required | Duct Spacer 4" - 4 Way PVC Base Type    | 250 020 00091 |
| 3             | As Required | Duct Spacer 4" - 3 Way PVC Intermediate | 250 020 00066 |
| 4             | As Required | Duct Spacer 4" - 3 Way PVC Base Type    | 250 020 00086 |
| 5             | As Required | Duct Spacer 4" - 2 Way PVC Intermediate | 250 020 00056 |
| 6             | As Required | Duct Spacer 4" - 2 Way PVC Base Type    | 250 020 00081 |
| 7             | As Required | Bell Ends (Not Shown)                   | 250 020 00051 |

**FORMERLY WNH STANDARD U2-4A**



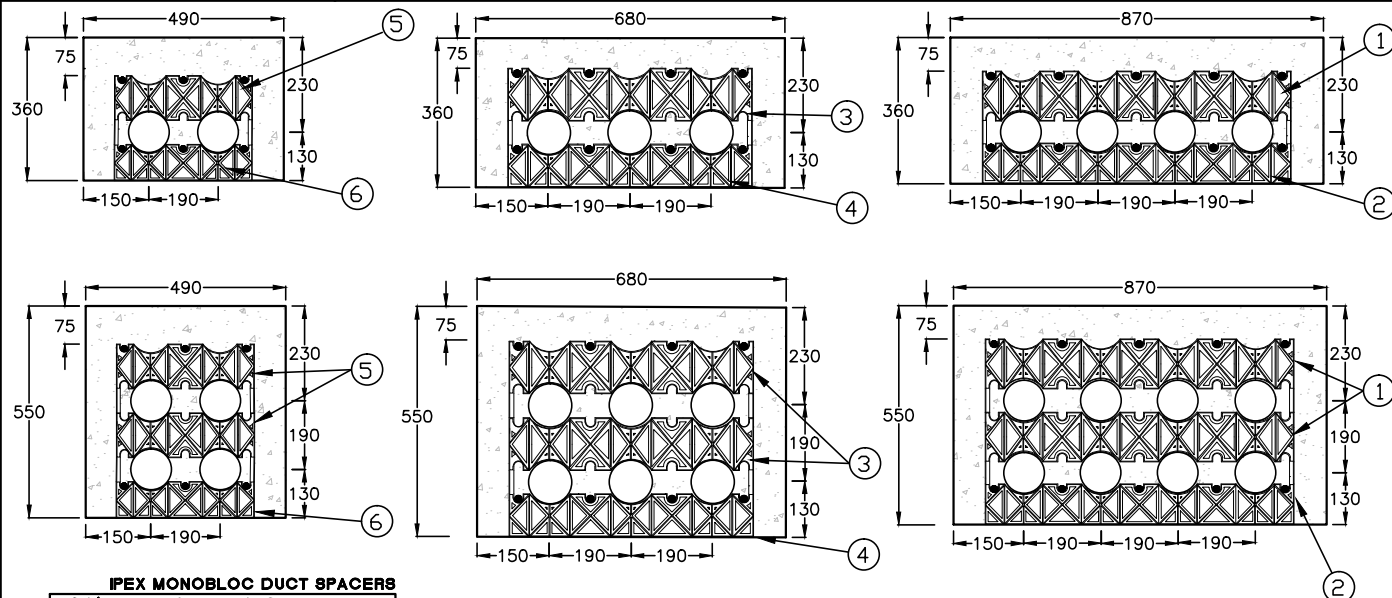
WATERLOO NORTH HYDRO INC.

DATE: 2017-04-30

SCALE: NTS

REV. 0

DWG NO. 12-404A2

TITLE: TYPICAL CONCRETE ENCASED DUCT STRUCTURES  
FOR 200 AMP OR 600 AMP INSTALLATIONS (REBAR TOP AND BOTTOM)

## IPEX MONOBLOC DUCT SPACERS

## TOP/INTERMEDIATE SPACER

PRODUCT CODE - 2 WAY - 29469  
PRODUCT CODE - 3 WAY - 29497  
PRODUCT CODE - 4 WAY - 29498

## BASE SPACER

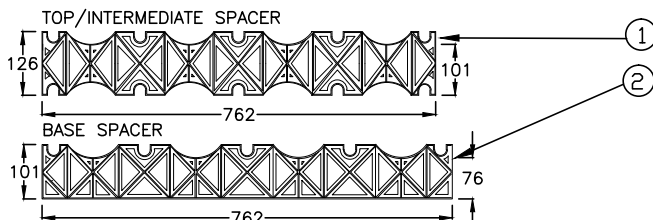
PRODUCT CODE - 2 WAY - 29466  
PRODUCT CODE - 3 WAY - 29488  
PRODUCT CODE - 4 WAY - 29489

## IPEX MONOBLOC BELL ENDS

PRODUCT CODE - BELL END - 029064

## NOTES

1. DUCT BANK TO HAVE MINIMUM 0.9m COVER.
2. DUCT TO BE 100mm TYPE II P.V.C IPEX SUPERDUCT DB2 PVC UNDERGROUND CONDUIT. ALL HORIZONTAL BENDS ARE TO HAVE A MINIMUM 1.5m RADIUS.
3. ALL DUCT JOINTS SHALL BE SOLVENT WELDED (GLUED) AS PER DUCT MANUFACTURER'S RECOMMENDATIONS.
4. DUCT JOINTS TO BE STAGGERED A MINIMUM OF 0.2m & SECURED WITH AN APPROVED COUPLING.
5. SPACERS ARE TO BE RIGID NON BENDABLE TYPE AS PER IPEX PRODUCTS SHOWN. SPACERS TO BE PLACED UNDER EACH DUCT LAYER WITH MAXIMUM CENTER TO CENTER DISTANCE OF 1.5m AND LOCATED WITHIN 600mm EACH SIDE OF COUPLERS ALONG ENTIRE LENGTH OF DUCT BANK.
6. #15 M REBAR TO BE PLACED ON BOTTOM OF THE DUCT BANK ONLY UNLESS OTHERWISE INDICATED. REINFORCING STEEL SHALL BE GRADE 400 AND SHALL CONFORM TO THE LATEST VERSION OF CSA G30.12.
7. LAP SPLICES IN REINFORCING STEEL SHALL BE 450mm MINIMUM.
8. NON METALLIC ROPE OR BANDING SHALL BIND DUCTS & SPACERS EVERY 3m. DUCT BANK IS TO BE ANCHORED TO PREVENT FLOATING. DO NOT ALLOW CONCRETE TO ENTER THE DUCTS DURING CONCRETE PLACEMENT.
9. ALL DUCTS ARE TO BE ENCASED WITH A MINIMUM 75mm CONCRETE UNLESS OTHERWISE INDICATED.
10. ALL BOTTOM DUCTS TO HAVE A MINIMUM 80mm CONCRETE UNDERNEATH.
11. CONCRETE TO BE 20MPa MINIMUM AT 28 DAYS, 10mm PEASTONE, 80mm SLUMP. REQUIRED. CONCRETE MATERIALS AND METHODS OF INSTALLATION SHOULD CONFORM TO THE LATEST VERSION OF CAN/CSA A23.1 AND CAN/CSA A23.2. WINTER HANDLING WHEN REQUIRED.
12. BELL ENDS ARE TO BE USED ON ALL DUCTS ENTERING PULLING PITS OR CONCRETE ENCLOSURES. BELL ENDS MUST BE INSTALLED FLUSH WITH THE INSIDE WALL OF THE BUILDING OR CONCRETE ENCLOSURE.
13. EACH DUCT TO BE CLEANED & 2000 lb FLAT MULE ROPE INSTALLED.
14. ENDS OF DUCTS TO BE CAPPED & MARKED WITH ELECTRONIC MARKERS.
15. RED CAUTION TAPE TO BE INSTALLED 300mm ABOVE THE DUCT BANK, ONE STRIP ON EACH SIDE OF THE TRENCH.



\*- DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE INDICATED

## Certificate of Approval

The installation work covered by this document meets the safety requirements of Section 4 of Regulation 22/04

Name \_\_\_\_\_

Date \_\_\_\_\_

Signature &amp; Professional Designation \_\_\_\_\_

| REV. | DESCRIPTION | DATE | INITIALS |
|------|-------------|------|----------|
|------|-------------|------|----------|

**STANDARD****12-404A2**

| Material List |             |                                         |               |
|---------------|-------------|-----------------------------------------|---------------|
| Item          | Quantity    | Description                             | HTE Part #    |
| 1             | As Required | Duct Spacer 4" - 4 Way PVC Intermediate | 250 020 00071 |
| 2             | As Required | Duct Spacer 4" - 4 Way PVC Base Type    | 250 020 00091 |
| 3             | As Required | Duct Spacer 4" - 3 Way PVC Intermediate | 250 020 00066 |
| 4             | As Required | Duct Spacer 4" - 3 Way PVC Base Type    | 250 020 00086 |
| 5             | As Required | Duct Spacer 4" - 2 Way PVC Intermediate | 250 020 00056 |
| 6             | As Required | Duct Spacer 4" - 2 Way PVC Base Type    | 250 020 00081 |
|               | As Required | Bell Ends (Not Shown)                   | 250 020 00051 |

**FORMERLY WNH STANDARD U2-4B**



## Appendix B: Architectural Package

167-171 King Street - Waterloo

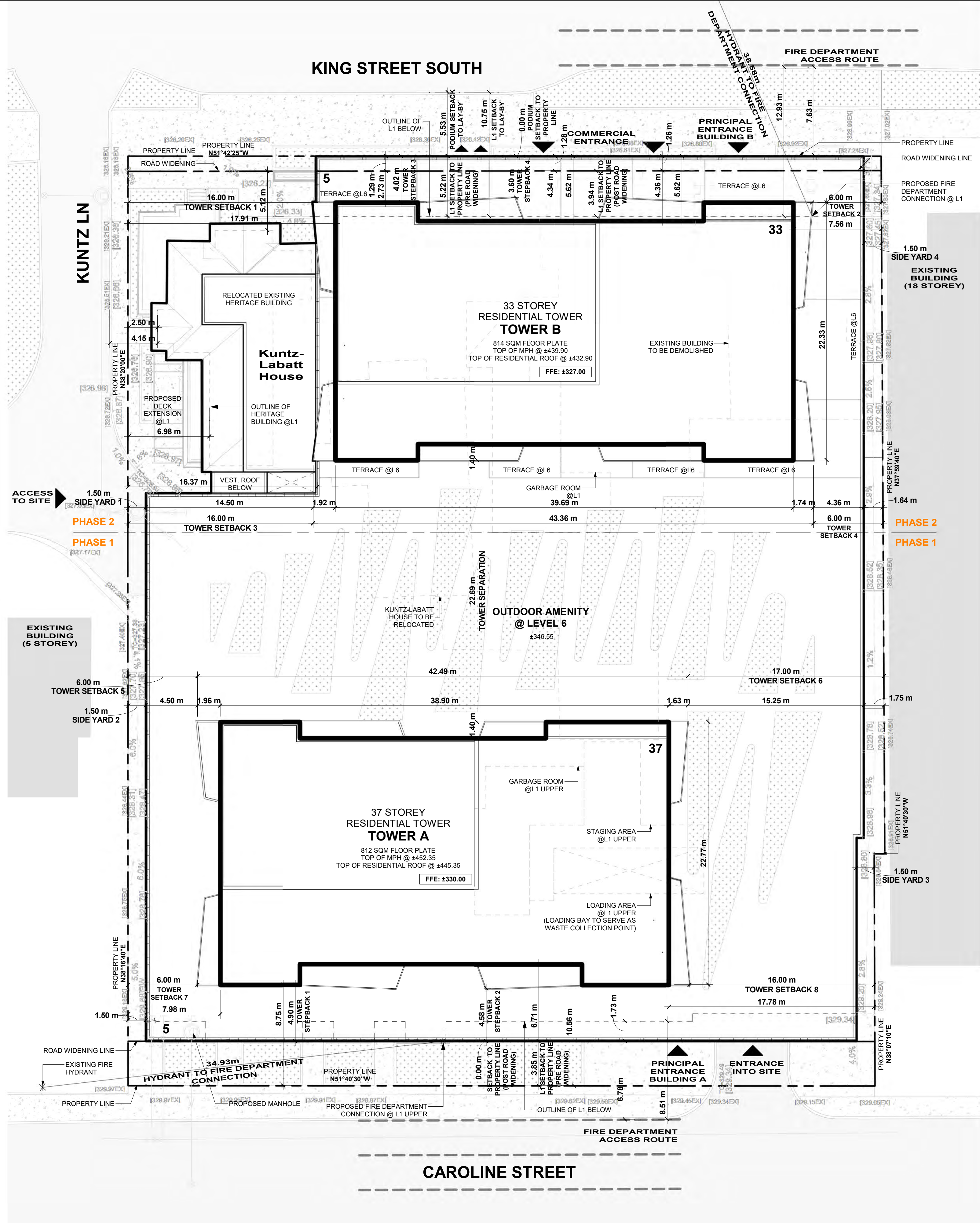
| Project Statistics                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  | Project No. 24-036 |             |           |         |     |       |      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--------------------|-------------|-----------|---------|-----|-------|------|
| July 31, 2025                                                                                                                                                                                                                                                                       |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| 1.0 LOT AREA                                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| 1.1 Gross Site Area                                                                                                                                                                                                                                                                 |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | hectare            | acres       | sq.m      | sq.ft   |     |       |      |
| Total Site Area                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | 0.53               | 1.30        | 5,255.93  | 56,574  |     |       |      |
| 1.2 Road Widening Area (King Street South)                                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | hectare            | acres       | sq.m      | sq.ft   |     |       |      |
| Total Site Area                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | 0.01               | 0.02        | 83.50     | 899     |     |       |      |
| 1.3 Road Widening Area (Caroline Street)                                                                                                                                                                                                                                            |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | hectare            | acres       | sq.m      | sq.ft   |     |       |      |
| Total Site Area                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | 0.02               | 0.06        | 249.00    | 2,680   |     |       |      |
| 1.4 Net Site Area                                                                                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | hectare            | acres       | sq.m      | sq.ft   |     |       |      |
| Total Site Area                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | 0.49               | 1.22        | 4,923.43  | 52,995  |     |       |      |
| 2.0 Proposed BFA                                                                                                                                                                                                                                                                    |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| BUILDING FLOOR AREA : means the gross floor area of a BUILDING measured between the outside of all exterior walls. Includes an attic with a clear ceiling height of two-point-one-five metres (2.15m) for at least fifty percent (50%) of the attic floor area. Excludes STRUCTURED |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| 2.1 Phase 1 - 37-Storey                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| BFA Podium                                                                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | floors             | sq.m        | sq.m      | sq.ft   |     |       |      |
| Level 1                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 818       | 8,810   |     |       |      |
| Level 1 (Upper)                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | 1                  | x           | 1,106     | 11,903  |     |       |      |
| Level 2                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 213       | 2,298   |     |       |      |
| Level 3                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 184       | 1,985   |     |       |      |
| Levels 4 to 5                                                                                                                                                                                                                                                                       |  |  |  |  |  |  |  |  |  | 2                  | x           | 369       | 3,971   |     |       |      |
| Total                                                                                                                                                                                                                                                                               |  |  |  |  |  |  |  |  |  |                    |             | 2,691     | 28,967  |     |       |      |
| 2.2 BFA Residential (TOWER A)                                                                                                                                                                                                                                                       |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | floors             | sq.m        | sq.m      | sq.ft   |     |       |      |
| Level 6                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 814       | 8,759   |     |       |      |
| Levels 7 to 37                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |  |  |  | 31                 | x           | 814       | 25,225  |     |       |      |
| Total (TOWER A)                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |                    |             | 26,038    | 280,275 |     |       |      |
| 2.3 PHASE 2 - 33-Storey                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| BFA Podium                                                                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | floors             | sq.m        | sq.m      | sq.ft   |     |       |      |
| Level 1                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 1,236     | 13,307  |     |       |      |
| Level 1 (Mezzanine)                                                                                                                                                                                                                                                                 |  |  |  |  |  |  |  |  |  | 1                  | x           | 234       | 2,518   |     |       |      |
| Level 2                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 483       | 5,202   |     |       |      |
| Level 3                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 144       | 1,550   |     |       |      |
| Levels 4 to 5                                                                                                                                                                                                                                                                       |  |  |  |  |  |  |  |  |  | 2                  | x           | 288       | 3,100   |     |       |      |
| Total                                                                                                                                                                                                                                                                               |  |  |  |  |  |  |  |  |  |                    |             | 2,386     | 25,677  |     |       |      |
| 2.4 BFA Residential (TOWER B)                                                                                                                                                                                                                                                       |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | floors             | sq.m        | sq.m      | sq.ft   |     |       |      |
| Level 6                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 814       | 8,759   |     |       |      |
| Levels 7 to 33                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |  |  |  | 27                 | x           | 814       | 21,970  |     |       |      |
| Total (TOWER B)                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |                    |             | 22,784    | 245,241 |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | floors             | sq.m        | sq.m      | sq.ft   |     |       |      |
| Total BFA PHASE 1                                                                                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |                    |             | 26,739.45 | 289,241 |     |       |      |
| Total BFA PHASE 2                                                                                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |                    |             | 25,169.23 | 270,919 |     |       |      |
| Grand Total BFA                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |                    |             | 53,898.68 | 580,161 |     |       |      |
| 3.0 Proposed GCA                                                                                                                                                                                                                                                                    |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| 3.1 Podium Parking Area                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | PHASE 1            | PHASE 2     | sq.m      | sq.ft   |     |       |      |
| Level 1                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 1,476     | 319     |     |       |      |
| Level 2                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 1,869     | 2,060   |     |       |      |
| Level 3                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 2,549     | 3,972   |     |       |      |
| Levels 4 to 5                                                                                                                                                                                                                                                                       |  |  |  |  |  |  |  |  |  | 2                  | x           | 2,549     | 7,044   |     |       |      |
| Total Proposed Parking GCA                                                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |                    |             | 16,373    | 176,237 |     |       |      |
| 3.2 Total Proposed GCA                                                                                                                                                                                                                                                              |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | TOWER A            | TOWER B     | sq.m      | sq.ft   |     |       |      |
| Total Proposed Parking GCA                                                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |                    |             | 16,373    | 176,237 |     |       |      |
| Grand Total Proposed GCA                                                                                                                                                                                                                                                            |  |  |  |  |  |  |  |  |  |                    |             | 53,899    | 580,161 |     |       |      |
| Total Proposed GCA                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  |                    |             | 70,272    | 756,398 |     |       |      |
| 4.0 FSI                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| 4.1 Gross FSI Calculation based on Total Floor area divided by Gross Site area                                                                                                                                                                                                      |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| BFA / Lot Area                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |  |  |  |                    |             | 10.29     |         |     |       |      |
| 4.2 Net FSI Calculation based on Total Floor area divided by Net Site area                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| BFA / Lot Area                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |  |  |  |                    |             | 10.99     |         |     |       |      |
| 5.0 Proposed Retail Area                                                                                                                                                                                                                                                            |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| 5.3 Commercial ( PHASE 2)                                                                                                                                                                                                                                                           |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | floors             | sq.m        | sq.m      | sq.ft   |     |       |      |
| Level 1                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 790.68    | 8,511   |     |       |      |
| Total Retail Saleable Area                                                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |                    |             | 790.68    | 8,511   |     |       |      |
| 6.0 Unit Count                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| 6.1 Residential (TOWER A)                                                                                                                                                                                                                                                           |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| Floor Levels                                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  | floors             | Total Units | 1BR       | 2BR     | 3BR | Total |      |
| Level 1                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 4         | 3       | 1   | 0     | 4    |
| Level 6                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 0         | 0       | 0   | 0     | 0    |
| Levels 7 to 37                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |  |  |  | 31                 | x           | 14        | 10      | 4   | 0     | 434  |
| Total Units (TOWER A)                                                                                                                                                                                                                                                               |  |  |  |  |  |  |  |  |  |                    |             | 313       | 125     | 0   |       | 438  |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |                    |             | 71%       | 29%     | 0%  |       | 100% |
| 6.2 Residential (TOWER B)                                                                                                                                                                                                                                                           |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| Floor Levels                                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  | floors             | Total Units | 1BR       | 2BR     | 3BR | Total |      |
| Level 2                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 5         | 4       | 1   | 0     | 5    |
| Level 6                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 1                  | x           | 13        | 9       | 4   | 0     | 13   |
| Levels 7 to 33                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |  |  |  | 27                 | x           | 14        | 10      | 4   | 0     | 378  |
| Total Units (TOWER B)                                                                                                                                                                                                                                                               |  |  |  |  |  |  |  |  |  |                    |             | 283       | 113     | 0   |       | 396  |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |                    |             | 71%       | 29%     | 0%  |       | 100% |
| Total Units                                                                                                                                                                                                                                                                         |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       | 834  |
| 7.0 Amenity Areas                                                                                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| Indoor Amenity Provided                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | sq.m               | sq.m        | sq.ft     |         |     |       |      |
| Indoor Amenity on L6                                                                                                                                                                                                                                                                |  |  |  |  |  |  |  |  |  | 758.97             | 758.97      | 8,169     |         |     |       |      |
| Total Indoor Amenity Provided                                                                                                                                                                                                                                                       |  |  |  |  |  |  |  |  |  | 758.97             |             | 8,169     |         |     |       |      |
| Outdoor Amenity Provided                                                                                                                                                                                                                                                            |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | sq.m               | sq.m        | sq.ft     |         |     |       |      |
| Outdoor Amenity on L6                                                                                                                                                                                                                                                               |  |  |  |  |  |  |  |  |  | 1,182.46           | 1,182.46    | 12,728    |         |     |       |      |
| Total Outdoor Amenity Provided                                                                                                                                                                                                                                                      |  |  |  |  |  |  |  |  |  | 1,182.46           |             | 12,728    |         |     |       |      |
| Private Terraces / Balconies Provided                                                                                                                                                                                                                                               |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | sq.m               | sq.m        | sq.ft     |         |     |       |      |
| Private Terraces / Balconies                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  | 6,269.80           | 6,269.80    | 67,488    |         |     |       |      |
| Total Private Terraces / Balconies Provided                                                                                                                                                                                                                                         |  |  |  |  |  |  |  |  |  | 6,269.80           |             | 67,488    |         |     |       |      |
| Total Amenity Provided                                                                                                                                                                                                                                                              |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | sq.m               | sq.m        | sq.ft     |         |     |       |      |
| Indoor Amenity                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |  |  |  | 758.97             |             | 8,169     |         |     |       |      |
| Outdoor Amenity                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | 1,182.46           |             | 12,728    |         |     |       |      |
| Private Terraces / Balconies                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  | 6,269.80           |             | 67,488    |         |     |       |      |
| Total Indoor & Outdoor Amenity Provided                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  | 8,211.23           |             | 88,385    |         |     |       |      |
| 8.0 Vehicular Parking                                                                                                                                                                                                                                                               |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| 8.0 Parking Ratio Proposed                                                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| Total                                                                                                                                                                                                                                                                               |  |  |  |  |  |  |  |  |  | ratio              | units       | spaces    |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | 0.48               | x 634       | 400       |         |     |       |      |
| 8.1 Parking Provided Phase 1                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | floors             | No.         | spaces    |         |     |       |      |
| L1                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  | 1                  | x           | 24        | 24      |     |       |      |
| L2                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  | 1                  | x           | 48        | 48      |     |       |      |
| L3                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  | 1                  | x           | 70        | 70      |     |       |      |
| L4                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  | 1                  | x           | 70        | 70      |     |       |      |
| L5                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  | 1                  | x           | 71        | 71      |     |       |      |
| Total Parking Provided                                                                                                                                                                                                                                                              |  |  |  |  |  |  |  |  |  |                    |             | 283       |         |     |       |      |
| 8.2 Parking Provided Phase 2                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | floors             | No.         | spaces    |         |     |       |      |
| L1                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  | 1                  | x           | 1         | 1       |     |       |      |
| L2                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  | 1                  | x           | 20        | 20      |     |       |      |
| L3                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  | 1                  | x           | 33        | 33      |     |       |      |
| L4                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  | 1                  | x           | 33        | 33      |     |       |      |
| L5                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  | 2                  | x           | 33        | 66      |     |       |      |
| Total Parking Provided                                                                                                                                                                                                                                                              |  |  |  |  |  |  |  |  |  |                    |             | 120       |         |     |       |      |
| Grand Total Parking Provided                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |                    |             | 403       |         |     |       |      |
| 8.3 Accessible Parking Required                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| Total                                                                                                                                                                                                                                                                               |  |  |  |  |  |  |  |  |  | Type A             | Type B      | spaces    |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | 6                  | 6           | 12        |         |     |       |      |
| 8.4 Accessible Parking Provided                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| Total                                                                                                                                                                                                                                                                               |  |  |  |  |  |  |  |  |  | Type A             | Type B      | spaces    |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | 6                  | 7           | 13        |         |     |       |      |
| 9.0 Bike Parking                                                                                                                                                                                                                                                                    |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| 9.0 Bike Parking Ratio Proposed                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
| Total                                                                                                                                                                                                                                                                               |  |  |  |  |  |  |  |  |  | ratio              | units       | spaces    |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | 0.30               | x 634       | 260       |         |     |       |      |
| 9.1 Bike Parking Provided                                                                                                                                                                                                                                                           |  |  |  |  |  |  |  |  |  |                    |             |           |         |     |       |      |
|                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  | floors             | No.         | spaces    |         |     |       |      |
| L1 (Lower)                                                                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  | 1                  | x           | 256       | 256     |     |       |      |
| Total Bike Parking Provided                                                                                                                                                                                                                                                         |  |  |  |  |  |  |  |  |  |                    |             | 256       |         |     |       |      |

1 | Project Statistics

SITE PLAN DATA CHART

CITY OF WATERLOO ZONING BY-LAW NO.2018-050

|                                                                                                                                                                                     | REQUIRED/PERMITTED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | PROVIDED                                                                                                                                                                                                                                                                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                     | U2-B1 & Site Specific: C159<br>167-171 King Street S, Waterloo                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | (Non-compliance bolded)                                                                                                                                                                                                                                                 |
| Site Area                                                                                                                                                                           | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Existing site area = 0.53 ha (5255.9m2)<br><br>Road widening area = 332.50m2<br><br>0.49 ha (4923.43m2)<br><br>Pre Road widening:<br>King St = 0m<br><br>Post Road widening:<br>King St = 0m                                                                            |
| STREET LINE SETBACK (MIN.) - KING STREET                                                                                                                                            | 4m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                         |
| Section 8.2.7 Notwithstanding anything to the contrary, where a lot line abuts King St between William and Union Sts, the minimum street line setback from King street shall be 4m. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                         |
| STREET LINE SETBACK (MIN.) - CAROLINE STREET                                                                                                                                        | 5m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 0 m (post-road widening)                                                                                                                                                                                                                                                |
| STREET LINE SETBACK (MAX.)                                                                                                                                                          | 75% of the Street line building facade<br>Within 6m of the street line                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | King St = 85.56%<br>Caroline St = 36.14%                                                                                                                                                                                                                                |
| SIDE YARD SETBACK (MIN.)<br>Section 8.1.8                                                                                                                                           | 1.5m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Side yard 1 = 1.5m<br>Side yard 2 = 1.5m<br>Side yard 3 = 1.5m<br>Side yard 4 = 1.5m                                                                                                                                                                                    |
| LOT LINE ABUTTING A LANE<br>Notwithstanding anything to the contrary, where a LOT LINE abuts a LANE, the minimum LOT LINE setback shall be 2.5m                                     | 2.5m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | To Heritage House = 2.5m<br>To the Podium = 1.5m                                                                                                                                                                                                                        |
| REAR YARD SETBACK (MIN.)                                                                                                                                                            | 4.5m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Not applicable                                                                                                                                                                                                                                                          |
| COMPLEMENTARY USES (Maximum)                                                                                                                                                        | Complementary Uses specified in section 8.2.1.3 shall not collectively exceed 50% of the BUILDING FLOOR AREA on the LOT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Not applicable                                                                                                                                                                                                                                                          |
| ANCILLARY USES (Maximum)                                                                                                                                                            | Ancillary Uses specified in section 8.2.1.4 shall not collectively exceed 20% of the BUILDING FLOOR AREA on the LOT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Building Floor Area = 53898.68m2<br>Ancillary Uses = 790.68m2<br><br>790.68m2 / 53898.68m2 = 1.5%                                                                                                                                                                       |
|                                                                                                                                                                                     | BUILDING FLOOR AREA devoted to all BAKE SHOPS, CAFES and RESTAURANTS (including TAKE OUT RESTAURANTS) combined shall not collectively exceed 10% of the BUILDING FLOOR AREA on the LOT                                                                                                                                                                                                                                                                                                                                                                                                                    | Building Floor Area = 53898.68m2<br>Restaurant = 621.80m2<br><br>621.80m2 / 53898.68m2 = 1.15%                                                                                                                                                                          |
| ANCILLARY USES                                                                                                                                                                      | Ancillary Uses specified in section 8.2.1.4 shall be located on the FIRST STOREY of a BUILDING containing one or more of the permitted uses specified in sections 8.2.1.1 and 8.2.1.2                                                                                                                                                                                                                                                                                                                                                                                                                     | Commercial units on the first storey of "DWELLING UNITS above the FIRST STOREY in a MIXED USE BUILDING"                                                                                                                                                                 |
|                                                                                                                                                                                     | Ancillary Uses specified in section 8.2.1.4 shall abut a STREET LINE BUILDING FACADE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Commercial Units abut King St's Building facade                                                                                                                                                                                                                         |
| DENSITY (MIN.)                                                                                                                                                                      | 150 Bedrooms / ha =<br>0.53 ha<br>0.53 *150 = 79.5<br><br>Total Min. Permitted = 80 Bedrooms                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | See Max. Density                                                                                                                                                                                                                                                        |
| DENSITY (MAX.)                                                                                                                                                                      | 750 Bedrooms / ha =<br>0.53 ha<br>0.53 *750 = 397.5<br><br>Total Max. Permitted = 398 Bedrooms                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | See Max. Density<br><br>1072 bedrooms provided /0.53ha = 2022.6                                                                                                                                                                                                         |
| BUILDING HEIGHT (MAX.)<br>(See footnote)                                                                                                                                            | 81m & 25 Storeys                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Tower A (facing Caroline St)<br>Height to Floor Slab = 115.35m (37 Storeys)<br>Height to Mechanical Penthouse = 122.35m<br><br>Tower B (facing King St)<br>Height to Floor Slab = 105.9m (33 Storeys)<br>Height to Mechanical Penthouse = 112.8m                        |
| HEIGHT OF FIRST STOREY (MIN.)                                                                                                                                                       | 4m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | King St = 5.4m<br>Caroline St = 3.1m                                                                                                                                                                                                                                    |
| PODIUM HEIGHT (MIN.)                                                                                                                                                                | 10.7m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | King St = 19.55m<br>Caroline St = 16.55m                                                                                                                                                                                                                                |
| PODIUM HEIGHT (MAX.)                                                                                                                                                                | 21m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | King St = 19.55m<br>Caroline St = 16.55m                                                                                                                                                                                                                                |
| TOWER SEPARATION<br>(MEASURED FROM EXTERIOR BUILDING FACADE, INCLUDING BALCONIES MINIMUM, see 8.2.14)                                                                               | a) 22m from a TOWER on the same lot.<br>b) 11m from an INTERIOR lot line, except where the interior lot line abuts lands zoned OS3 (see 3.17.1 and 3.17.2)<br>"One tower Separation setback to a SIDE lot line may be reduced to a minimum of 6m provided that the tower separation setbacks to both side lot lines COMBINED equals a minimum 22m."                                                                                                                                                                                                                                                       | a) 22.69m<br>b) Side lot lines:<br>Tower Setback 1 = 16m<br>Tower Setback 2 = 6m<br>Tower Setback 1 = 16m<br>Tower Setback 4 = 6m<br>Tower Setback 3 = 6m<br>Tower Setback 6 = 17m<br>Tower Setback 7 = 6m<br>Tower Setback 8 = 16m                                     |
| HORIZONTAL TOWER DIMENSION (MAX.)                                                                                                                                                   | 40m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Tower A (Caroline St) = 38.90 m<br>Tower B (King St) = 39.69 m                                                                                                                                                                                                          |
| TOWER FOOTPRINT (MAX.)                                                                                                                                                              | 100m2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Tower A (Caroline St) = 814m2<br>Tower B (King St) = 814m2                                                                                                                                                                                                              |
| TOWER SETBACK ABOVE PODIUM<br>(INCLUDING BALCONIES ON FRONT BUILDING FACADE & FLANKAGE BUILDING FACADE)                                                                             | 3m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Tower A Stepback 1 = 4.9m<br>Tower A Setback 2 to Balcony = 4.58m<br><br>Tower B Stepback 3 = 4.02m<br>Tower B Setback 4 to Balcony = 3.6m                                                                                                                              |
| COMMON OUTDOOR AREA (MIN.)                                                                                                                                                          | For lots with area of 2000m <sup>2</sup> or more, 3% of lot shall be Common Outdoor Area located at grade<br>(3% x 5254m <sup>2</sup> = 157.62m <sup>2</sup> )                                                                                                                                                                                                                                                                                                                                                                                                                                            | No common outdoor AT GRADE amenity area is proposed                                                                                                                                                                                                                     |
| COMMON OUTDOOR AREA DIMENSIONS (MIN.)                                                                                                                                               | Not less than 60m, except where Common Outdoor Area is located in Front Yard or Flankage Yard where one dimension shall not be less than 4.0m                                                                                                                                                                                                                                                                                                                                                                                                                                                             | No common outdoor AT GRADE amenity area is proposed                                                                                                                                                                                                                     |
| AMENITY AREA (MIN.)                                                                                                                                                                 | 3m <sup>2</sup> for first bedroom and MIXED-USE BUILDINGS containing (1) 313+283 = 596, 1-bed x 3m <sup>2</sup> = 1,788m <sup>2</sup><br>125+113 = 238, 2-beds x 3m <sup>2</sup> = 714m <sup>2</sup><br>125+113 = 238, 2-beds x 2m <sup>2</sup> = 476m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                       | Common indoor Amenity = 758.97m <sup>2</sup><br>Common outdoor Amenity = 1161.46m <sup>2</sup><br>Private Terraces / Balconies = 6,269.80m <sup>2</sup>                                                                                                                 |
|                                                                                                                                                                                     | Total Required = 2,978m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Total provided = 8,211.23m <sup>2</sup>                                                                                                                                                                                                                                 |
| AMENITY AREA                                                                                                                                                                        | APARTMENT BUILDINGS, MULTI-UNIT RESIDENTIAL BUILDINGS AND MIXED-USE BUILDINGS containing (1) 50] BEDROOMS or more shall provide a minimum of thirty percent (30%) of the required AMENITY AREA as common AMENITY AREA, meaning AMENITY AREA designed, intended and accessible to all residents of the building.                                                                                                                                                                                                                                                                                           | Common Amenity Area (indoor and outdoor) = 1,941.43 m <sup>2</sup><br><br>Minimum Required Amenity Area = 2,978m <sup>2</sup><br><br>1,941.43 m <sup>2</sup> /2,978m <sup>2</sup> = 65.16% of the minimum REQUIRED amenity area is provided as common amenity           |
| PARKING AREA<br>(Location & Configuration)                                                                                                                                          | STRUCTURED PARKING shall be located entirely behind the BUILDING FLOOR AREA deviated to the uses specified in section 8.2.18.a.)<br><br>Notwithstanding anything to the contrary, where the FIRST STOREY is partially comprised of STRUCTURED PARKING, the principal BUILDING FACADE shall be located on the STREET LINE BUILDING FACADE containing the BUILDING FLOOR AREA required in section 8.2.18.a.)<br><br>UNDERGROUND PARKING shall comply with the FRONT YARD BUILDING LINE setback and FLANKAGE YARD BUILDING LINE setback in the zoning category, applicable to the LOT                        | Parking at Grade to King St = 28.20m<br>Parking at Level 2 to King St = 15.22m<br>Parking at Level 3-5 = 0.72m<br><br>1,645.376m <sup>2</sup> / 3,394.52m <sup>2</sup> = 48.47%                                                                                         |
|                                                                                                                                                                                     | STRUCTURED PARKING shall be permitted on the FIRST STOREY provided that:<br>a.) A minimum twenty five percent (25%) of the FIRST STOREY shall be comprised of one or more of the following uses:<br>• commercial uses specified in sections 8.2.1.1, 8.2.1.3, 8.2.1.4 and 8.2.1.6<br>• institutional uses specified in sections 8.2.1.1, 8.2.1.3, 8.2.1.4 and 8.2.1.6<br>• common indoor AMENITY AREA<br>• management office<br>• entrance / foyers<br>• lobby, reception area, seating area, and the like<br>• circulation spaces, such as hallways, elevators, and the like<br>• hydro transformer room |                                                                                                                                                                                                                                                                         |
|                                                                                                                                                                                     | STRUCTURED PARKING shall be located entirely behind the BUILDING FLOOR AREA deviated to the uses specified in section 8.2.18.a.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Structured parking is entirely behind the ground floor restaurant, retail spaces, residential lobby & mechanical room along King St.<br><br>Structured parking is entirely behind garden units, residential lobby, vestibule and a transformer vault along Caroline St. |
|                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | The building entrance on King St is located on the street line building facade.<br><br>The building entrance on Caroline St is located on the street line building facade.                                                                                              |
|                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | N/A - No underground parking is proposed.                                                                                                                                                                                                                               |

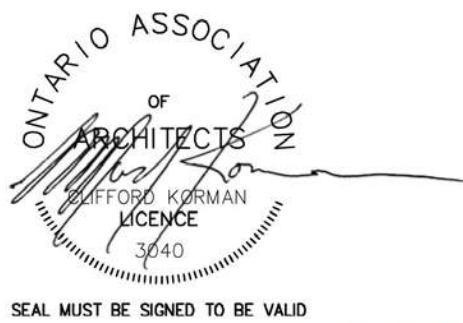


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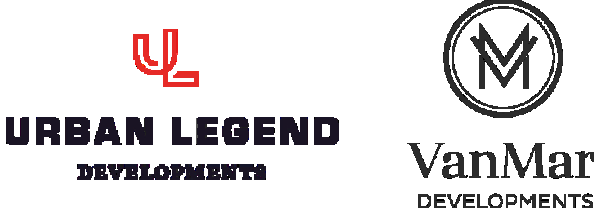


**KIRKOR**  
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400  
Toronto ON M3J 0H1

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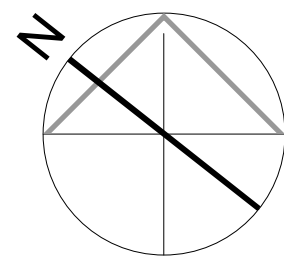


Client:  
**Urban Legend Developments Ltd/ VanMar Developments**

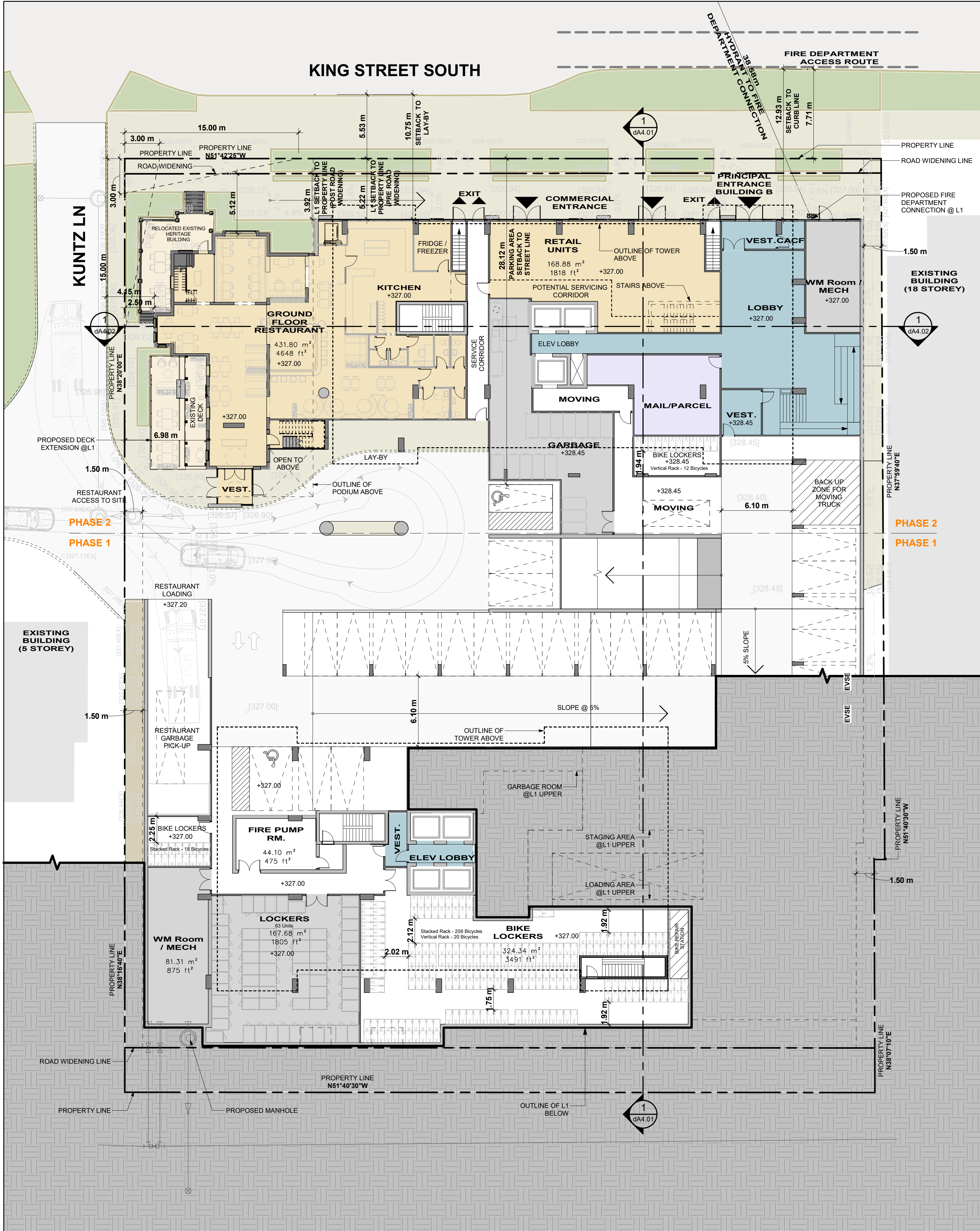
**167-171 King St. S, Waterloo, ON**  
Proposed Mixed-Use Development

Drawing Title:  
**Site Plan**

|              |            |
|--------------|------------|
| Scale:       | 1 : 200    |
| Drawn by:    | AR, NA     |
| Checked by:  | VPS        |
| Project No.: | 24-036     |
| Date:        | 2025-07-31 |
| Drawing No.: |            |



**dA1.03**



1 | Floor Plan - Level 1  
1 : 200

2 | Waste Management Notes

WASTE BINS FOR NON-RESIDENTIAL COMPONENT WILL BE LABELLED SEPARATELY FROM THOSE FOR THE RESIDENTIAL COMPONENT. SHARED LOADING SPACE WILL NOT BE OCCUPIED ON DAYS WHEN CITY COLLECTION SERVICES ARE SCHEDULED FOR RESIDENTIAL COMPONENT. A PRIVATE CONTRACTOR MUST COLLECT ALL SOLID WASTE FROM THE COMMERCIAL COMPONENT.

**GARBAGE/RECYCLING ROOM AREA PROVIDED:**

TOWER A : 113.75 m<sup>2</sup>  
TOWER B : 123.01 m<sup>2</sup>

**NUMBER OF COLLECTION BINS PROVIDED:**

TOWER A :  
-GARBAGE = 5 (3yd3) BINS  
-RECYCLING = 7 (3yd3) BINS  
-ORGANICS = 3 (3yd3) BINS

TOWER B :  
-GARBAGE = 5 (3yd3) BINS  
-RECYCLING = 7 (3yd3) BINS  
-ORGANICS = 2 (3yd3) BINS

COMMERCIAL  
-GARBAGE = 1 (3yd3) BINS  
-RECYCLING = 1 (3yd3) BINS

**TOTAL NUMBER OF BINS: 40 BINS**

**BINS DESIGNATION:**

G = GARBAGE  
R = RECYCLING  
O = ORGANIC  
C = COMMERCIAL

**STAGING AREA: 78.3m<sup>2</sup>**

PROPOSED ACCESS ROUTE FOR WASTE COLLECTION VEHICLE TO HAVE MINIMUM 4.4m VERTICAL CLEARANCE THROUGHOUT AND DESIGNED TO SAFELY SUPPORT 35,000kg. STRUCTURAL ENGINEER TO DESIGN AREA TO CONFORM AS FOLLOWS:  
(A) DESIGN CODE - ONTARIO BUILDING CODE  
(B) DESIGN LOAD - CITY BULK LIFT VEHICLE IN ADDITION TO BUILDING CODE REQUIREMENTS  
(C) IMPACT FACTOR - 5% FOR MAXIMUM VEHICLE SPEEDS TO 15KM/H AND 20% FOR HIGHER SPEEDS

A TRAINED ON-SITE STAFF MEMBER MUST BE AVAILABLE TO MANOEUVRE BINS FOR THE COLLECTION DRIVER AND ALSO ACT AS A FLAGMAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THE ON-SITE STAFF MEMBER IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLES ARRIVE ON SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.

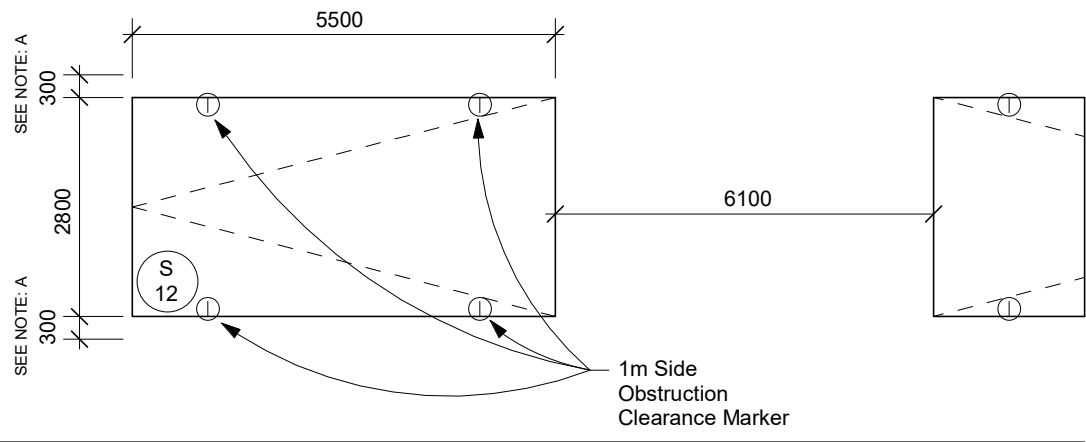
**LEGEND**

- PROPOSED ACCESS ROUTE FOR WASTE COLLECTION VEHICLE
- LOADING AREA  
200MM REINFORCED CONCRETE WITH GRADE (NOT TO EXCEED 2%)

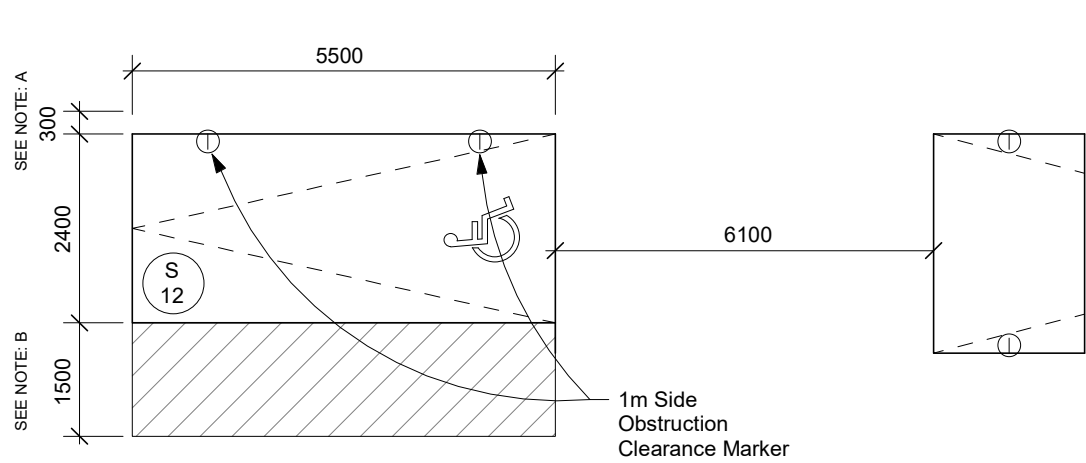
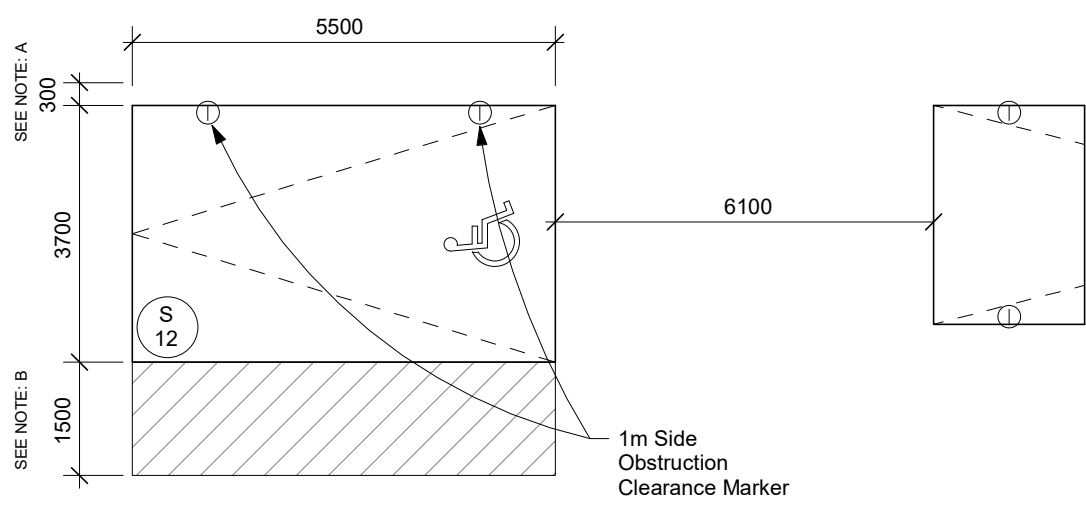
**RESIDENTIAL GARBAGE/RECYCLING STORAGE ROOM**

WASTE DIVERSION SYSTEM: SINGLE CHUTE WITH TRI-SORTER

**Drive Aisle @ 6.1m MIN.**

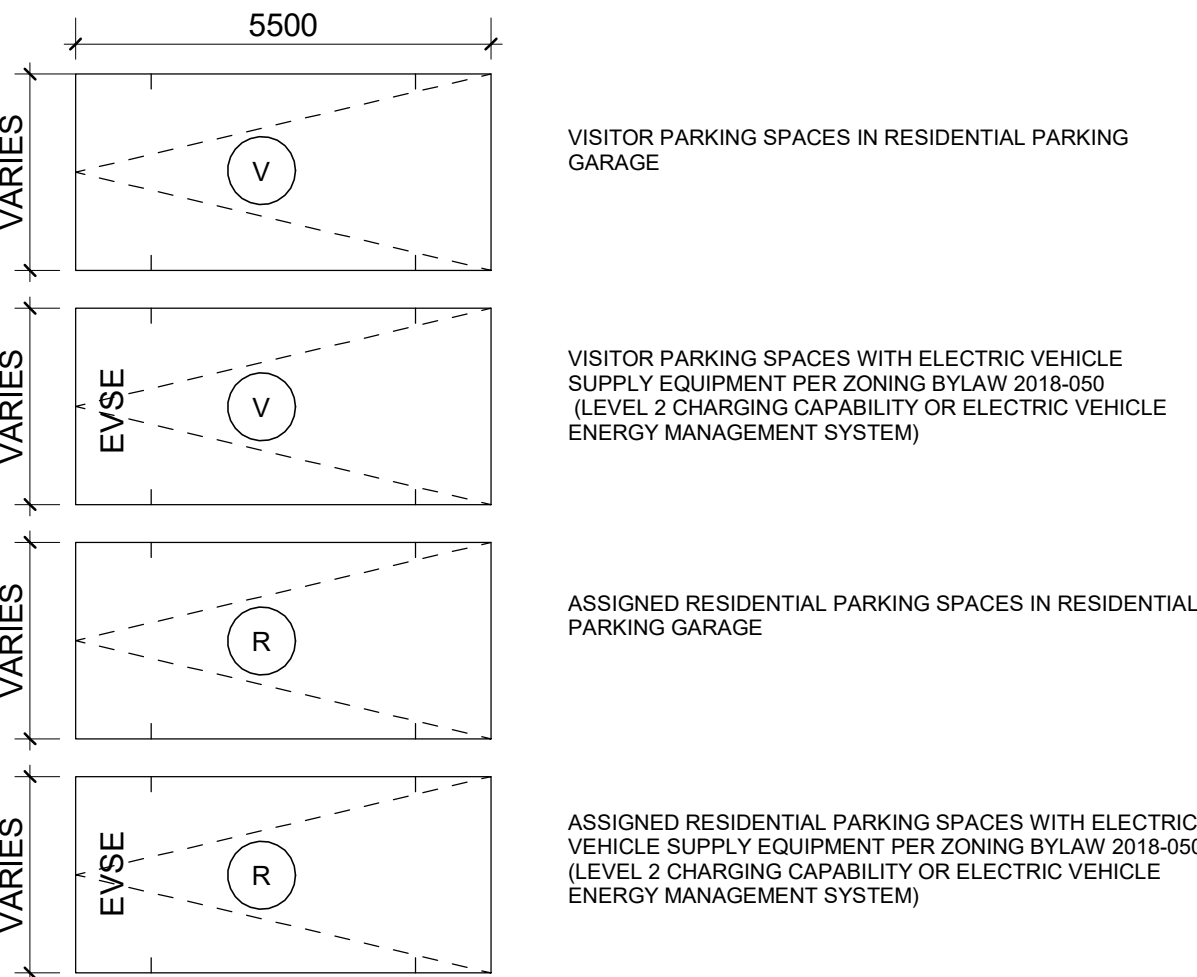


**Accessible Parking Space**



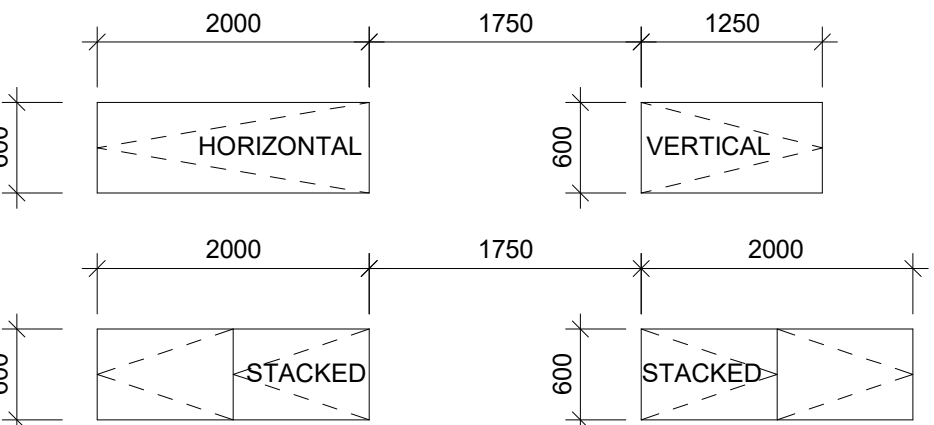
- NOTES:
- A. PROVIDE AN ADDITIONAL 300mm FOR PARKING SPACE WIDTH WHEN OBSTRUCTIONS OCCUR BETWEEN THE FRONT AND REAR 1000mm.
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  - C. PROVIDE A 3700mm WIDTH FOR TYPE A ACCESSIBLE PARKING SPACE, 2400mm WIDTH FOR B TYPE A ACCESSIBLE PARKING SPACE

3 | Vehicular Parking Space Details and Notes



4 | Vehicular Parking Space Legend

WALKWAY:  
VERTICAL PARKING SPACE:  
HORIZONTAL PARKING SPACE:  
STACKED PARKING SPACE:



5 | Bicycle Parking Space Details and Legend

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OFFICE: KIRKOR  
LICENCE: 3640

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**KIRKOR**  
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400  
Toronto ON M3J 0H1

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URBAN LEGEND DEVELOPMENTS

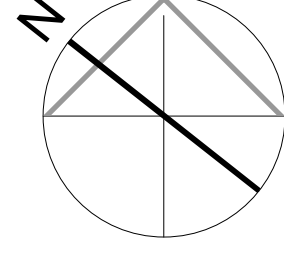
VanMar DEVELOPMENTS

Urban Legend Developments Ltd/ VanMar Developments

167-171 King St. S, Waterloo, ON  
Proposed Mixed-Use Development

Floor Plan - Level 1

|              |              |
|--------------|--------------|
| Scale:       | As indicated |
| Drawn by:    | AR, NA       |
| Checked by:  | VPS          |
| Project No.: | 24-036       |
| Date:        | 2025-07-31   |
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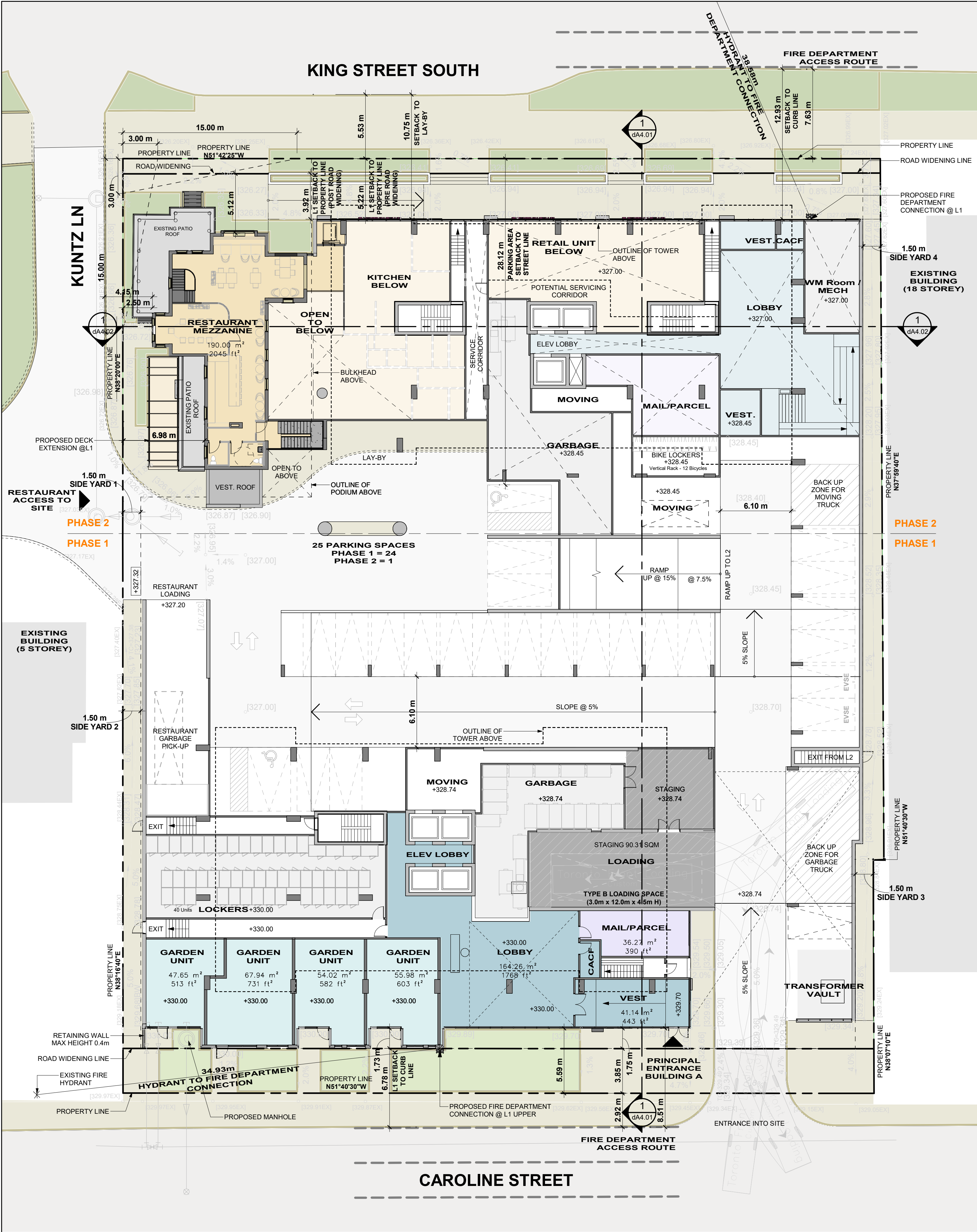
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1 | Floor Plan Level 1 (Upper)

1 : 200

2 | Waste Management Notes

5 | Bicycle Parking Space Details and Legend



LEGEND

- PROPOSED ACCESS ROUTE FOR WASTE COLLECTION VEHICLE
- LOADING AREA  
200MM REINFORCED CONCRETE WITH GRADE (NOT TO EXCEED 2%)

RESIDENTIAL GARBAGE/RECYCLING STORAGE ROOM

WASTE DIVERSION SYSTEM: SINGLE CHUTE WITH TRI-SORTER

GARBAGE/RECYCLING ROOM AREA PROVIDED:

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TOWER B : 123.01 m²

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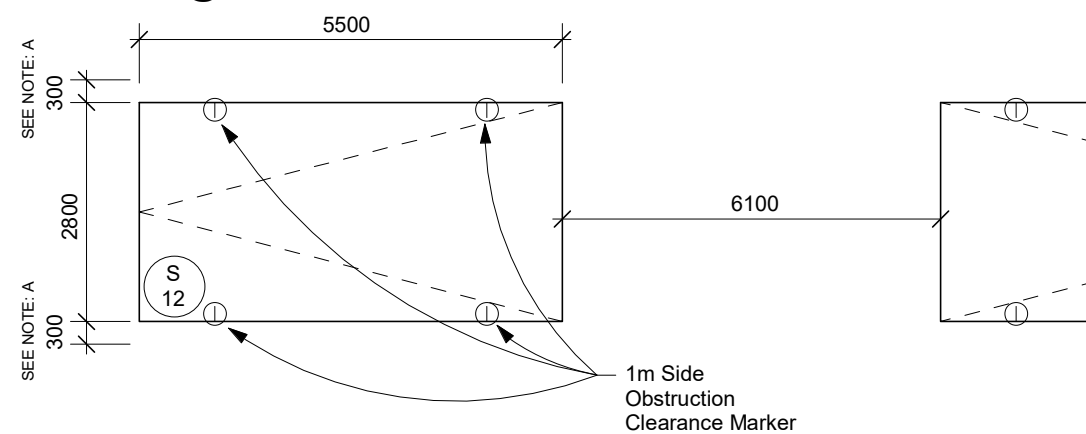
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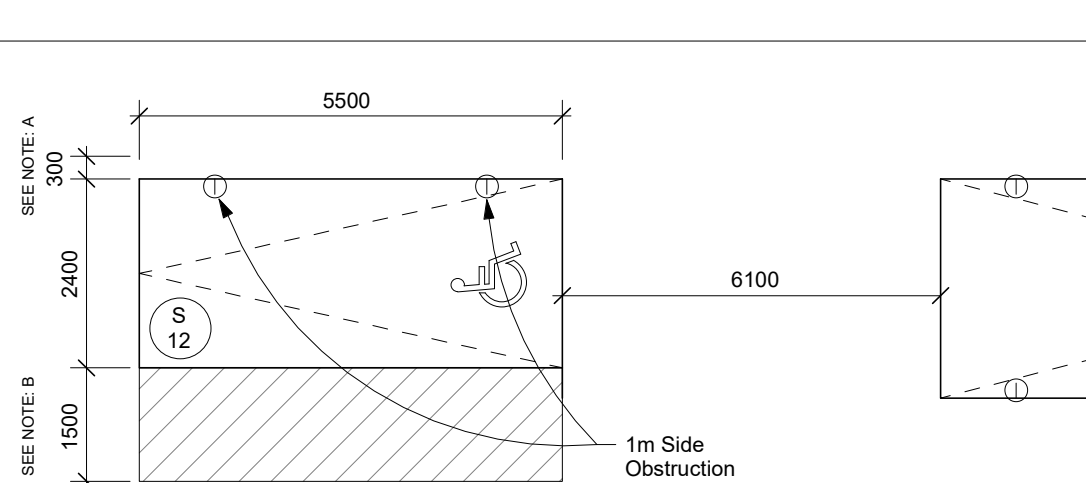
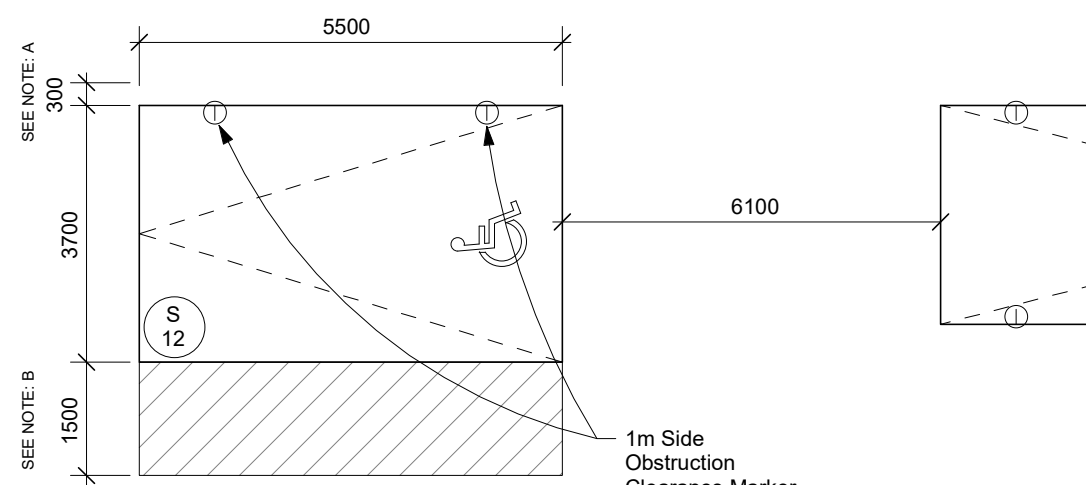
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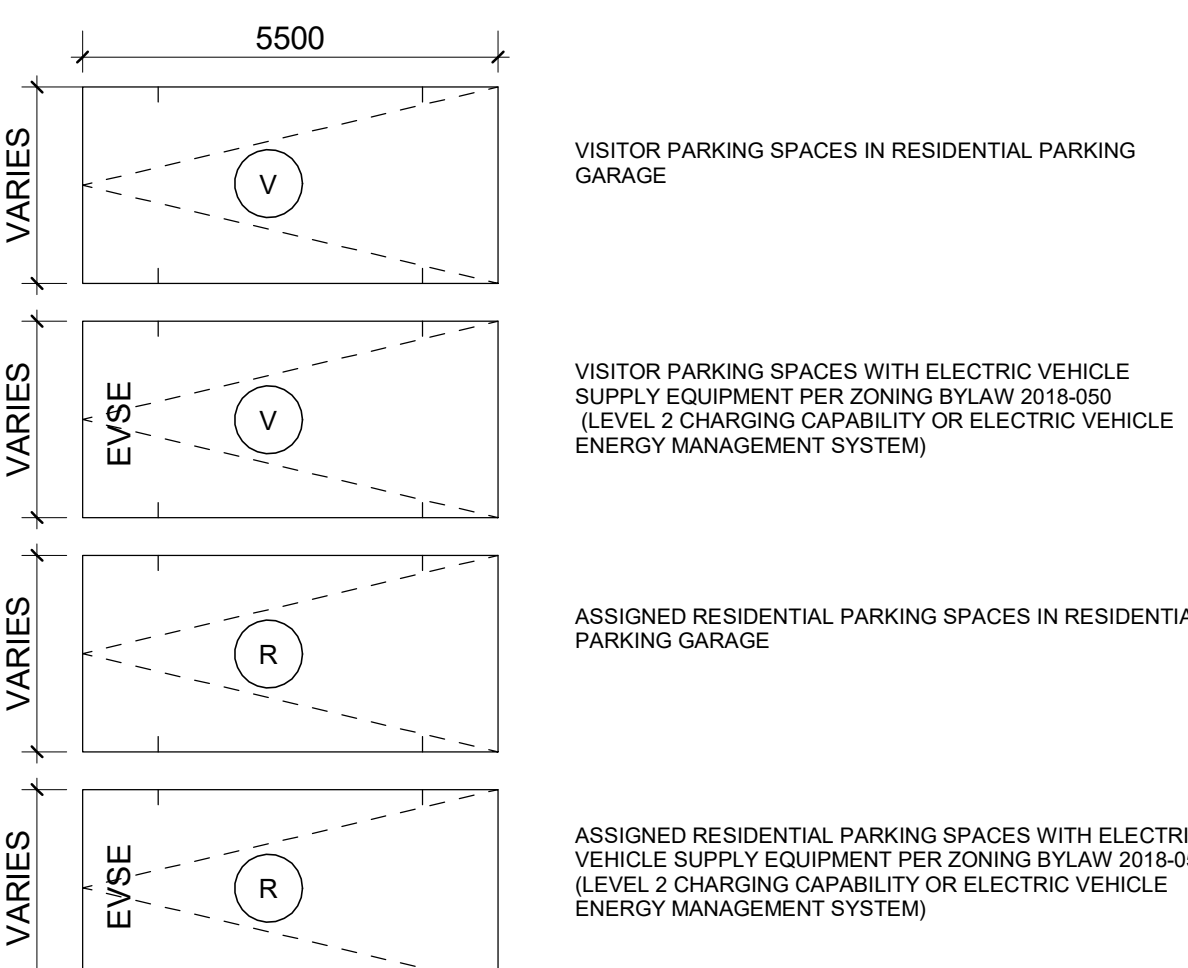


Accessible Parking Space

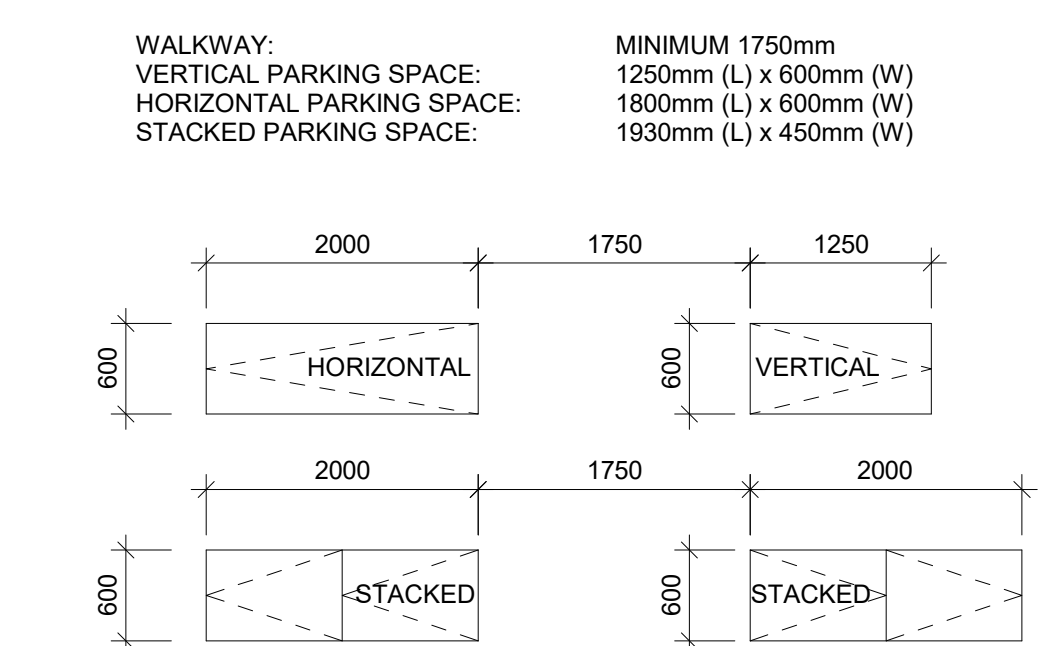


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3 | Vehicular Parking Space Details and Notes



4 | Vehicular Parking Space Legend



5 | Bicycle Parking Space Details and Legend

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OFFICE: KIRKOR  
LICENCE: 3640

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**KIRKOR**  
ARCHITECTS AND PLANNERS

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Toronto ON M3J 0H1

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Issued For:

Urban Legend Developments Ltd/ VanMar Developments

167-171 King St. S, Waterloo, ON  
Proposed Mixed-Use Development

Drawing Title:

**Floor Plan - Level 1 (Upper)**

Scale:

As indicated

Drawn by:

AR, NA

Checked by:

VPS

Project No.:

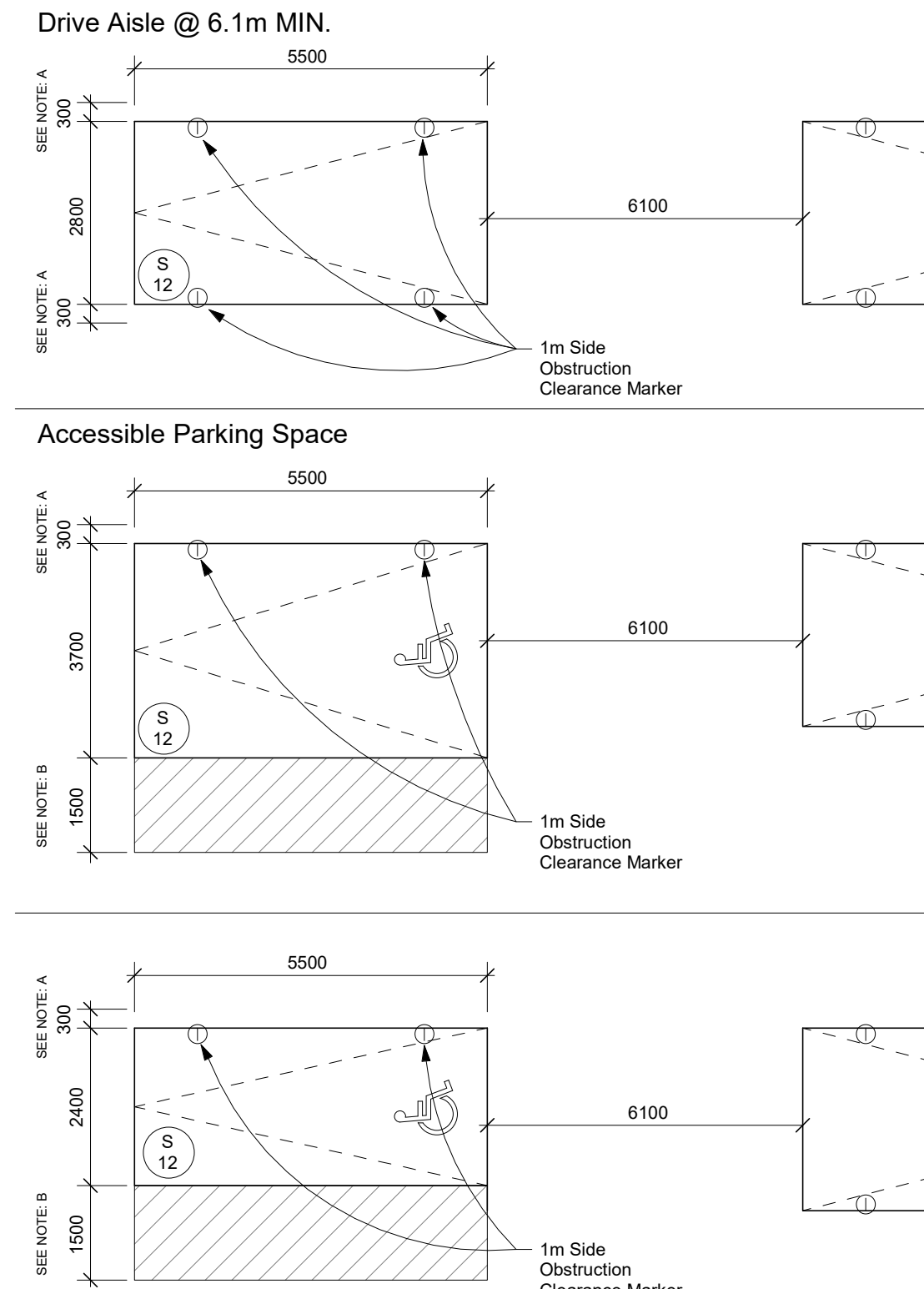
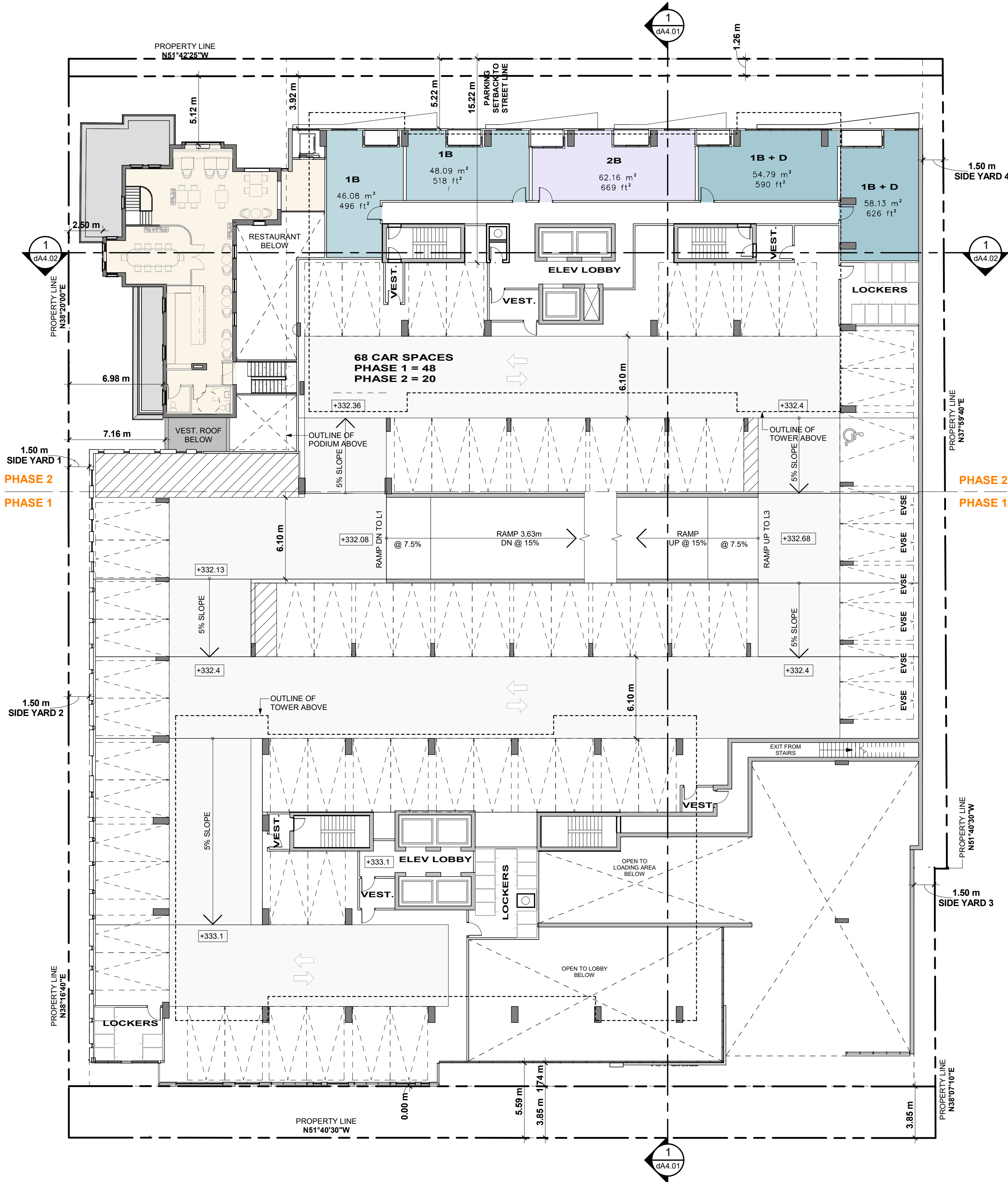
24-036

Date:

2025-07-31

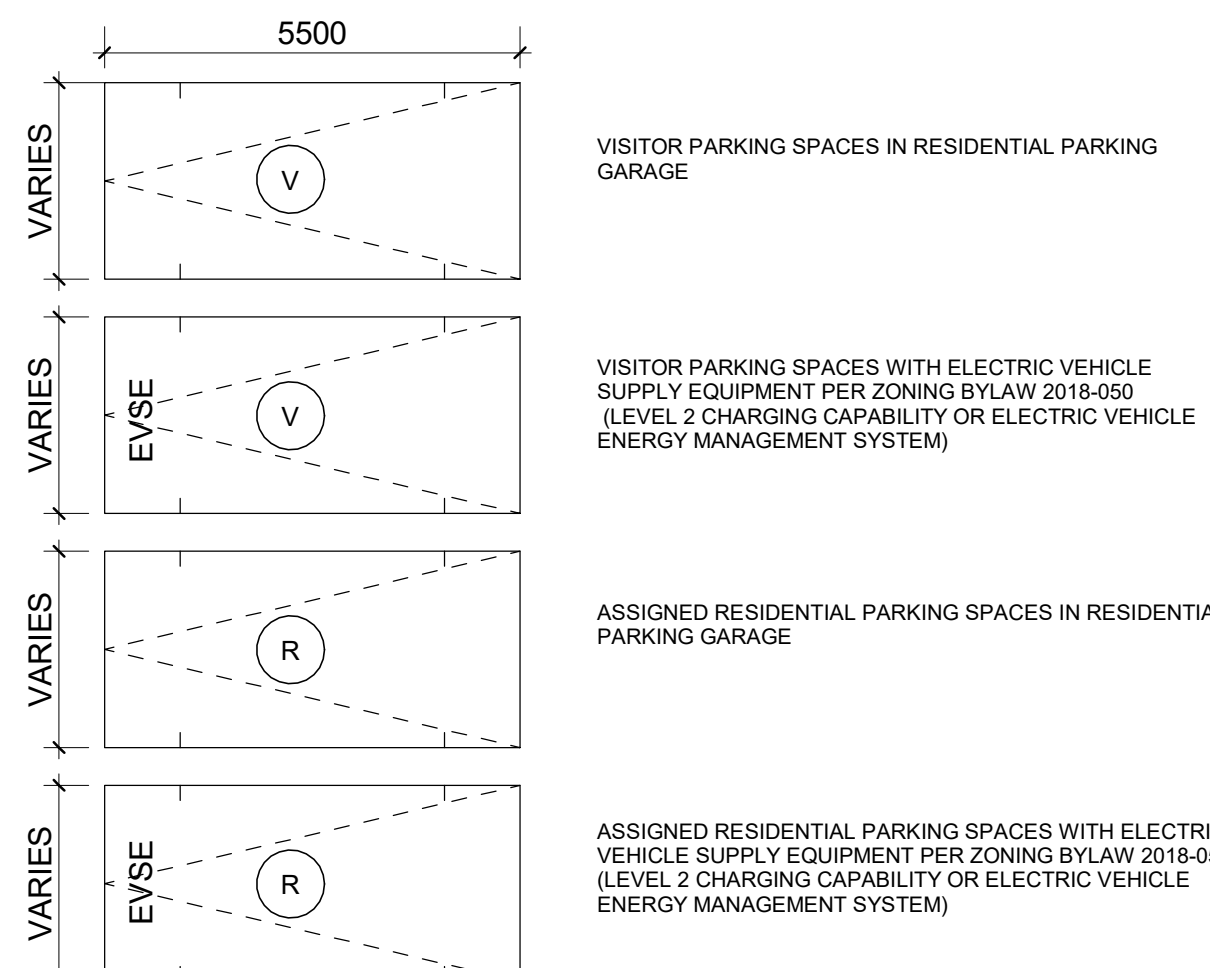
Drawing No.:

dA2.01



NOTES:  
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## 2 | Vehicular Parking Space Details and Notes



## 3 | Vehicular Parking Space Legend

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Client:  
**Urban Legend Developments Ltd/ VanMar Developments**

**167-171 King St. S, Waterloo, ON**  
Proposed Mixed-Use Development

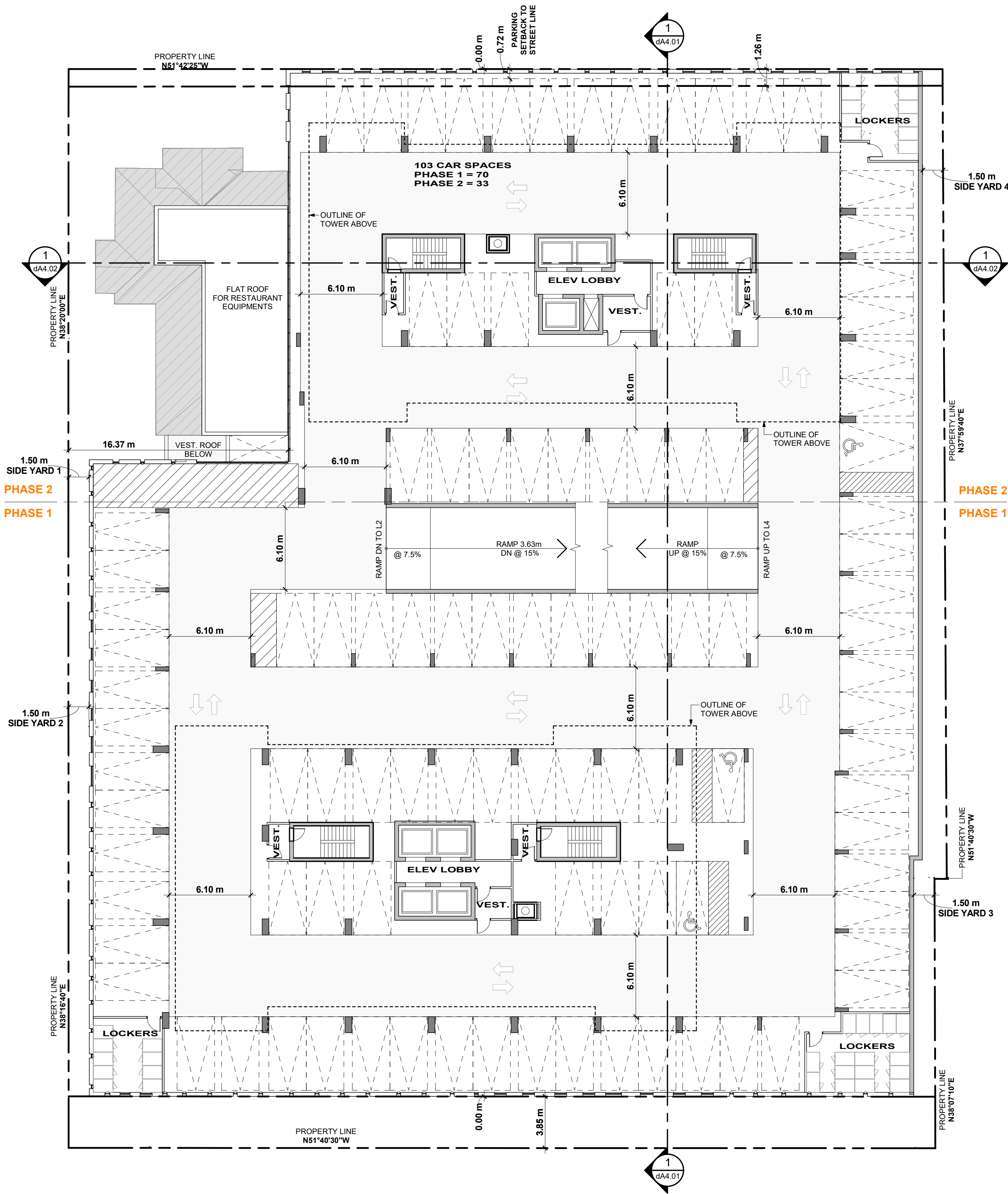
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| Drawn by:    | AR, NA       |
| Checked by:  | VPS          |
| Project No.: | 24-036       |
| Date:        | 2025-07-31   |
| Drawing No.: |              |

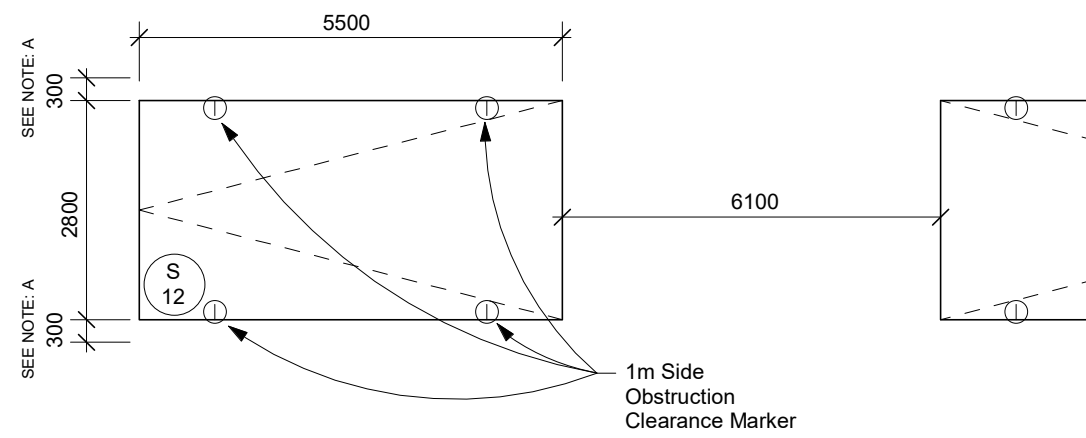
**dA2.02**

1 | Floor Plan - Level 3

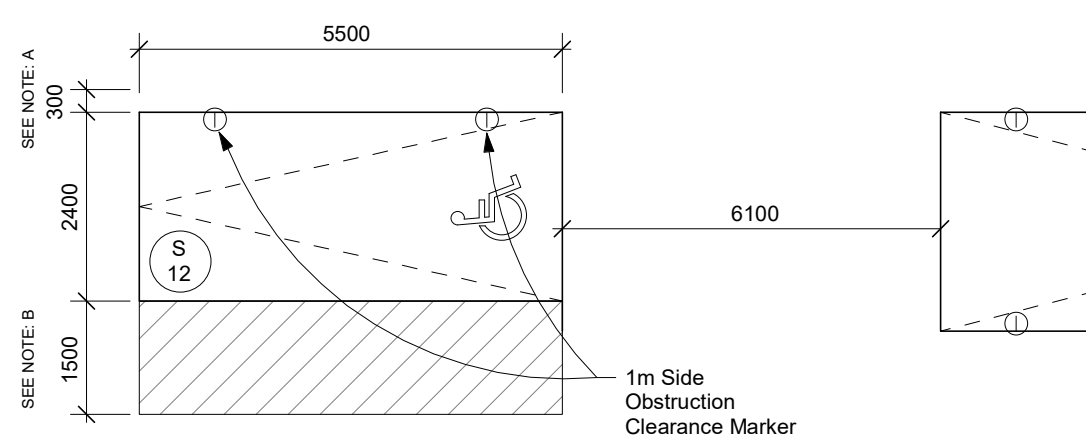
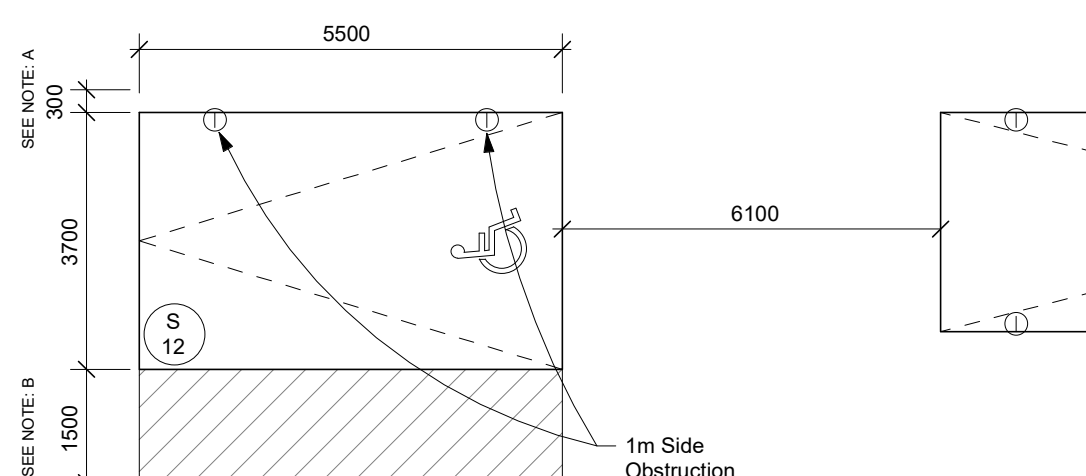
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Drive Aisle @ 6.1m MIN.

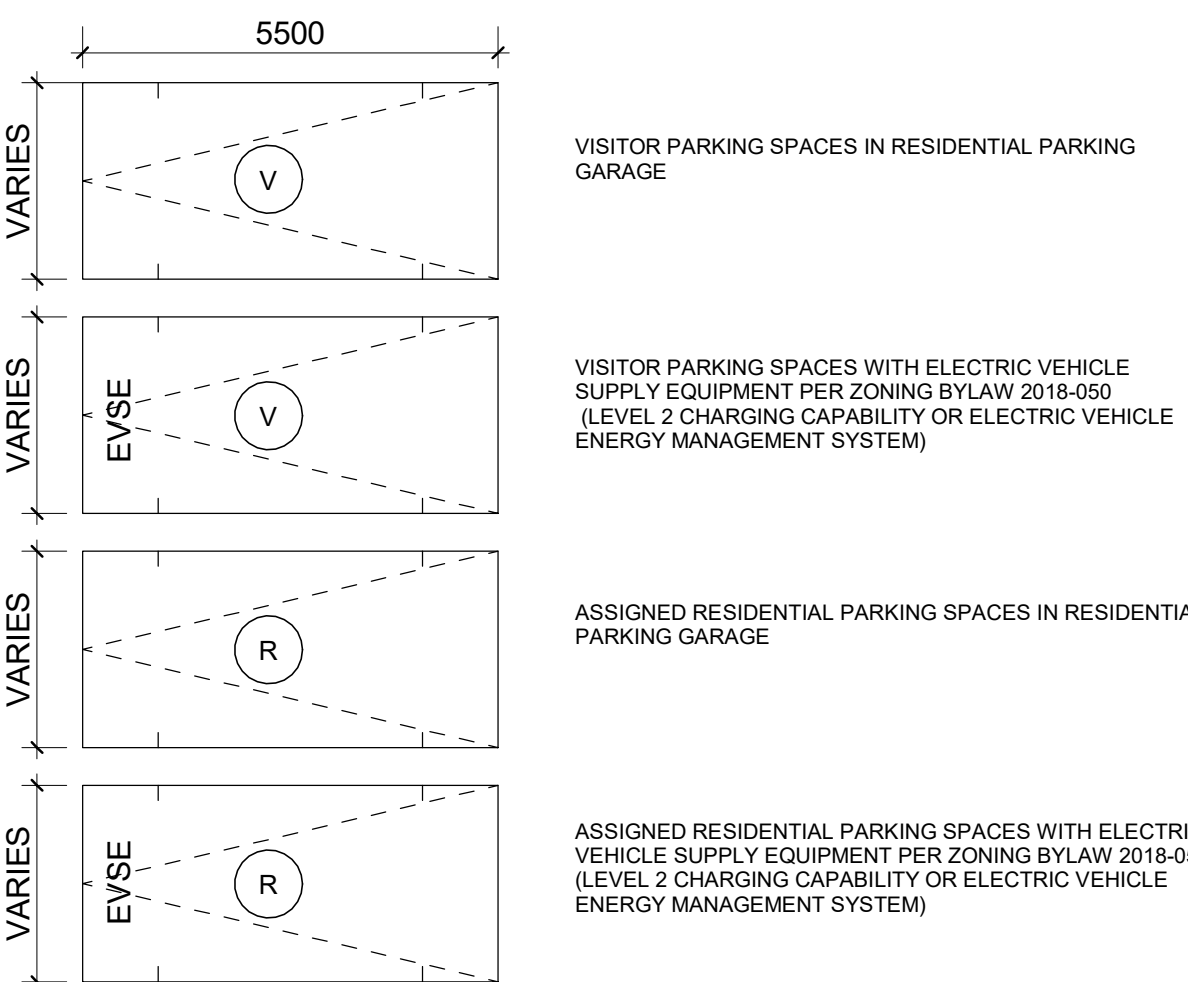


Accessible Parking Space



- NOTES:
- A. PROVIDE AN ADDITIONAL 300mm FOR PARKING SPACE WIDTH WHEN OBSTRUCTIONS OCCUR BETWEEN THE FRONT AND REAR 1000mm.
  - B. PROVIDE A 1500mm WALKWAY ON AT LEAST ONE SIDE OF AN ACCESSIBLE PARKING STALL. THIS WALKWAY MAY BE SHARED WITH ADJOINING ACCESSIBLE SPACE.
  - C. PROVIDE A 3700mm WIDTH FOR TYPE A ACCESSIBLE PARKING SPACE, 2400mm WIDTH FOR B TYPE A ACCESSIBLE PARKING SPACE

2 | Vehicular Parking Space Details and Notes



3 | Vehicular Parking Space Legend

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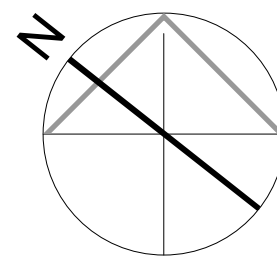


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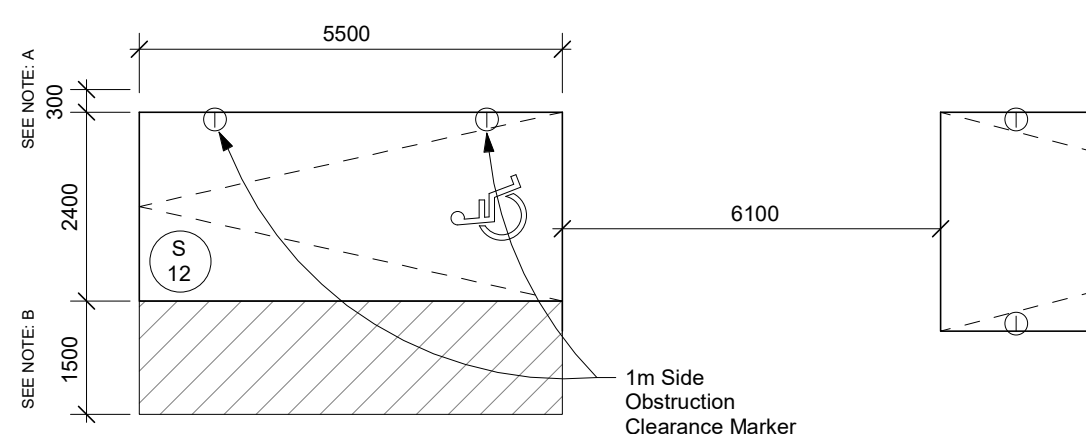
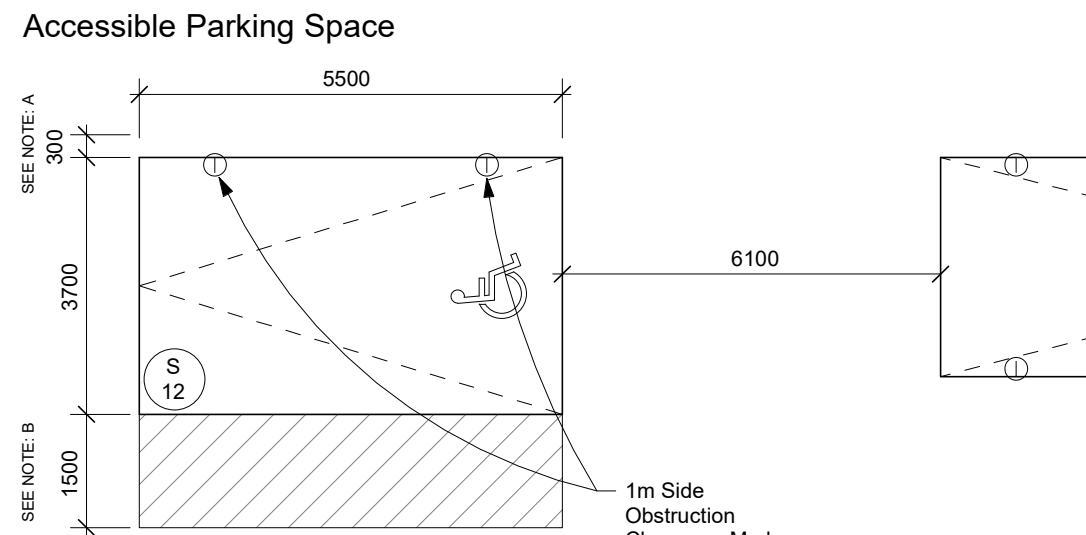
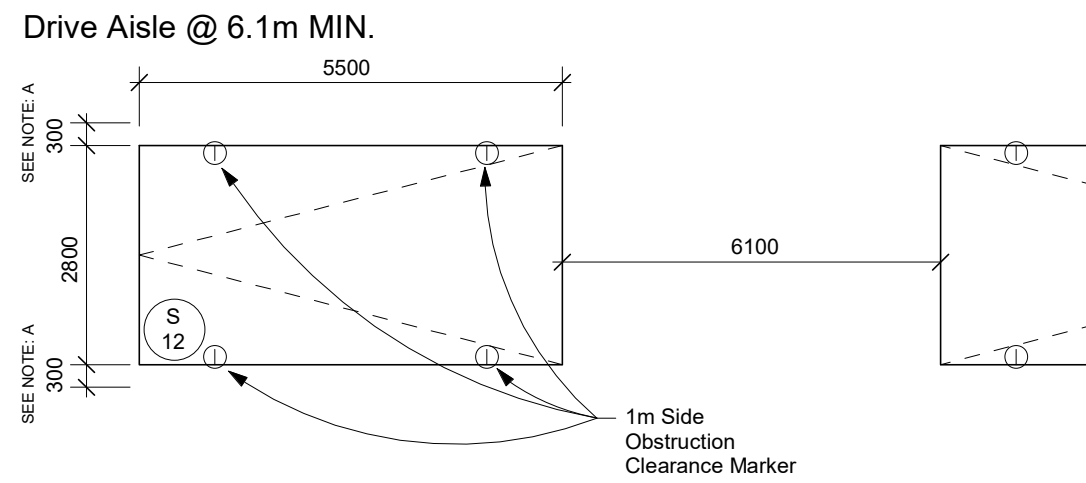
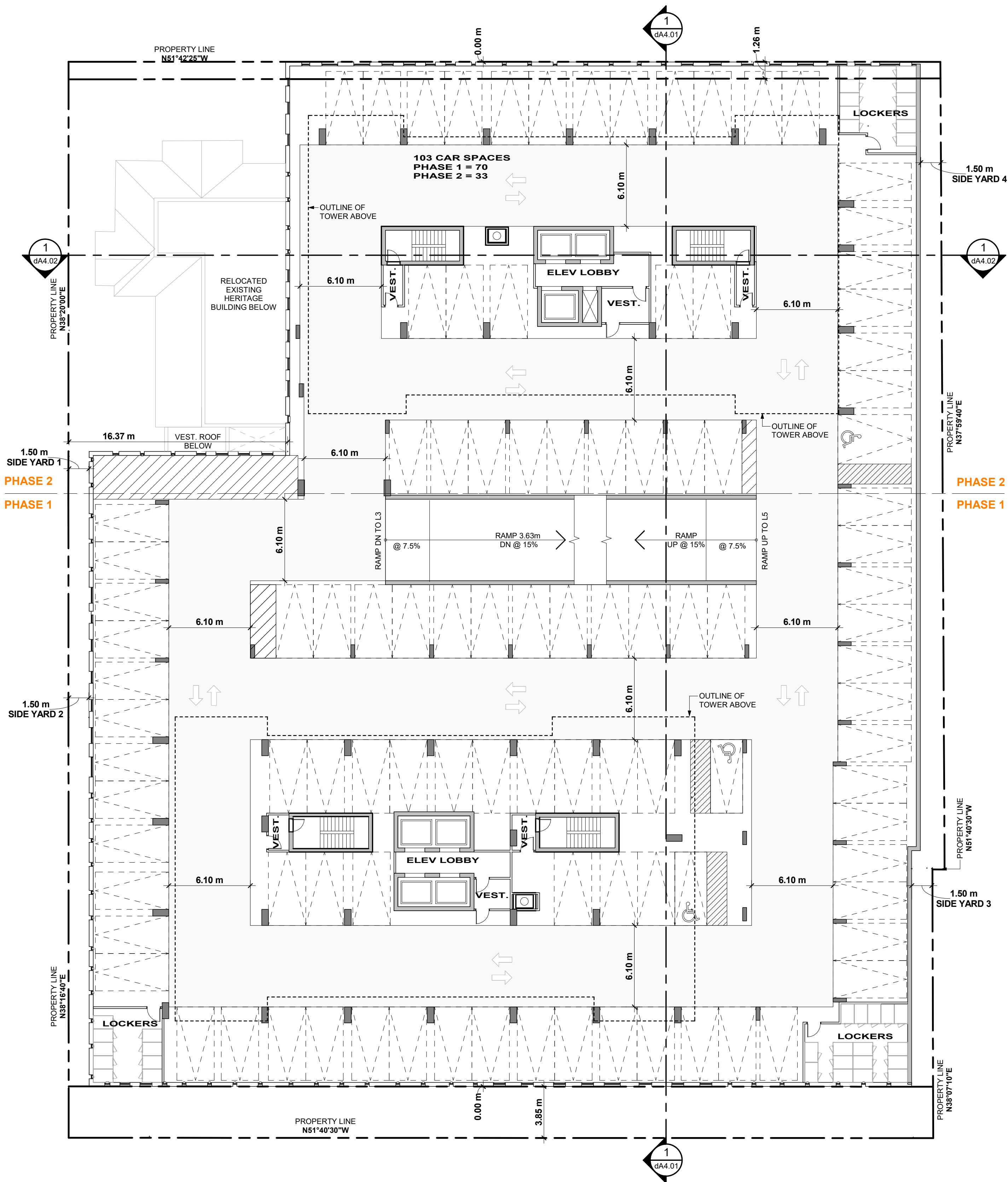
**167-171 King St. S, Waterloo, ON**  
Proposed Mixed-Use Development

Drawing Title:  
**Floor Plans - Level 3**

Scale:  
**As indicated**  
Drawn by:  
**AR, NA**  
Checked by:  
**VPS**  
Project No.:  
**24-036**  
Date:  
**2025-07-31**  
Drawing No.:

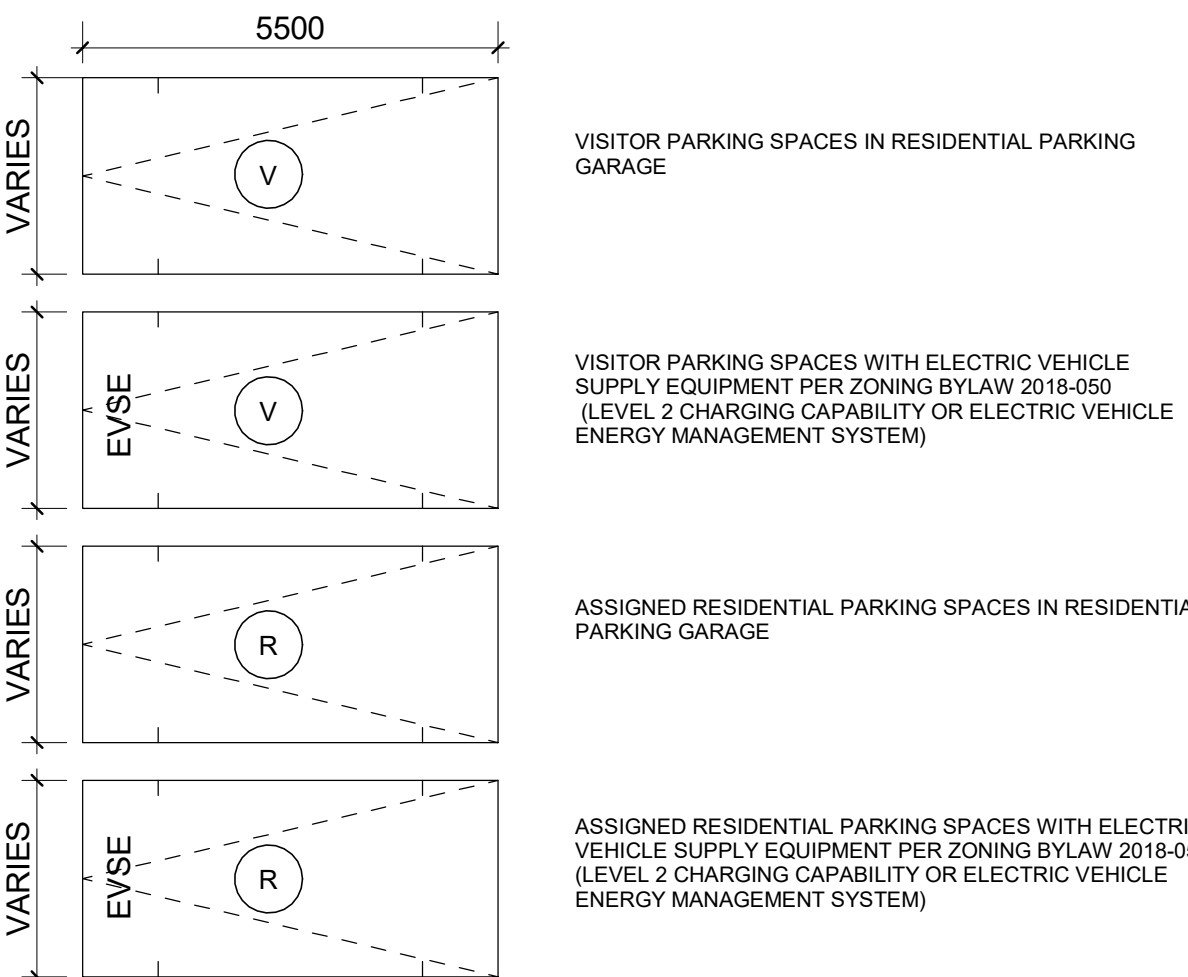


**dA2.03**



- NOTES:
- PROVIDE AN ADDITIONAL 300mm FOR PARKING SPACE WIDTH WHEN OBSTRUCTIONS OCCUR BETWEEN THE FRONT AND REAR 1000mm.
  - PROVIDE A 1500mm WALKWAY ON AT LEAST ONE SIDE OF AN ACCESSIBLE PARKING STALL. THIS WALKWAY MAY BE SHARED WITH ADJOINING ACCESSIBLE SPACE.
  - PROVIDE A 3700mm WIDTH FOR TYPE A ACCESSIBLE PARKING SPACE, 2400mm WIDTH FOR B TYPE A ACCESSIBLE PARKING SPACE

## 2 | Vehicular Parking Space Details and Notes



## 3 | Vehicular Parking Space Legend

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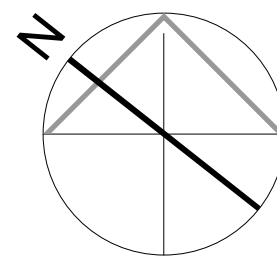


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**Urban Legend Developments Ltd/ VanMar Developments**

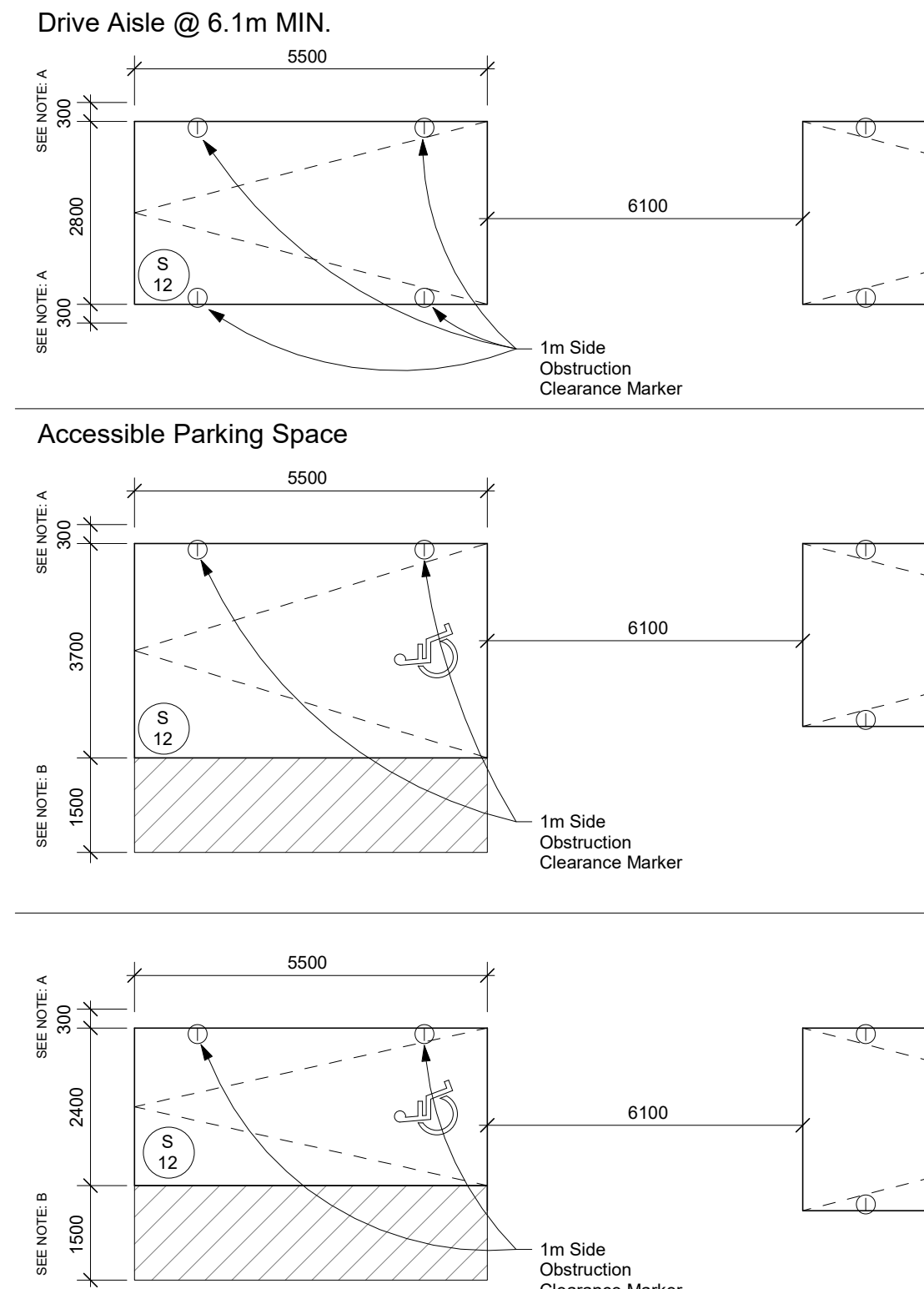
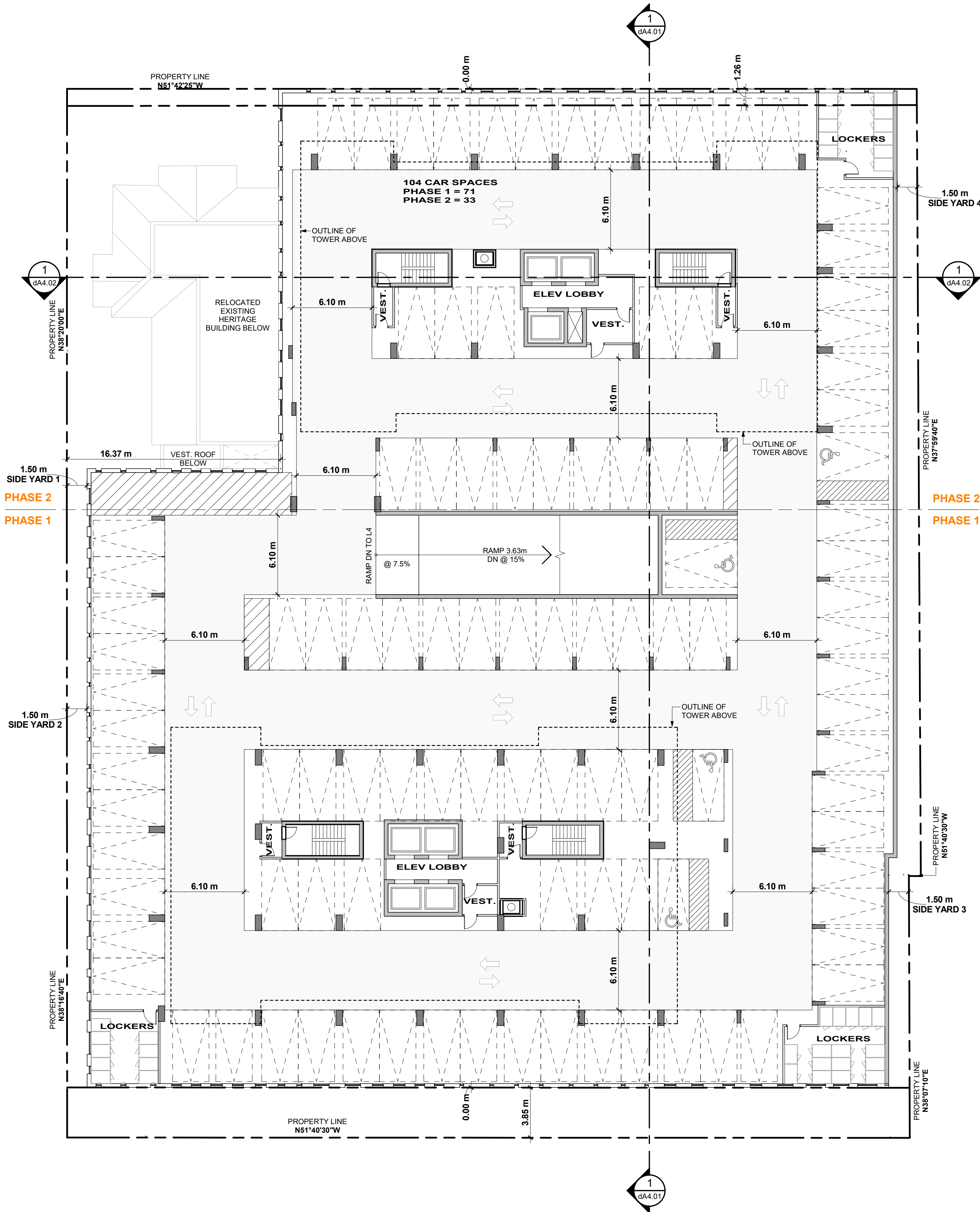
**167-171 King St. S, Waterloo, ON**  
Proposed Mixed-Use Development

Drawing Title:  
**Floor Plans - Level 4**

Scale:  
**As indicated**  
Drawn by:  
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Checked by:  
**VPS**  
Project No.:  
**24-036**  
Date:  
**2025-07-31**  
Drawing No.:

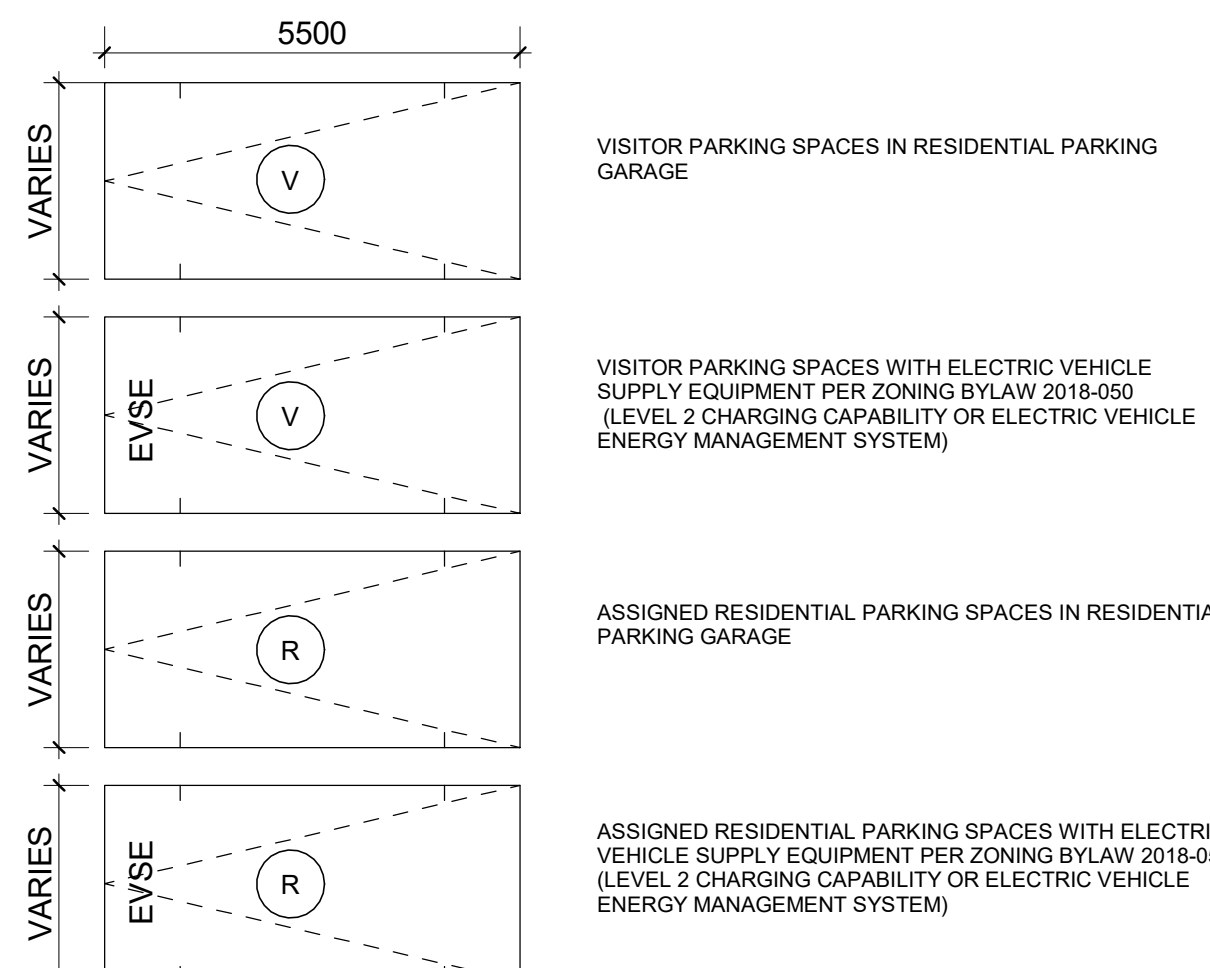


**dA2.04**



NOTES:  
A. PROVIDE AN ADDITIONAL 300mm FOR PARKING SPACE WIDTH WHEN OBSTRUCTIONS OCCUR BETWEEN THE FRONT AND REAR 1000mm.  
B. PROVIDE A 1500mm WALKWAY ON AT LEAST ONE SIDE OF AN ACCESSIBLE PARKING STALL. THIS WALKWAY MAY BE SHARED WITH ADJOINING ACCESSIBLE SPACE.  
C. PROVIDE A 3700mm WIDTH FOR TYPE A ACCESSIBLE PARKING SPACE, 2400mm WIDTH FOR B TYPE A ACCESSIBLE PARKING SPACE

## 2 | Vehicular Parking Space Details and Notes



## 3 | Vehicular Parking Space Legend

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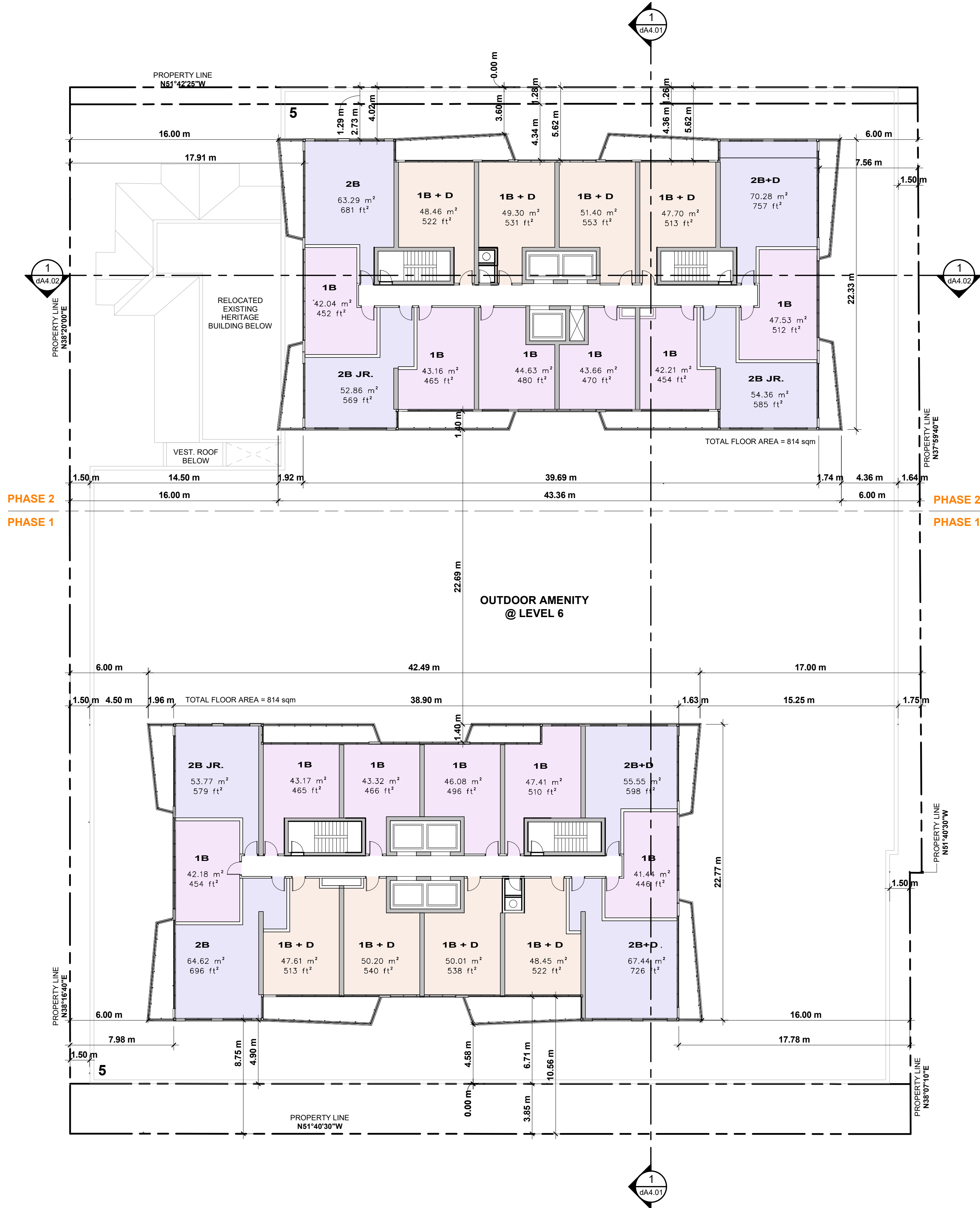
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| Drawn by:    | AR, NA       |
| Checked by:  | VPS          |
| Project No.: | 24-036       |
| Date:        | 2025-07-31   |
| Drawing No.: |              |

**dA2.05**



1 | Floor Plan - Level 6  
1 : 200



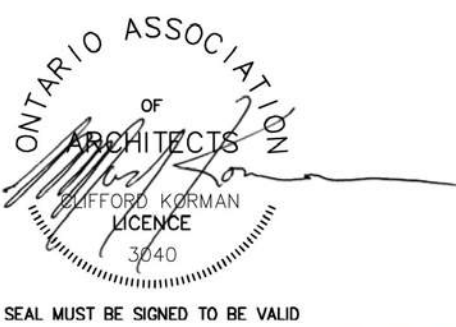
2 | Floor Plan - Level 7 - 33  
1 : 200

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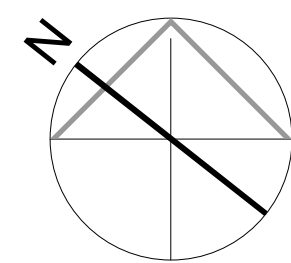


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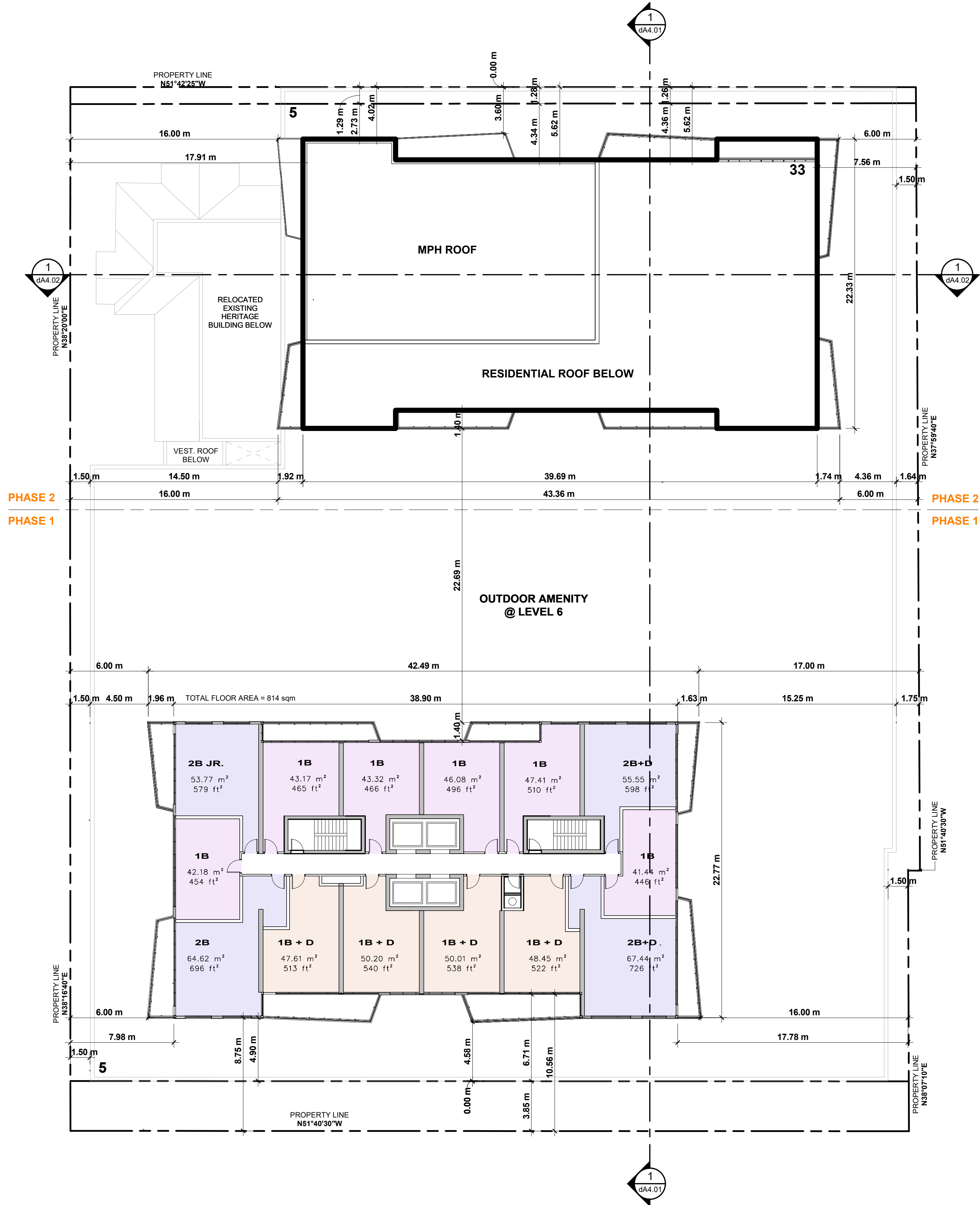
Drawing Title:  
**Floor Plans - Level 6 - 33**

|              |            |
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| Scale:       | 1 : 200    |
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| Checked by:  | VPS        |
| Project No.: | 24-036     |
| Date:        | 2025-07-31 |
| Drawing No.: | dA2.06     |





1 | Floor Plan - Bldg B -Level MPH  
1 : 200



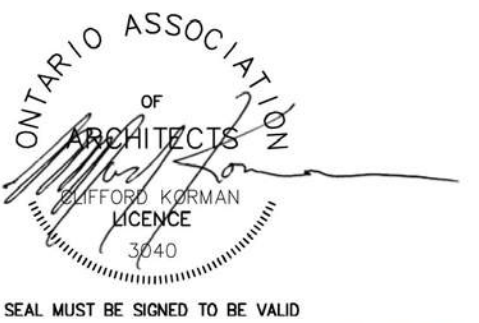
2 | Floor Plan - Bldg B -Level MPH Roof  
1 : 200

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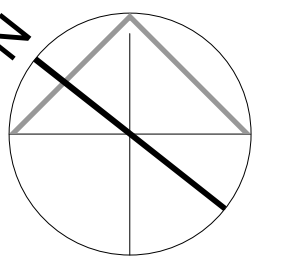


Client:  
**Urban Legend Developments Ltd/ VanMar Developments**

**167-171 King St. S, Waterloo, ON**  
Proposed Mixed-Use Development

Drawing Title:  
**Floor Plans - Bldg B MPH  
- Bldg B MPH Roof**

|              |            |
|--------------|------------|
| Scale:       | 1 : 200    |
| Drawn by:    | AR, NA     |
| Checked by:  | VPS        |
| Project No.: | 24-036     |
| Date:        | 2025-07-31 |
| Drawing No.: | dA2.07     |



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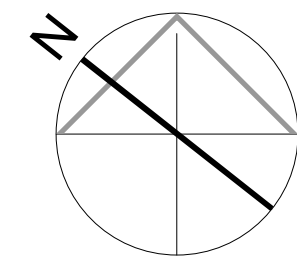


Client:  
**Urban Legend Developments Ltd/ VanMar Developments**

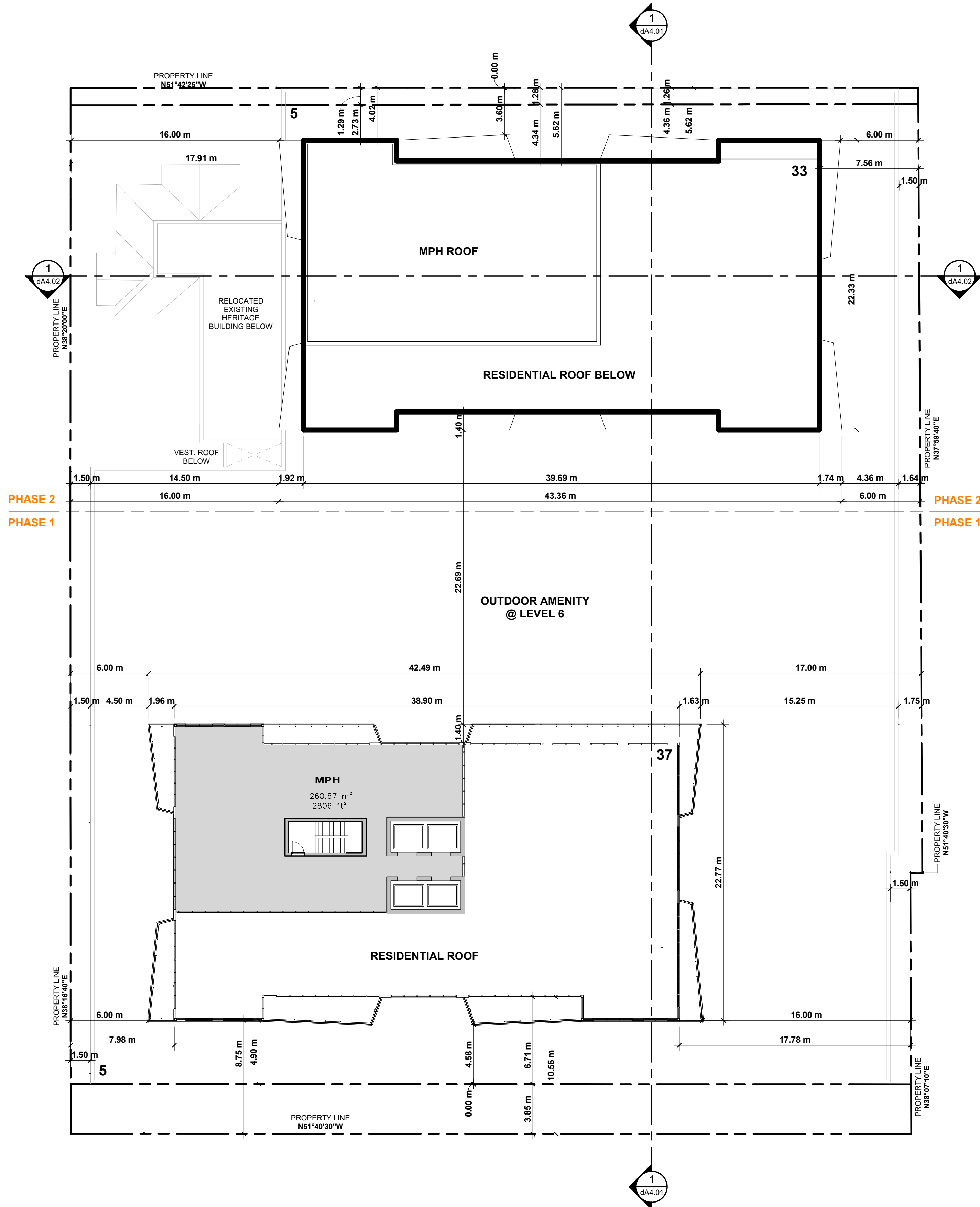
**167-171 King St. S, Waterloo, ON**  
Proposed Mixed-Use Development

Drawing Title:  
**Floor Plans - Bldg A MPH  
- Bldg A MPH Roof**

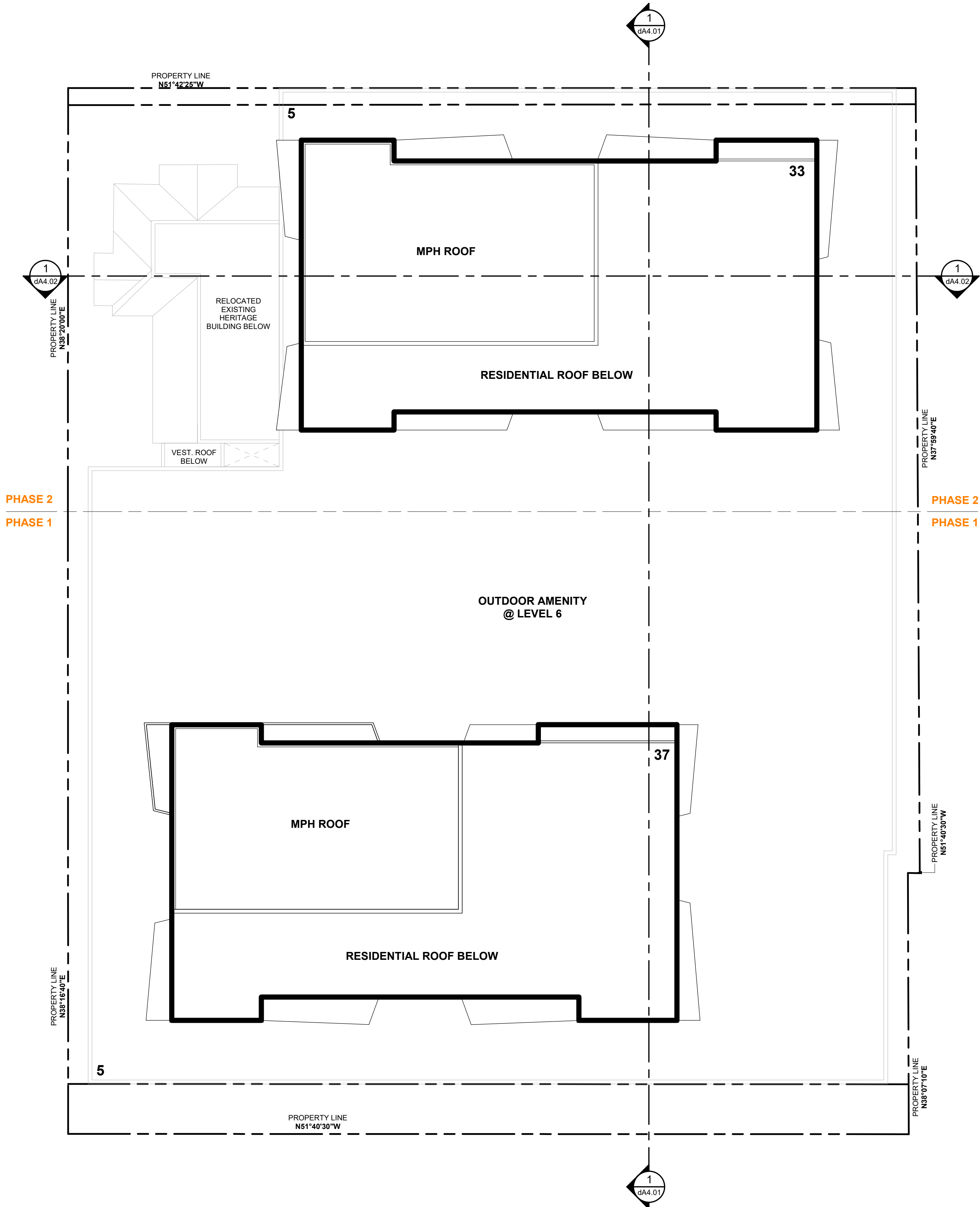
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| Project No.: | 24-036     |
| Date:        | 2025-07-31 |
| Drawing No.: |            |



**dA2.08**



1 | tl  
1 : 200



2 | Floor Plan - Bldg A -Level MPH Roof  
1 : 200

**NOTE:**  
The Architectural renderings provided herein are artistic representations based on common computer modeling tools and practices to estimate the intended design and aesthetic at a specific date, time, and environmental conditions. The renderings are intended for illustrative purposes only and should not be relied upon as a precise depiction of the finished structure.



1 Perspective from King St. S



2 Perspective from King St. S



3 Perspective from Caroline Street

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| No.:       | Revision: | Date: |

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|------|--------------------|------------|
| 01.  | OPA/ZBA SUBMISSION | 2025-07-31 |
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Client:  
**Urban Legend Developments Ltd/ VanMar Developments**

**167-171 King St. S, Waterloo, ON**  
Proposed Mixed-Use Development

Drawing Title:  
**Renderings**

|              |            |
|--------------|------------|
| Scale:       |            |
| Drawn by:    | AR, NA     |
| Checked by:  | VPS        |
| Project No.: | 24-036     |
| Date:        | 2025-07-31 |
| Drawing No.: |            |

**dA6.01**

Plot Date: 2025-07-31 8:02:32 AM File Path: AutoCAD Drawings\Drawings\167-171 King St S Renderings\AR\_24-036\_167-171 King Street.dwg Scale: 1/8"=1'-0"



## Appendix C: Draft Zoning By-Law Exception



### Draft Site-Specific Exception

X. That Council approve Zoning By-law Amendment Z-XX-XX, 167-171 King Street South as follows:

1. That Zoning By-law 2018-050 is hereby amended by adding "CXXX" to Schedule 'C' of said By-law 2018-050 for the lands know municipally as "167-171 King Street South" as shown on Map 1 attached hereto, as set out below:

| Exception | Address                   | Zoning        | File Reference |
|-----------|---------------------------|---------------|----------------|
| CXXX      | 167-171 King Street South | U2-81<br>C159 | Z-XX-XX        |

Location: 167-171 King Street South as shown on Schedule 'C1' to this BY-LAW.

Site Specific Regulations:

- a) Notwithstanding anything to the contrary, the following site specific regulations shall apply:
  - i. STREET LINE SETBACK (minimum): 0m from King Street South and 0m from Caroline Street South.
  - ii. LOT LINE SETBACK (minimum) abutting a lane: 1.5 metres from Kuntz Lane.
  - iii. DENSITY (maximum): 2100 bedrooms per hectare.
  - iv. BUILDING HEIGHT (maximum):
    - i. Tower A (fronting Caroline Street): 123 metres including mechanical penthouse (37 storeys)
    - ii. Tower B (fronting King Street South): 113 metres including mechanical penthouse (33 storeys)
  - v. HEIGHT OF FIRST STOREY (minimum):
    - i. For Tower A (fronting Caroline Street): 3 metres
  - vi. COMMON OUTDOOR AREA (minimum):

- i. Notwithstanding Table 8D of the Zoning By-law, 100% of the provided COMMON OUTDOOR AREA may be provided on a rooftop.
    - ii. Notwithstanding Table 8D of the Zoning By-law, COMMON OUTDOOR AREA dimension regulations for at-grade common outdoor area do not apply.
  - vii. PARKING AREA (Location and configuration):
    - i. Notwithstanding Section 8.2.16, STRUCTURED PARKING above grade may be permitted within 15 metres of King Street.
  - viii. BICYCLE PARKING (minimum):
    - i. Notwithstanding Sections 6.6.2 (b) and 6.6.2 (c) a minimum of 256 indoor secure bicycle parking stall shall be provided and may included stacked bicycle parking.
- X. That Zoning By-law 2018-050 is hereby amended by adding "CXXX" to the zoning map attached to the said By-law 2018-050 as Schedule 'C1' for the lands know municipally as "167-171 King Street South" as shown on Map 1 attached hereto.



## Appendix D: Land Use Compatibility

**RE: Land Use Compatibility and D-6 Guidelines Review  
167-171 King Street South, Waterloo  
OUR FILE 15202B**

---

The following brief has been prepared in support of a Zoning By-law Amendment application for the lands municipally addressed at 167-171 King Street South, in the City of Waterloo (hereinafter referred to as the “subject lands”). The proposed Zoning By-law Amendment seeks to establish zoning permissions that would permit the development of a two residential towers with a shared podium. Ground floor commercial uses are proposed along the King Street frontage.

The subject lands are currently zoned Uptown Mixed-Use (U2-81) with Site Specific Provision C159, which includes a holding provision requiring the owner to demonstrate compliance with the Provincial D-6 Guideline “Compatibility Between Industrial Facilities and Sensitive Land Uses” and the completion of a Record of Site Condition (RSC), or confirmation from the Region or Province that an RSC is deemed not required. This brief is intended to address the first requirement of demonstrating compliance with the Provincial D-6 Guideline.

The D-6 Guideline addresses compatibility between industrial facilities and sensitive land uses. The intention is to avoid or mitigate the potential negative impacts between the two uses. A residential building is considered a sensitive land use under the Guideline.

The guidelines provide for three categories of industrial facility that are based upon the degree of emissions, scale, production, volumes, and intensity. The three types of industrial uses are identified as Class I, II and III. The classes range from small self-contained operations with minimal probability of fugitive emissions to medium scale, where there may be periodic outputs of minor annoyances and movement of trucks or materials during the day. The final class has the most potential impacts as it covers industrial uses that are large in scale, have continuous shifts or outputs, and there are frequent outputs of annoyance.

For each class of industrial use, an area of influence has been determined as noted below,

- Class I—70 metres
- Class II—300 metres
- Class III—1000 metres.

The guidelines are applicable where a new sensitive land use is proposed on the area of influence, or a new industrial facility is proposed and there are existing sensitive land uses. The former would apply in this case.

An aerial mapping of the areas of influence was created showing 70-, 300- and 1000-meter separation

distances to the proposed development site. Following this, a review of land use was undertaken for the area. There were are no existing industrial facilities within the areas of influence. The area of influence map is attached.

A review of the Official Plan designations and zoning for the surrounding properties within the areas of influence was also undertaken. There are no existing designations that might permit industrial uses within the areas of influence save an expect for a small portion of one property, which is developed with an office use. This site would already be constrained from being redeveloped with Class II or III industrial use in the future given the proximity of existing residential. Further the subject lands are also surrounding by residential development which would limit the future inclusion of industrial uses within proximity to the site. As such, we conclude that there are no existing industrial uses in the area of influence and no land use designation which would permit an industrial use that would conflict with the proposed sensitive uses.

Therefore, the proposed development conforms to the Ministry of Environment D-6 Guidelines.

Respectfully submitted,

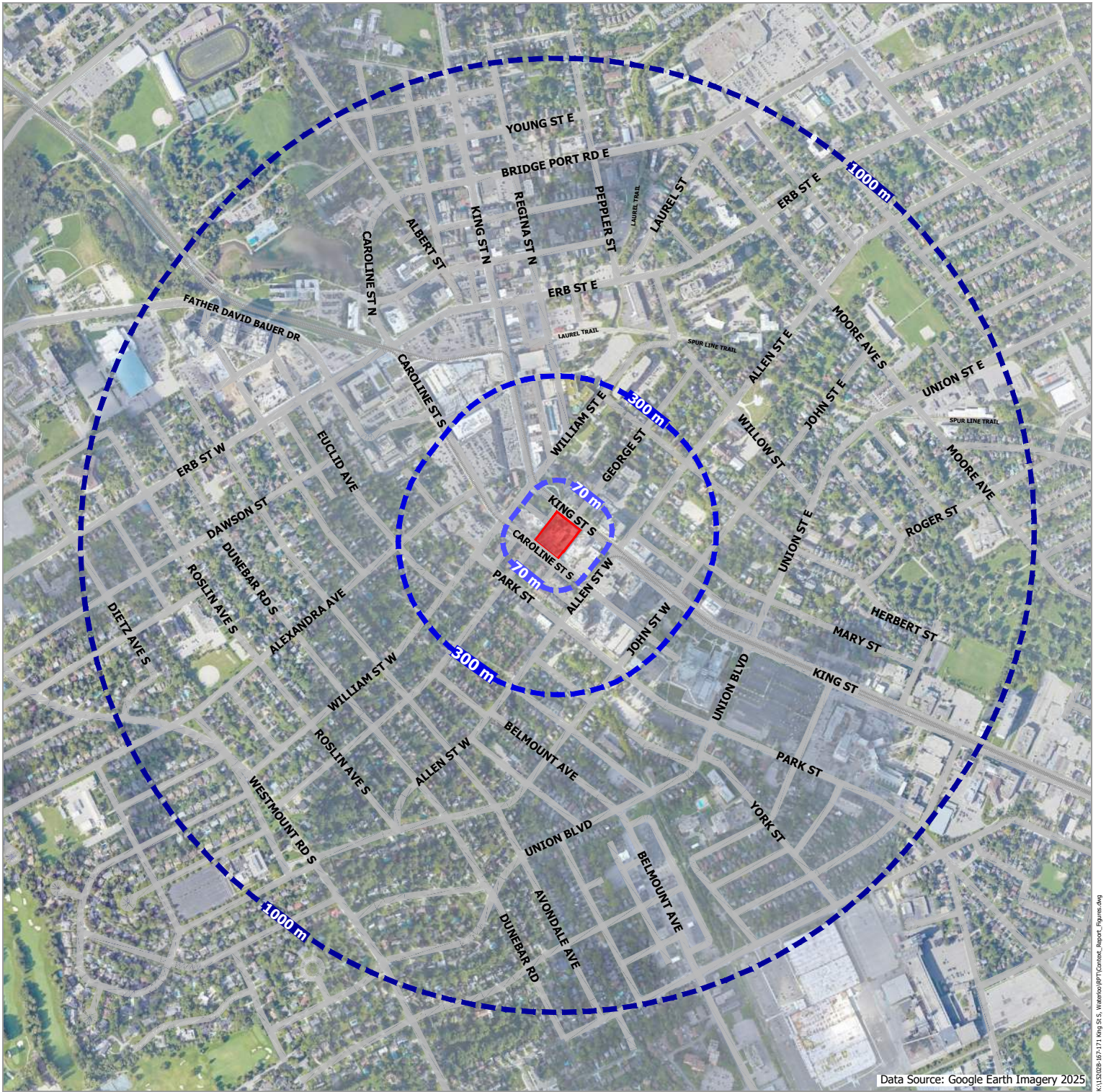
**MHBC**



Andrea Sinclair, MUDS, BES, MCIP, RPP  
Partner



Luisa Vacondio, BES, MCIP, RPP  
Senior Planner

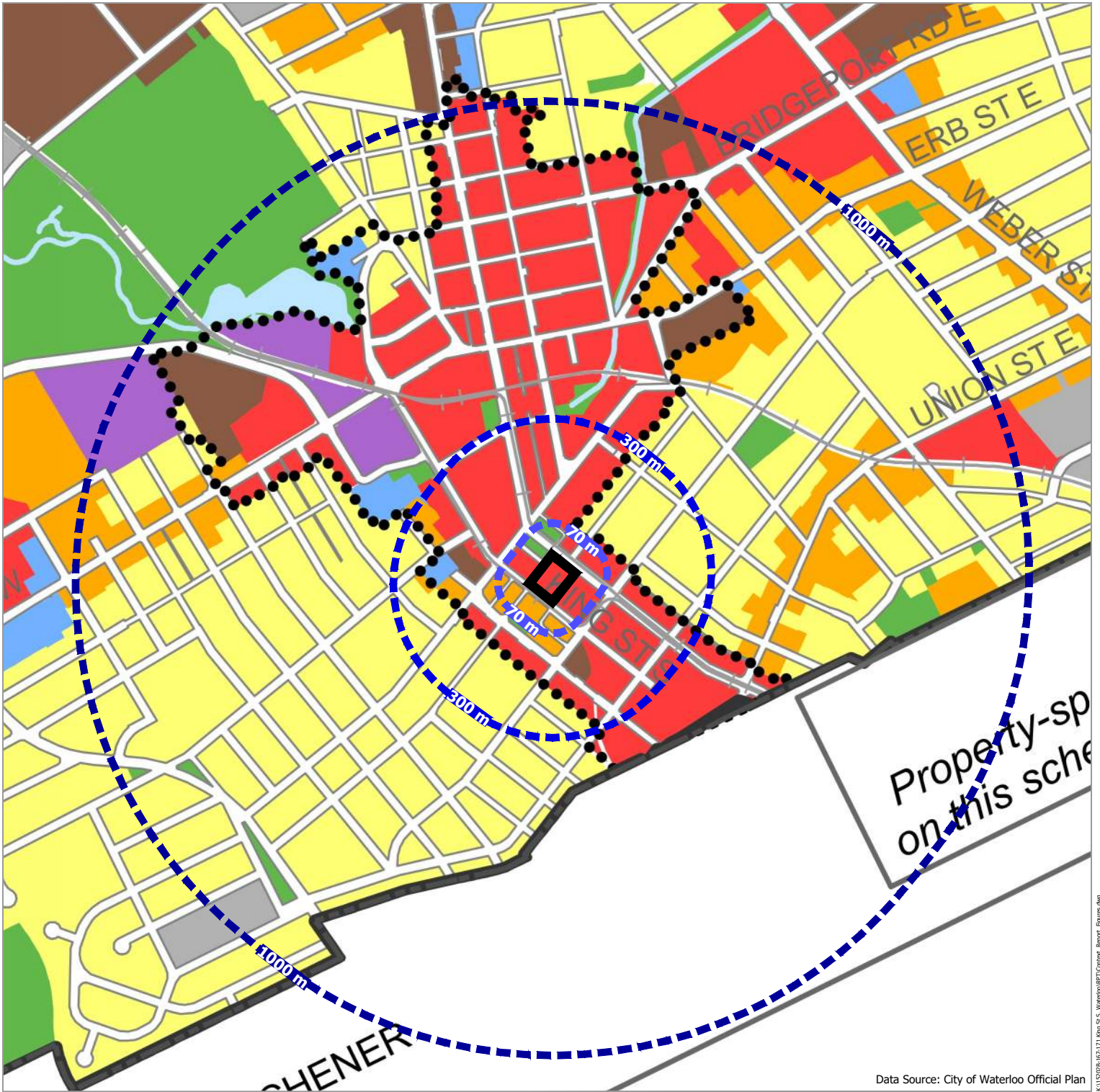


Data Source: Google Earth Imagery 2025

### Land Use Compatibility - Area of Influence

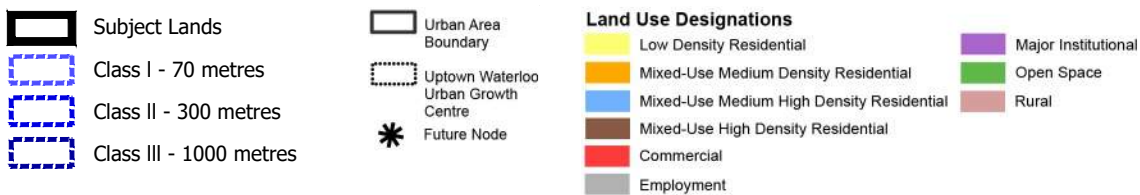
- Subject Lands
- Class I - 70 metres
- Class II - 300 metres
- Class III - 1000 metres





Data Source: City of Waterloo Official Plan

## City of Waterloo Official Plan Land Use Plan - Schedule 'A'





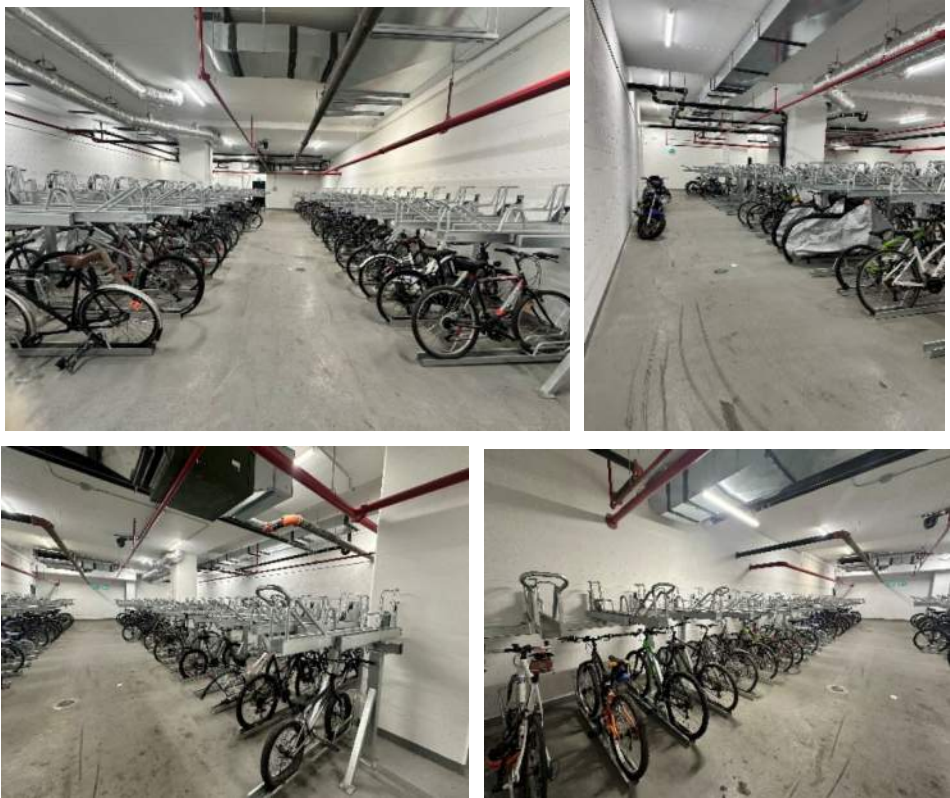
## **Appendix E: Bicycle Parking Utilization Study**

STATION PARK

Station Park Phase 1a and 1b, the two phases currently share a single bicycle storage room that contains a total of 158 racks servicing 584 suites between two towers. With an average occupancy of 9% utilization.

Bicycle Storage Room BR-P110

|                                    |    |                                  |    |                                   |    |
|------------------------------------|----|----------------------------------|----|-----------------------------------|----|
| May 22, 2025 – 1:06 PM (afternoon) |    | May 27, 2025 – 8:23 AM (morning) |    | June 02, 2025 – 5:45 PM (evening) |    |
| Morning<br>Occupancy Count         | 53 | Afternoon<br>Occupancy Count     | 51 | Evening<br>Occupancy Count        | 52 |



MODA

Moda is a single phase mid-rise that contains a total of 51 racks throughout the site, servicing 93 suites. With an average occupancy of 10% utilization.

Throughout the Site

|                                     |   |                                  |   |                                   |   |
|-------------------------------------|---|----------------------------------|---|-----------------------------------|---|
| May 22, 2025 – 12:33 PM (afternoon) |   | May 27, 2025 – 7:48 AM (morning) |   | June 02, 2025 – 6:24 PM (evening) |   |
| Morning<br>Occupancy Count          | 9 | Afternoon<br>Occupancy Count     | 9 | Evening<br>Occupancy Count        | 8 |



THE JAKE

The Jake is a single phase mid-rise that contains a total of 67 racks throughout the site, servicing 105 suites. With an average occupancy of 11% utilization.

Throughout the Site

| May 22, 2025 – 12:58 PM (afternoon) |    | May 27, 2025 – 9:18 AM (morning) |    | June 02, 2025 – 6:52 PM (evening) |    |
|-------------------------------------|----|----------------------------------|----|-----------------------------------|----|
| Morning<br>Occupancy Count          | 12 | Afternoon<br>Occupancy Count     | 11 | Evening<br>Occupancy Count        | 12 |

