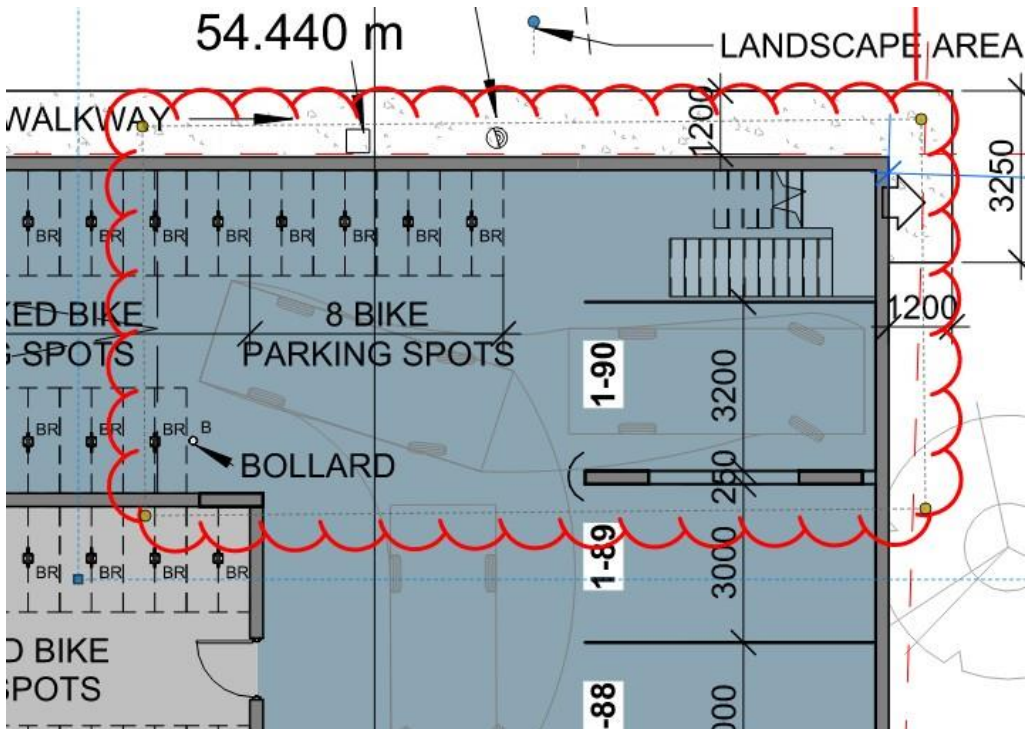


Comment Response Matrix
Minor Zoning By-law Amendment Submission 1 (File No. Z-23-04) – 143 Columbia Street West, Waterloo
April 9, 2024

DEPARTMENT / SUBJECT	CITY / AGENCY COMMENT	RESPONDING PARTY	COMMENT RESPONSE
City of Waterloo – Received June 6, 2023			
Planning & Public Works Planner/Policy Planner Tristan Deveau Tristan.deveau@waterloo.ca	<u>1.4 Non-Residential Uses</u> As witnessed with other apartment buildings in the area containing a ground floor “building office”, these spaces can often be disconnected from the streetscape despite their prominent location. Such office uses usually add glazed/frosted windows that close off or hide the use from the public pedestrian realm. Staff encourage the applicant to consider methods to activate the office space to support the Convertible Frontage Area policies, which otherwise encourages animated retail or community uses at the street edge.	NGDW/TPP	We note that the proposed commercial unit occupies the majority (65%) of the front building frontage. In addition, the proposed side commercial unit patio will extend 4 metres from the building, providing for around 13 metres of active commercial frontage whereas the building office occupies only about 6 metres. Whereas the Convertible Frontage Area policies only require space that could eventually be converted to commercial or other active use, the proposed development significantly exceeds this requirement, providing true, active commercial frontage for the majority of the building frontage.
	<u>Official Plan Summary</u> The overall objectives of the Official Plan and Northdale Neighbourhood are being recognized through the proposed development. Staff encourage the applicant to consider the following to be more in line with the Official Plan: - One-bedroom unit typology, as discussed in 1.3 Height & Density; - The reduced tower separation and its impact on the neighbouring properties; and - Securing of the pedestrian connections to neighbouring properties where possible.	NGDW/TPP	The proposed unit mix optimizes the building design and site layout efficiency, recognizing the impacts from the unique orientation of the subject site. It also allows the applicant to diversify their overall housing portfolio, which includes a broad mix of unit types across many different buildings and properties. As reviewed in further detail below, the locations of the proposed buildings have been refined in order to provide for more of an offset orientation with the existing buildings at 145 Columbia Street West. In our opinion, this further mitigates any potential impacts. The proposed development has been designed to provide pedestrian connections to the neighbouring properties to the south and west. We understand that the City will be responsible for securing required legal agreements.
	2. Zoning By-law Review *Note: While the proposed development meets the maximum density requirement and parking calculations, Staff note that the provided dining rooms can easily be converted to additional bedrooms. Agreements may be required as part of the Site Plan application to guarantee to Staff’s satisfaction, that these rooms will not be converted to bedrooms as this would greatly exceed the permitted density on the Subject property. **Note: As per the definition of Landscape Open Space, the calculation should exclude the commercial patio. The proposal still appears to meet the required 30% with the patio removed.	NGDW/TPP	Acknowledged. The Owner agrees to include conditions in the Site Plan Agreement and/or future Condominium Declaration which prohibit the conversion of dining rooms to additional bedrooms. Site Plan updated to differentiate between landscape open space and amenity areas. The proposed development complies with both zoning requirements.
	<u>Removal of Holding Symbol</u> The property is subject to the Northdale Neighbourhood Holding Symbol. As per the Zoning By-law, the following are required prior to removal of the Holding symbol. - Verification of sufficient servicing capacity (water, sanitary, and stormwater) to fully service the LOT and development thereon. - Verification of sufficient transportation capacity and transportation infrastructure within the surrounding road network affected by the development and or use of the LOT.	TPP K. Smart	A copy of the Ministry Acknowledgement Letter dated July 15, 2020 is enclosed which satisfies the holding provision requirement. Please refer to the updated Functional Servicing Report and the Hydrant Flow Test results.

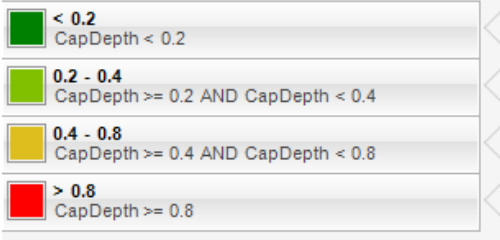
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	- For known or suspected contaminated sites as identified by the REGION, verification from the REGION and or the Province of Ontario that the owner has completed a Record of Site Condition. - Where an increase in BUILDING density is proposed pursuant to Section 37 of the PLANNING ACT, the completion and registration of an agreement pursuant to subsections 37.3 and 37.4 of the PLANNING ACT between the owner and the CITY. - A Block Plan has been prepared in accordance with the Block Plan policies of the OFFICIAL PLAN for the Northdale Neighbourhood Specific Provision Area, where applicable. - Verification through Site Plan Control endorsement that the LOT and development thereon will conform to: (i.) the OFFICIAL PLAN; (ii.) the REGION'S Official Plan; and (iii.) the CITY'S Urban Design Manual in effect, including the Northdale Urban Design Guidelines. - Demonstrate compliance with the Provincial D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses" where there are potential land use compatibility issues associated with existing and or planned industrial uses operating in proximity to residential or other sensitive land uses. Staff acknowledges that the Applicant has applied for Site Plan approval, but that conditional endorsement has not yet been received. As per the Region of Waterloo's comments (Attachment 4), Regional Staff are still awaiting the Ministry Acknowledgement Letter as part of the Record of Site Condition requirements, and Regional Staff require an update to the Functional Servicing Report to address fire flows.		
	<u>Reduction to minimum podium height</u> Given the location of Building 'C' on the site, staff have no objections to reducing the minimum podium height for Building 'C' only.	NGDW/TPP	Acknowledged

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	<u>Reduction to minimum tower separation</u> The closest point on the site plan is between the tower of Building 'C' and the rear lot line of 145 Columbia Street West (8.234 metres). Given that the tower on Building 'C' exceeds the minimum tower setback requirement to the south property line (18.784 metres), can this tower not be shifted south to better comply with the Zoning By-law? This would also reduce the tower stepback variance request for this building, as noted in the section below.	NGDW/TPP	As reviewed with City staff, the tower on Building C has been shifted south by 3 metres, resulting in a minimum tower setback of 11.2 metres to the north, thereby complying with the minimum zoning requirement. The tower setback to the south likewise continues to comply with the zoning requirement, measuring 15.2 metres. Building B has been shifted north by about 10 metres. This includes both the podium and tower, ensuring that we maintain the large 8.5 metre front tower stepback, which we feel is an important design feature. Though the building will be shifted north, this will still maintain a 22.1 metre tower separation between Buildings A and B, ensuring that we continue to comply with this minimum zoning requirement. With this adjustment, there is now only a very slight overlap between the Tower on Building B and the building on the neighbouring property.
	<u>Reduction of tower stepback</u> While the requested stepback reduction is reasonable for Buildings 'A' and 'B' given the constraints of the site, no such constraints exist for Building 'C'. As such, Staff wonder why the tower cannot be repositioned on the podium in order to comply with the Zoning By-law. Please consider revising the proposal, or providing additional justification for the reduction request.	NGDW/TPP	In addition to shifting the location of the podium and tower for Building C, we have also bumped the podium out to the north by 3 metres, which creates a tower stepback ranging between 2 and 3.5 metres. We submit that the updated tower stepback of 2-3.5 metres successfully achieves the podium/tower typology sought by the applicable zoning regulations and is appropriate given the buildings location at the very back of the Site.
	<u>Vary bicycle parking standards</u> Staff would like additional information on the rack design proposed. Specifically, please confirm that raised spaces will be equipped with a mechanical device to allow floor level loading for both	NGDW/TPP	Please find enclosed two stacked bicycle parking detail packages, which provide additional details on the functionality of the proposed stacked bicycle parking spaces. As illustrated, the upper rack can be slid out and lowered to the floor, to allow for easy

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	upper and lower spaces, and that the design will allow users of the space to securely lock their bicycle frames (not just wheels) to the rack to deter theft. Staff note that all of the indoor bicycle parking is located within Building 'C'. This is not ideal for the residents in the other two towers. Staff would prefer to see at least some indoor bicycle parking within each building. Looking at the indoor bicycle parking provided in Building 'C', there seems to be potential conflict between vehicle parking space 1-90 and some of the bicycle parking spaces.  With this configuration, it would be easy for the driver to accidentally back into the parked bicycles. Staff would recommend either removing space 1-90, or relocating the 8 bicycle parking spaces. Also related to bicycling parking, it's noted that all of the exterior bicycle parking for Building 'A' is located at the rear of the building. Staff would recommend that some of the parking be relocated closer to the front of the building to serve commercial employees and visitors.		loading. While only the wheels are secured in the rack, the rack design allows a lock to secure both the wheel and frame to the rack. Buildings A and B have been designed with reduced podium width in order to accommodate separate “zones” for vehicular access/parking and the pedestrian promenade. As such, there is no space to accommodate bicycle parking within Buildings A and B while maintaining the pedestrian promenade. Access to the indoor bicycle parking within Building C will be available to all residents. In addition, short-term bicycle parking is proposed outside of all three buildings. The identified 8 bicycle parking spaces have been relocated. Four bicycle parking spaces are located at the front of Building A. The remainder of the space is reserved for the building entrances, the commercial patio and the pedestrian promenade entrance, which we feel are important activities that should be maintained along the street frontage.
	<u>Geothermal Wells</u> As per the updated comments from the Region of Waterloo (Attachment 4), Staff support the request to permit Geothermal Wells on the subject property. See Environmental Considerations section for additional comments and details.	Applicant	Acknowledged.
	<u>Visitor Parking Spaces</u> Visitor parking spaces 1-58V and 1-59V are accessed off the ramp into the parkade. Can you provide a little more information on how these spaces will be safely utilized? There is potential for conflict with vehicles coming up and down the ramp, as well as concerns with the slope on the spaces themselves.	NGDW/TPP	The access ramp in this location only has a slight slope of 5%, allowing for direct access to these spaces from the ramp.

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	the provided Site Plan lists the pedestrian promenade in both the Amenity Area calculation and the Landscape Open Space calculation. <table><tr><td></td><td>6.5.9.3.</td><td></td><td>OR: 1 type A 3500 x 3500</td><td>1</td></tr><tr><td></td><td></td><td></td><td></td><td>39</td></tr><tr><td>LANDSCAPED OPEN SPACE</td><td>30% 2365m²</td><td>37.69% 2921.95m²</td><td>ON GRADE</td><td></td></tr><tr><td></td><td></td><td></td><td>2800 x 5500</td><td>17</td></tr><tr><td></td><td></td><td></td><td>2800 x 6500</td><td>19</td></tr><tr><td></td><td></td><td></td><td>3000 x 5500</td><td>2</td></tr><tr><td></td><td></td><td></td><td>TOTAL:</td><td>38</td></tr><tr><td></td><td></td><td></td><td></td><td>162</td></tr><tr><td>REQUIRED AMENITY AREA 3m² per bedroom</td><td>591 x 3 = 1,773m²</td><td>PROMEN.: 1,412.64m² INDOOR A.: 68.7m² BALCON.: 1,796.91m² TOTAL: 3,278.25m²</td><td></td><td></td></tr><tr><td>REQUIRED COMMON AMENITY AREA 30% of required amenity</td><td>1,773m² x 0.3 = 532m²</td><td>PROMEN.: 1,412.64m² INDOOR A.: 68.7m² TOTAL: 1481.34m²</td><td></td><td></td></tr><tr><td>GARBAGE ENCLOSURE</td><td></td><td>INSIDE</td><td></td><td></td></tr><tr><td colspan="5">* DENOTES NON-CONFORMITY WITH ZONING BY-LAW</td></tr></table> Promenade is in both the Amenity and LOS calculations. Amenity areas exclude LOS as per definition Commercial Patio can't be included 2921m2 - still exceeds 30%		6.5.9.3.		OR: 1 type A 3500 x 3500	1					39	LANDSCAPED OPEN SPACE	30% 2365m²	37.69% 2921.95m²	ON GRADE					2800 x 5500	17				2800 x 6500	19				3000 x 5500	2				TOTAL:	38					162	REQUIRED AMENITY AREA 3m² per bedroom	591 x 3 = 1,773m²	PROMEN.: 1,412.64m² INDOOR A.: 68.7m² BALCON.: 1,796.91m² TOTAL: 3,278.25m²			REQUIRED COMMON AMENITY AREA 30% of required amenity	1,773m² x 0.3 = 532m²	PROMEN.: 1,412.64m² INDOOR A.: 68.7m² TOTAL: 1481.34m²			GARBAGE ENCLOSURE		INSIDE			* DENOTES NON-CONFORMITY WITH ZONING BY-LAW						minimum requirements for landscaped open space, amenity area and common amenity area.
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Landscape Review Provided by Tristin Deveau on behalf of Landscape Department June 23, 2023	I wanted to check in with our Landscape department on the reduced setback. They didn't have any major concerns, though they pointed out that the originally submitted Landscape Plan will likely need to be adapted. E.g. a single row of trees in the rear yard instead of double, using narrower canopy trees and exploring adding some shrub plantings to provide an additional buffer.	Hill Design	A tighter planting arrangement is now proposed for the trees in the rear setback area.																																																												
	For Building B, with both the Tower and Podium shifting northwards, I assume this will impact the parking area between the two buildings? Will this create any issues from a parking perspective? Will any of these changes negatively impact the pedestrian promenade? For Building C, I think what you've proposed is a reasonable solution. I like having a little bit up a tower stepback to break up the north facing façade, but I agree that it's not worth further decreasing the rear setback in order to achieve a consistent 3 metres. I think the 4.6 – 8.2 metres setback along the south property line is a good compromise. <u>As usual, support will be contingent of a full review of the updated submission materials, but from a high-level I think minimizing the amount of overlap between the towers on this site and 145 Columbia by shifting the buildings slightly has merit.</u>	NWDG	As illustrated in the updated Site Plan, the proposed development continues to comply with the minimum parking requirements. The pedestrian promenade has been maintained as originally proposed. Acknowledged, the updated Site Plan reflects this approach. Acknowledged.																																																												
Development Engineering Ronda Werner ronda.werner@waterloo.ca 519.747.8720 March 6, 2023	Development Engineering has reviewed the Zone Change Application Z-23-04 for the proposed development at 143 Columbia Street West and do not have any significant concerns with the Zone Change Application. However, in support of removing the holding (H) symbol from the subject property we will require a Feasibility Study is completed. The feasibility study should provide, at a minimum, an assessment, conclusion, and recommendations on the following information: - An evaluation on the existing municipal infrastructure fronting the development property. - A written description of the existing grading and drainage patterns on the subject development property and surrounding area. - A description of the proposed grading and servicing strategy. - Servicing demand calculations, including sanitary and water and fire supply.	K. Smart	Please see the Functional Servicing Report enclosed within this submission.																																																												

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	- A fire hydrant test with summarized pressures and flow within the municipal system - MECP sanitary and storm Design sheets - Stormwater Management Design In addition, it appears the applicant is requesting the use of geothermal wells as part of the design. Geothermal wells were used in the development at 365 Albert Street and 130 Columbia Street that included several well head infrastructure placed at surface and located randomly around the property. It is important to note, the location of all infrastructure as part of the geothermal design must be considered in the design and illustrated on all design drawings.		
Engineering Infrastructure Veronica Kroess veronica.kroess@waterloo.ca March 3, 2023	<u>2029 Modelling Scenario</u> The future conditions PCSWMM sanitary sewer model includes loading rates that are projected to reflect 2029 conditions. The projected 2029 model estimated flows do not account for flows from the proposed development. To be conservative, the flows resulting from the proposed development were added to the sanitary sewer model flows to determine the effects of the proposed development on the sanitary sewer system. The analysis was carried out for the wet weather modelling scenario as it is more conservative.	K. Smart	Acknowledged.
	<u>Trunk System</u> The proposed flow of 16.04 L/s was accounted for in the MH CN22-6A flows. The 2029 projected ‘post-development’ modelling results indicate that the sanitary sewer on Columbia Street downstream of the site appears to have available capacity under wet weather modelling scenarios, reaching a depth of up to 51% full, as shown on the figure below.  Projected 2029 Wet Weather modelling results <u>Legend:</u>	K. Smart	Acknowledged.

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	Sanitary Sewers (fraction full):  Manholes (depth to rim): 		
Landscape Review Development Engineering, IPPW Sibila Lass Weldt March 8, 2023	We would like to remind the applicant that all existing shared boundary trees and trees on adjacent properties shall have documented approval of injury removal in the form of a Letter of Understanding which indicates that the adjacent property owner(s) are aware of the proposal and the potential harm to existing vegetation.	Hill Design	Acknowledged. Please refer to updated Site Plan application that was resubmitted on August 8 th .
External Agencies			
Region of Waterloo Senior Planner, Monika Oviedo monikaoviedo@regionofwaterloo.ca March 24, 2023	<u>Record of Site Condition (RSC)</u> Regional Staff confirm that the owner/applicant has filed RSC #226900 in 2020 for the entirety of 143 Columbia Street West to allow residential uses. The owner/applicant is required to submit a copy of the Ministry Acknowledgement Letter to satisfy the removal of the Holding Provision. Regional Staff have not received a copy of the Ministry Acknowledgement Letter at this time.		A copy of the Ministry Acknowledgement Letter dated July 15, 2020 is enclosed.
	<u>Water Services</u> Region staff note that there is a Regional holding provision for all applications in the Northdale area that requires Water Services clearance before the holding can be lifted. Region staff have reviewed the functional servicing report dated November 3, 2021. Region staff request that the fire flow hydrant tests be provided for Regional review as it is unclear how the available fire flow of 21977.34 L/s has been determined. Please provide the above as part of a resubmission.	K. Smart	Please refer to the enclosed Fire Flow Test results.
	<u>Corridor Management</u> Corridor Management staff has reviewed the Noise Impact Study for the proposed development at 143 Columbia Street West in the City of Waterloo, prepared by JJ Acoustic Engineering Limited, dated November 17, 2021. This Study has determined that the potential environmental noise impact from road traffic noise is significant. The proposed development will need the following: - a requirement for central air-conditioning, - noise warning clauses and - special building components.	Applicant / RWDI	Acknowledged. Please refer to enclosed updated Noise Study.
	Based on the excess road noise levels and the nature of the development, regional staff are of the opinion that the following mitigation is required: <u>For All Units (All Buildings) Ventilation</u> Central air conditioning will be provided for all suites in all three buildings.	Applicant / RWDI	Acknowledged. Please refer to enclosed updated Noise Study.

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	All units in the proposed development will be installed with suitably sized and designed air-ducted heating and ventilation system; and will be installed with central air- conditioning, prior of building occupancy permit. The installation of central air conditioning systems and a double-glazed window and building construction meeting the minimum requirements of the Ontario Building Code (OBC) will provide adequate sound insulation for the proposed building and will exceed this requirement. The following Noise Warning Clauses will be registered on title through a future the Draft Plan of Condominium Development Agreement with the City of Waterloo and included in all Agreements of Purchase and Sale/Lease/Rental Agreements and in the Condominium Declaration: "Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks." "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Region of Waterloo and the Ministry of the Environment, Conservation and Parks." <u>Exterior Wall Construction:</u> For all buildings, wall construction meeting the Ontario Building Code requirements is considered sufficient. <u>Window Assembly:</u> The study confirms that the building will include double glazed window assembly. It is recommended that a window glazing assembly providing an STC 28 rating or better should be included for all buildings. A double glaze window assembly consisting two 3 mm panes separated by a 13mm air gap is expected to provide the required STC rating. Typically, window assemblies include a small operable portion within the window assembly. A good weather seal should be included for this operable portion to minimize noise flanking. Further to the above, Prior to the issuance of building / occupancy permits for this development, a Professional Engineer qualified to provide acoustical engineering services in the Province of Ontario shall certify that the suggested noise control measures have been properly designed, installed and constructed.		
	<u>Noise Sources Associated with the Development</u> <u>Sound Levels due to proposed Stationary Sources</u> To achieve sound level limit (levels presented in Table 5-2 of the study) at the Points of Reception, the following is recommended: Building C: HVAC units selected with a sound power level below 86.1 dBA HVAC units are positioned no closer than 5m from edge of building 1 m high parapet wall surrounds rooftop Building D:	Applicant / RWDI	Acknowledged. Please refer to enclosed updated Noise Study.

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	HVAC units selected with sound power levels below 86.1 dBA HVAC units are positioned no closer than 5m from edge of building 1 m high parapet wall surrounds rooftop Podium: HVAC unit selected with sound power level below 82.2 dBA		
	<u>Noise Conclusions</u> Regional Staff are not in agreement with the Site-Specific Noise Limit Justification for the development as detailed in the study. Please note that a calculation method provided by the Region using the current AADT values and assumes the worst case 1 hour traffic amount for the daytime is approximately 8% of the current AADT and the nighttime value calculated by using 2% of the current AADT which is applicable only for the facades having full exposures to the transportation noise sources. Hence the site-specific daytime and night-time noise limit calculation for the south facades fronting Columbia Street West (completely shielded from major transportation noise) and other facades of the buildings which have partial exposures and shielded from transpiration noise sources are not acceptable. As a result, Regional Staff have determined that the compliance for all these facades has not been demonstrated as per MECP Guideline NPC-300. The site-specific elevated noise limit must be established through the following methods as per NPC-300: 1. Using lowest hourly traffic volume during the week for daytime and nighttime period through modelling/prediction 2. Using lowest hourly measured noise level for daytime and nighttime through unattended background noise measurement for a specified period as per NPC- 300. Furthermore, Chiller and Cooling Tower Units are inherently tonal in nature. Confirmation that the tonality has been included in the assessment is required. Regional Staff are not in agreement with the analysis and recommendations provided with respect to Stationary Noise impacts for the respective facades (site-specific noise limit) for the proposed development. Please revise and resubmit the Noise Study accordingly. Once the Stationary Noise study has been accepted, an addendum to this report must be completed once a mechanical design is done to account for noise from the Site to the neighboring building.	Applicant / RWDI	Please refer to enclosed updated Noise Study.
	<u>General Comments</u> Please accept the above as comments from the Region on the proposed Zoning By-law Amendment application. Comments regarding the outcome of further discussion on the proposal to permit geothermal wells will be forwarded under separate cover. Region staff are not in support of the Zoning By-law Amendment application until such time as the following are submitted to the satisfaction of the Region: 1. A revised FSR (fire flow hydrant tests) for review and acceptance, as noted above;	K. Smart / Applicant / RWDI	Please refer to the enclosed Functional Servicing Report and Hydrant Flow Test results. Please refer to the enclosed updated Noise Study. Please refer to the enclosed Letter of Acknowledgement.

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	2. A revised Stationary Noise Assessment, as noted above; and, 3. A copy of the Ministry Acknowledgement Letter for the RSC.		
Region of Waterloo Senior Planner, Monika Oviedo monikaoviedo@regionofwaterloo.ca April 18, 2023	<u>Hydrogeology and Water Programs (HWP)</u> If surface parking or driveway areas greater than 200m2 are proposed, the owner/developer is advised that through a future Site Plan/Condominium application, the Owner/Developer will be required to complete a Salt Management Plan, to the satisfaction of the Region. Additionally, please be advised that the Region does not support permanent active or passive dewatering controls for below-grade infrastructure, including foundations, slabs, parking garages, footings, piles, elevator shafts, etc. Below-grade infrastructure requiring dry conditions should be waterproofed.	Applicant	Acknowledged.
Waterloo Catholic District School Board Planning Technician Jordan Neale Jordan.Neale@wcdsb.ca 519-578-3660 ext. 2355 March 9, 2023	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): A) That any Education Development Charges shall be collected prior to the issuance of a building permit(s). B) 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: “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.”	TPP	Acknowledged.