

COMMENT / RESPONSE MATRIX		
Zoning By-law Amendment Application (Z-25-23) – 167-171 King Street South		
Post-Circulation City and Agency Comments		
April 2026		
	Comment	Response:
City of Waterloo – Staff Consolidated Comments		
1.2 CITY OF WATERLOO OFFICIAL PLAN AND OPA 58		
1.2.1	Land Use and Building Height	
	Development on lands designated Uptown Mixed-Use Core should be pedestrian-oriented and support the commercial viability of Uptown Waterloo.	Noted. The proposed development has frontage along King Street South and Caroline Street, and provides ground level commercial floor area along King Street that will support the commercial viability of Uptown Waterloo.
1.2.2	Requested Building Height Increase	
b)	Staff agree with the PJR which notes that: - the subject lands do not immediately abut any designated Low Rise Residential lands. - the subject lands are located within a strategic growth area which is where intensification is to be directed. - the proposed building height is appropriate based on the site’s location (being within an Urban Growth Centre, Major Transit Station Area, and Regional Intensification Corridor). Staff also note the narrowest part of the towers face the adjacent properties which help to reduce overlook/ privacy. However, Tower B (oriented to King St S and located 6 metres from the interior side yard) appears to still have some impacts on the neighbouring property (181 King St S) with respect to sky view, access to sunlight, and privacy for building occupants. The Applicant is asked to consider modifications to minimize such impacts. Refer to Section 1.4.2.1, below.	Tower B is oriented with the shortest façade facing the interior side yard, which was intentional to reduce overlook and privacy. Furthermore, Tower B meets the required tower separation regulations established within the City of Waterloo Zoning By-law, which permits separation from an interior lot line 6.0 metres, provided the combined total of separation between both interior lot lines is 22.0 metres or more. This requirement for combined separation is met. Tower B has shifted as far over as possible, without impacting the heritage building.
c)	The PJR notes that the proposed development provides benefits to the surrounding community, including the conservation of a cultural heritage resource (by incorporating the Kuntz-Labatt House into the proposed development), and providing a broader mix of multi-bedroom units. Staff do not agree with this justification. “Benefits” to the surrounding community in the context of policy 3.4(6)(c) include items that are above and beyond that which a developer is required to otherwise provide. The conservation of the Kuntz-Labatt House (façade) is required under the Ontario Heritage Act. - The proposed development includes a mix of one-and two-bedroom units only and does not provide any affordable housing units or larger family-sized units (e.g., three-bedroom units). The Applicant should consider benefits that are proportionate to the height being contemplated. Consider benefits such as a broader range of units, affordable units, car share spaces / vehicle within the development, public art, and/or a pedestrian connection from Caroline St S to Kuntz Lane.	The Planning Addendum includes additional commentary with respect to Policy 3.4 (6)(c). A broader range of units are now included, including 3 bedrooms suites, car sharing parking model, and a sidewalk connection from Caroline to Kuntz Lane to King Street. The adaptive re-use of the Kuntz-Labatt House remains a community benefit. When redeveloping sites that are designated under the Ontario Heritage Act there are a range of outcomes including: preservation, commemoration, facadification; and, in some instances demolition. Further, there is no requirement under the Ontario Heritage Act that would require the adaptive reuse of the heritage building. It could have been included within the development as private amenity space or other private uses such as the building is being used today. Instead, the development concept includes adaptive reuse of the building to a commercial/restaurant use which will allow broader community access to the heritage building. Further, under the previous Section 37 Bonusing scheme, the City of Waterloo Official Plan identified a full list of facilities, services or matters that could be incorporated to authorize increases in height and density. Adaptive reuse of a cultural heritage resource was included in this list. Stating that adaptive reuse is not a community benefit discourages rather than encourages future adaptive reuse projects.
f)	The proposed building complies with the tower regulations (tower floorplate dimensions, horizontal tower length, and separation distances) and the development exceeds the minimum amenity area requirements. However, common outdoor area has not been provided.	The updated concept plan has been revised to delineate a Common Outdoor Area, as requested by City staff. The identified Common Outdoor Area along the King Street frontage meets the minimum area and dimension requirements as established in the Zoning By-law. As such, relief from this provision is no longer required. A revised draft zoning amendment (including a track changes version) is included as part of this resubmission.
i)	The proposed development includes a podium and tower built-form, commercial uses oriented to King St, adaptive reuse of a heritage house, and amenity areas on the podium, all of which aligns with city objectives and general urban design principles. However, a higher standard is expected to satisfy Section 3.9.3 of the Official Plan, including:	We believe our building design is setting an extremely high standard of design along the King Street frontage. Significant effort has been put into the building design and material selections. In response to this comment: The project creates a continuous street wall along King Street and Caroline Street;

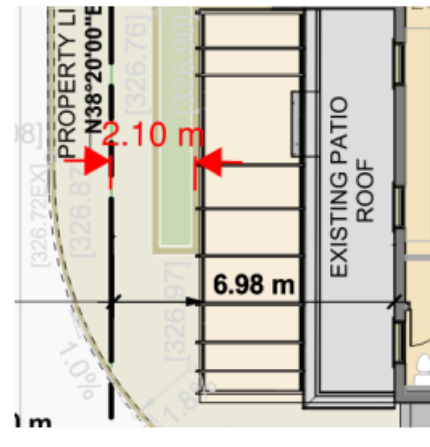
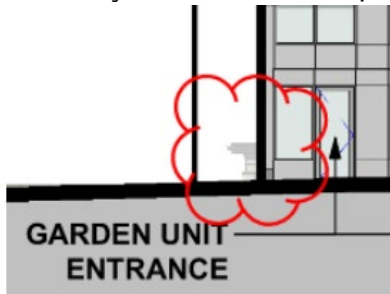
	- creating a continuous street wall - minimizing tower impacts on other tall buildings - establishing mid-block connections and public spaces - activating all levels of the podium, particularly adjacent to King St. Refer to Sections 1.2.4 and 1.4, below.	- The proposed towers have been designed to minimize tower impacts by orienting the shortest facades adjacent to the existing tall building and by ensuring that tower separation requirements in the zoning by-law are complied with. - The proposed development has been revised to include a pedestrian connection to provide access from Caroline Street South to Kuntz Lane/King Street South (mid-block connection). - The ground floor level of the podium has been activated along Caroline Street with residential units and lobby areas. - Along King Street the first two levels of the podium are activated (commercial uses at grade and residential units on the 2nd storey). Above the second storey parking has been screened through architectural design. Given the significant widenings requested by the Region on both King and Caroline Street (in excess of what was requested for the adjacent tower), it is not feasible to wrap all levels of the podium with active uses while still achieving efficient development.
j)	The proposed development includes indoor, secure bicycle parking and is proximal to transit and active transportation routes. No transportation improvements are required to support the proposed development. However, Transportation Services requires clarification regarding the Transportation Demand Management (TDM) measures. Refer to section 5.0, below.	Clarification of proposed TDM measures is provided in responses to comments in Section 5.0 of this Matrix.
l)	Regional Engineering staff require the Functional Servicing Report to be updated. Refer to Appendix D of [the post-circulation comments].	See responses below in response to specific comments from Regional staff.
m)	As noted above: - City Transportation staff require clarification regarding the proposed TDM measures. - Staff do not support the request to reduce bicycle parking spaces (refer to Section 1.4.1(6), below). - Regional staff require the Functional Servicing Report to be updated.	Clarification of proposed TDM measures is provided in response to comments provided in Section 5.0 of this matrix. The development proposal has been revised to increase the bicycle parking. The revised proposal now meets the City’s bicycle parking requirement (however relief is requested from the dimensions of bicycle parking spaces). The draft zoning by-law amendment has been updated accordingly. A revised Functional Servicing Report has been prepared and is included with this resubmission. Responses to specific comments from Regional staff are included further down in this table.
1.2.4	Urban Design, Policy Review	
	Uptown Waterloo is intended to achieve a balance between meeting growth objectives and maintain the existing sense of community. Section 3.6.1 of OPA 58 speaks to the following guiding principles for development within the Uptown Primary Node area: Foster a high-quality and pedestrian-oriented public realm: Uptown shall have a high quality, safe, and attractive public realm that supports a pedestrian and bicycle-friendly environment. Maintain and improve the architectural integrity: Particular attention is given to how buildings interact with King Street. Buildings fronting King Street should reinforce the street’s historic role as a “main street”. Maintain the built heritage resources: Cultural Heritage resources within Uptown Waterloo should be conserved and restored. Be a focal point for arts and culture: Uptown should continue to be a space for arts and culture, including cultural businesses and community gathering spaces. Open Space: Uptown should develop in a manner which expands connections with open space, including the Laurel Creek open space and greenway system. Commercial Vitality: The role of Uptown as the Commercial Core of Waterloo shall be preserved. Development within Uptown should compliment and not diminish the vital role which Uptown plays in the city.	Noted. In our opinion the proposed development has appropriately considered these guiding principles. This has been expanded on in the Planning Justification Addendum prepared in support of this resubmission.
	The urban design objectives for the city are outlined in Section 3.9.1 of OPA 58. Development of all scales is expected to achieve each of the urban design objectives outlined in the Official Plan: Design Excellence: Development should include high-quality materials, sustainable building design and construction, and thoughtful design which considers impact to the existing urban fabric. Creating a Sense of Place: Site and building design should contribute to a distinct sense of place and give particular attention to coordinated	Noted. In our opinion the proposed development has appropriately considered the City's urban design objectives. This has been expanded on in the Planning Justification Addendum prepared in support of this resubmission. We will also be collaborating with the Region when the time comes on the streetscape design on King St. We would like to do something special, but will need their permission and involvement.

	streetscapes, building materials and colours, and architectural styles. Architectural design, creativity, and innovation is encouraged. • Connectivity: Development should be designed to provide seamless access between the public and private realms, including barrier-free accessibility to all building entrances from the public street. • Streetscaping and Street Activity: Where buildings interface with the street, development should pay particular attention to the relationship with the public right-of-way. Landscaping, resting spaces, and/or gathering spaces are encouraged. • Enhancing the Pedestrian Experience: Developments which demonstrate good urban design can enhance the pedestrian experience and create safe, attractive environments for people walking and rolling. Building articulation, transparency, frequent entrances, and a human-scale street wall are all urban design elements which are encouraged.	
	The urban design objectives outlined above are to be achieved through the urban design policies in Section 3.9.3 of the OPA 58, the Urban Design Manual, and the Zoning By-law. While the proposed development complies with many of the Urban Design policies, given the increased heights requested, staff believe the following policies merit particular attention: 1. Building Design – Podium: Policy 3.9.3(1)(d) encourages development to contribute to a continuous street wall along its street frontage and contribute to a human-scale streetscape. Policy 3.9.3(5) states that the Official Plan places a greater emphasis on urban design compared to density. Attention should be given to how the building interacts with the King Street frontage, with the objective of maintaining a high degree of architectural integrity. 2. Building Design - Towers: Policy 3.9.3(2)(c)(i) states that tall buildings (11 storeys or greater) will provide appropriate separation distances as outlined in the Zoning By-law, to limit negative impacts on the public realm, other tall buildings on the same site and on neighbouring properties, including sky view, access to sunlight, and privacy for building occupants. Consider how the proposed design adheres to the urban design principles of tower separation as outlined in Policy 3.9.3(2)(c)(i). 3. Site Design and Amenities - Policy 3.9.3(1)(f) encourages development to integrate small-scale publicly accessible open spaces where possible, in the form of mid-block connections, sliver parks, mews, and/or other micro-spaces to enhance pedestrian experience and movement. Policy 3.9.3(2)(f)(ii) encourages the integration of urban site amenities such as landscaped outdoor spaces, urban seating areas, and public art within the Uptown Primary Node. A variety of other site amenities may be considered and incorporated into intensification projects that animate the street, contribute towards sustainable design, and enhance the quality of life for users and visitors. The Applicant should identify opportunities for public realm improvements, including the potential for the re-use of building setback areas as a mid-block connection or micro public spaces. 4. Location of Parking - Policy 3.9.3.(1)(i) states that parking structures will be located and designed to limit their visual impact on the public realm. Where feasible, underground parking is encouraged for intensification projects, particularly in residential or mixed-use developments. Policy 3.9.3(1)(j) encourages above-ground parking structures, where proposed, to be wrapped by permitted active uses fronting the street (including residential uses), with additional measures taken to screen any parking which is visible from public view through the use of landscaping or other design strategies. On primary streets, above-grade parking structures are strongly discouraged. Where above-grade parking structures exist, they should be wrapped by active uses such as residential units, retail, commercial, and/or institutional uses on all podium levels. On secondary streets, above-grade parking structures are encouraged to include active uses above the ground floor. On the King Street frontage, the development proposes commercial uses on the ground level and residential uses on the second level, with parking areas located on podium levels three through five. The development should incorporate active uses on all podium levels fronting King Street. Active uses are also strongly encouraged on all podium levels on the Kuntz Lane and Caroline Street frontages, in accordance with Policy 3.9.3(1)(j). 5. Cultural Heritage - Policy 3.9.3(2)(d)(i) states that the City will seek to retain, conserve, and/or rehabilitate cultural heritage resources in their original locations where possible. Where it is not possible to retain the original uses, adaptive re-use of heritage buildings shall be encouraged. Policy 3.9.3(2)(d)(ii) states that new development will achieve a compatible relationship with cultural heritage resources and heritage districts in their context through consideration of elements such as urban scale, building height, massing, materiality, profile, and architectural features. As proposed, the portions of	Noted. The Planning Justification Addendum prepared in support of this resubmission has provided additional analysis/discussion on the specific policies emphasized in this comment.

	the building directly abutting the Kuntz-Labatt House would contain parking areas. This creates a design where the heritage building would be surrounded by blank walls with a height of five storeys (approx. 17 metres). The integration between new development and cultural heritage resources could be improved by incorporating active uses (including residential uses) on all podium levels where the podium abuts the Kuntz-Labatt House. Where feasible, staff encourage reduced podium height and/or a terraced massing in proximity to the heritage building.	
1.3 Urban Design		
1.3.1	Urban Design Comments	
1.	Urban Design staff strongly support the adaptive reuse of the existing brick structure on the site and support its location to help to enhance the existing adjacent greenspace.	Thank you.
2.	As noted above, the Official Plan’s policy objectives for the Uptown Primary Node emphasize the importance of accommodating intensification with a delicate balanced approach that is sensitive to existing characteristics and resources. Urban Design staff echo Community Planning commentary (Section 1.2.4, above) on the importance of achieving pedestrian scaled streetscapes with human-scaled street walls that reinforce historic characteristics of the Uptown.	It is our opinion that this is already achieved in the proposed development for the site. The proposed development provides for ground-oriented commercial uses along the King Street frontage and residential uses along the Caroline Street frontage to encourage pedestrian streetscapes. The Zoning By-law requires of a minimum of 4.0 metres for the height of the first storey, and the proposed development exceeds this requirement along the King Street commercial frontage. It is further noted that while the proposed development is within the Uptown, it is separate from the historic “Main Street” section of Uptown and should not be required to adhere as strictly to the same characteristics of such.
3.	Urban Design staff provide the following considerations to better balance these competing priorities: - Consider breaking up the King Street facing façade into smaller increments / vertical rhythm to mimic / pay homage to a traditional street of multiple store fronts. - Consider lining the King Street facing podium with units and or amenity spaces above the first storey to activate the street-facing elevation for the majority of the podium to more effectively achieve these policy objectives.	Noted. Per the response above, it is noted that while the proposed development is within the Uptown, it is separate from the historic “Main Street” section of Uptown and should not be required to exhibit the same historic characteristics of such. Rather, the proposed development takes on a “modern” interpretation of commercial street fronts along the King Street frontage. The 2nd storey of the King Street podium contains units to activate the street facing elevation. As previously noted, there are considerable challenges with achieving active uses at the front of the entire King Street podium given the extensive road widenings. The Facade is already shown in segments, and is at a pedestrian scale. We also don’t want to pull away from the heritage building, so we believe what we have designed is beautiful and complimentary to the streetscape and heritage building. Reference should be given to the renderings along King Street, as the elevations may appear flat.
4.	Tall buildings should provide appropriate separation distances as outlined in the Zoning By-law, to limit negative impacts on the public realm, other tall buildings on the same site and on neighbouring properties, including sky view, access to sunlight, and privacy for building occupants. - As designed, the proposed towers comply with tower floorplate dimensions, horizontal tower length, and separation distances. Additionally, they have been positioned to have the narrowest part of the tower facing adjacent properties to help reduce overlook/privacy. - Staff encourage the Applicant to consider further modifications to Tower B, to increase the separation between the proposed development and 181 King St S.	As noted by staff, the proposed towers fully comply with the tower separation distance requirements. Tower B has been shifted away from 181 King as much as possible without causing issue for the Kuntz-Labatt house.
1.3.2	Shadow Study	
	A Shadow Study, prepared by Kirkor Architects and Planners, dated July 23, 2025, has been submitted in support of the application. To further assist staff in their review, it is requested that additional sun/shadow analysis be provided. The additional analysis should: - for the proposed development, distinguish between shadows generated from portions of the building up to and including 30 storeys in height, and shadows generated from portions of the building that are above 30 storeys - reflect any modifications to the building massing that are made in response to staff and agency comments provided. - be completed for all of the required dates and times noted in the City’s Sun/Shadow Analysis Terms of Reference	An updated Shadow Study has been prepared to address staff’s comments, including reflecting the modifications to the proposed building massing (tower heights) and differentiating the shadows between the portions of the building below and above 30 storeys. The revised shadow study is discussed in the Planning Justification addendum.
1.3.3	Pedestrian Wind Tunnel Study	
	The Pedestrian Wind Tunnel Study, completed by Gnobi Consulting Inc., dated July 21, 2025, demonstrates that wind safety criterion is met at all locations assessed except for the identified localized winter safety exceedance on the podium. The	A revised Wind Study has been prepared to reflect the revised building massing. There will be no access to the exterior amenity podium in the

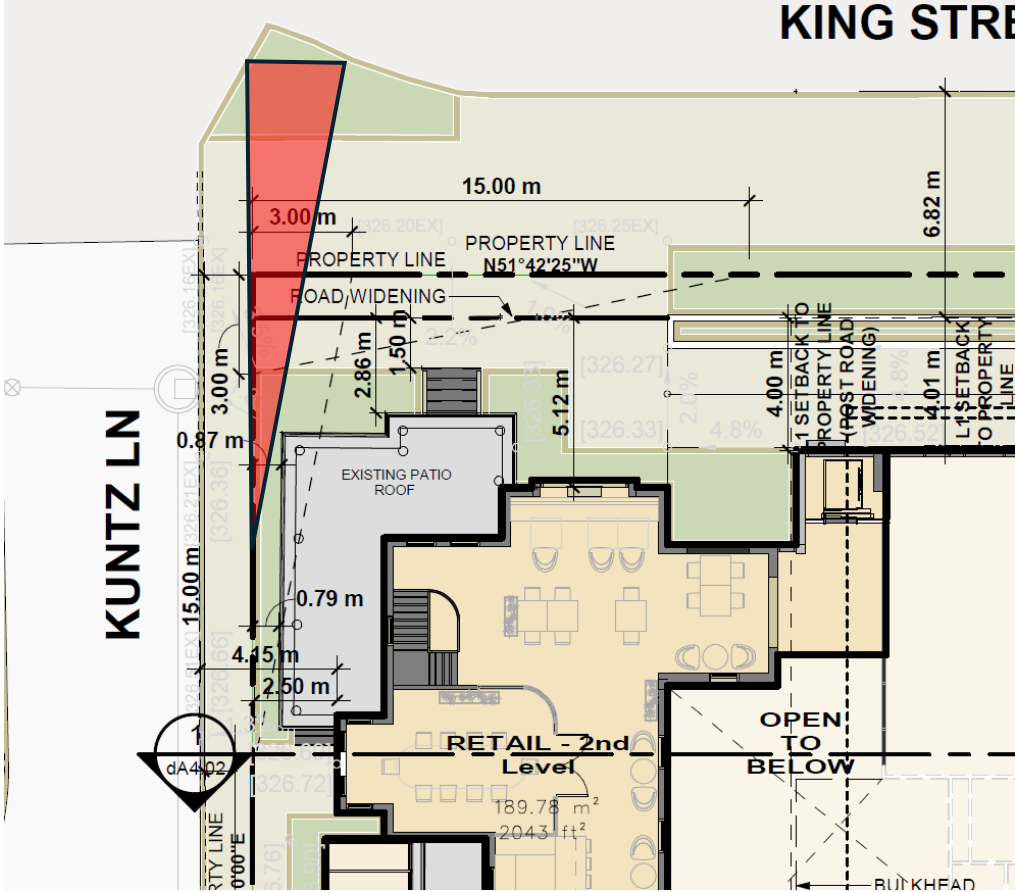
	Study also notes that some areas on the Level 5 podium may exceed target criteria for passive space. The consultant notes that the wind exceedances near Location 72 on the Level 5 podium can be effectively mitigated through thoughtful design interventions, such as incorporating a canopy and/or landscape features into the design strategy at the northeast corner of Tower A. Staff acknowledge that these matter are typically addressed at detailed design, at which time wind is further reviewed and mitigation measures are secured/implemented. In addition to the above, the City has received several comments from the public expressing concern that the area surrounding the subject lands is already very windy, and that the proposed development will exacerbate existing wind conditions. To ensure that wind has been adequately addressed, the City will be arranging for the Wind Study to be peer reviewed by a qualified expert, at the expense of the Applicant. The purpose of the peer review will be to confirm that the methodology used by consultant aligns with the City's Terms of Reference and industry practices, existing and proposed development in the surrounding areas have been accurately captured, the findings are logical and well-supported, and the recommendations for mitigation are appropriate.	winter months. Any further mitigation will be explored during site plan approval stage. We request that the city remove the request of a peer review study since the wind study has already been updated with the tower height and podium design changes. Comments from the public should not be used as a reason to change the City's standard process technical study review, especially if the wind study, which has been prepared by an expert has confirmed that wind safety criterion is met at all locations except the podium (which is easily mitigated as noted above). The City's typical process is to require a preliminary wind study at the zoning stage and an updated detailed wind study at the site plan stage when the final building design, as well as any mitigation measures including landscaping are known. Should the City not be satisfied with the wind study prepared at the site plan stage, this would be the more appropriate time to require a peer review.
1.4 Zoning		
	The subject lands are zoned Uptown Mixed-Use (U2-81). Site Exception C159 also applies to the subject lands which refers to a Holding provision (H) and requires a Record of Site Condition for the lands, prior to their redevelopment. For clarity, the removal of the holding symbol is excluded from Z-25-23.	The intent is that the Holding Provision would continue to apply. The draft by-law has been updated to retain the holding provision has currently worded.
1.4.1	Applicant-Requested Site Specific Zoning Provisions	
(1)	Increased Height and Density The Applicant is requesting to: - increase the maximum permitted building height from 81 metres (25 storeys) to 123 metres (37 storeys), including the mechanical penthouse, and - increase the maximum density from 750 bedrooms per hectare to 2,250 bedrooms per hectare. Previous to OPA 58, the Official Plan specified minimum and maximum residential densities for all land use designations where residential uses were permitted. The Official Plan also contained a policy framework for the consideration of height and density increases. For residential uses permitted within Commercial designations, the evaluative criteria in policy 10.2.1(1) would have applied. Through OPA 58, maximum densities have been removed from the Official Plan. Policies now focus on built form, leaving density considerations to zoning. Policy 3.4(3) now states: <i>Where the Official Plan permits residential uses within a land use designation, a minimum and/or maximum density may be established in the implementing Zoning By-law. Density provisions may be based on considerations that are unique to individual sites or areas. No maximum density is set out in this Plan.</i> The requested increase in height has been evaluated against policies 3.4(6) and 3.4(8) within OPA 58, with staff's assessment summarized in Section 1.2.2 of this letter. For the requested increase in density, the same criteria would be used to evaluate whether additional density can be accommodated at this location. Overall, as noted above, staff do not object to the proposed height and density provided that certain criteria are achieved, including but not limited to: - Benefits to the surrounding community - Minimizing impacts on neighbouring properties - Sun/shadow, wind and noise impacts - Common outdoor area - Urban design - Transportation matters (transportation demand management measures and bike parking) - Servicing In addition, the Applicant is asked to consider the following with respect to the proposed building height: - Based on the City's Zoning By-law, building height is measured from the finished ground level along the front façade (in this case, along both King St S and Caroline St S), measured using five equally spaced points adjacent to the front facade, to the top of the roof, excluding the parapet and mechanical penthouse. Please confirm that this approach has been taken when calculating the proposed building height. - The Zoning By-law provides for a maximum penthouse height of 6 metres. Why is a 7 metre mechanical penthouse required? Please provide justification. - The taller, more dense tower should be oriented to King Street. Why has the 37 storey tower been oriented to Caroline St instead?	A fulsome response to these comments, including additional discussion related to policies 3.4(6) and 3.4(8) is included in the Planning Addendum report. In response to comments provided by the public and City, the tower height has been decreased along Caroline to 30 storeys (Tower A) and along King Street (Tower B) has increased to 38 storeys. While our preference would be to include a maximum height provision (similar to how the parent zoning is structured), rather than shrink wrap the zoning to a very specific design scheme, we have added maximum tower heights for both the King Street and Caroline Street towers in the updated draft zoning by-law. Building height has now been calculated from equally spaced points adjacent to the front façade. The overall density has decreased from 2,250 bedrooms per hectare to 1,950 bedrooms per hectare. This is reflected in the revised zoning by-law amendment. With respect to the height of the mechanical penthouse, tall towers require a lot of space for mechanical and electrical equipment based on the energy codes and this equipment have special acoustic requirements for floating floors to isolate sound. We also need a mezzanine level for Elevator Machine room and for the lower-level MPH would need to have enough clear height. The zoning by-law amendment has been updated to request a maximum mechanical penthouse height of 7.0 metres.

	d) The requested building height of 123 metres and 37 storeys only applies to Tower A (adjacent to Caroline St S). If the application is supported, a regulation should be applied to reflect the specific building heights of each tower.											
(2)	Street Line Setback King Street South The Applicant proposes to decrease the street line setback along King St S from 4.0 metres to 0 metres. The architectural plans and the PJR indicate that the first and second storeys of the proposed development adjacent to King St S are recessed, resulting in a setback of 3.92 metres. Note, the street line setback should be measured: - for the podium, from the columns that appear along the King St façade on Level 1, resulting in a street line setback of 3.62 metres - for the heritage house, from the column on the front façade of house closest to King St, resulting in a street line setback of 3.25 metres. The remaining storeys of the podium (Levels three to five) project out towards the street line, encroaching into the King St right-of-way (due to the widening) of approximately 1.4 metres. Staff do not object to the King St street line setback to Levels one and two of the podium, and to the heritage house as currently shown on the plans (subject to other comments in Sections 1.4.2 and 3.0 of this letter). However, the 0 metre setback to Levels three to five of the podium and the resulting 4.0 metre overhang (within the limits of the property) is of concern. The Official Plan encourages developments which contribute to a continuous street wall. In this case, applying a 0 metre setback will permit the podium to be extended beyond the street wall when considering existing and approved/unbuilt developments south of the subject lands, including the following: <table><tr><th>Sites</th><th>Street Line Setback – King St. S</th></tr><tr><td>181 King St S – Circa</td><td>3.2m to podium* 8m above the podium <i>*If a similar road widening was taken for these lands, as proposed for the subject lands, the setback to the podium would have been 1.9m.</i></td></tr><tr><td>185 King St. – City Lands (Unbuilt)</td><td>4.0m at-grade 1.5m for storeys above the first storey</td></tr><tr><td>187-191 King St. S – Bauer Lofts</td><td>0m</td></tr><tr><td>203-207 King St. S (Unbuilt)</td><td>4.0m</td></tr></table> Setbacks to upper storeys of the podium appear to range from 1.5 - 4.0 metres, with the exception being Bauer Lofts which was granted a 0 metre setback from King St and Caroline St to enable the retention and reuse of an existing building. It should also be noted that the reduced setback for Circa was to recognize the existing setback of a heritage building, and to allow the new portion of the building to match the existing setback. The proposed 4.0 metre overhang also entirely encompasses the public realm along this frontage, limits the ability for any on-site tree planting along King St S, and significantly reduces natural sunlight from reaching the residential units on the second storey of the podium. Staff may support a reduced setback along King St, but not to 0 metres. The upper levels of the podium should, at a minimum, align with the other properties while complying (or nearly complying) with the 4.0 metre setback at-grade. Regarding the portion of the building that extends into the road right-of-way, in a letter dated October 22, 2025 (see Appendix D), staff at the Region of Waterloo (the “Region”) indicated that encroachments are not permitted above, at or below grade in the King St or Caroline St right-of-ways. Unless otherwise indicated by the Region, the proposed development will be required to be located wholly within the limits of the property. Caroline Street South The Applicant proposes to decrease the street line setback Caroline St S from 5.0 metres to 0 metres. Along the ground floor of the proposed building fronting Caroline St, portions of the façade have a 0 metre setback, while other parts of the building, including the lobby, vestibule and portions of the garden suites, have a setback of approximately 1.7 metres. The remaining storeys of the podium (Levels two to five) have a 0 metre setback from the street line. The PJR notes that the proposed 0 metre setback is consistent with other buildings in the immediate area and is appropriate for the development in its context, in particular given the widenings. Based on staff’s review of other developments in the	Sites	Street Line Setback – King St. S	181 King St S – Circa	3.2m to podium* 8m above the podium <i>*If a similar road widening was taken for these lands, as proposed for the subject lands, the setback to the podium would have been 1.9m.</i>	185 King St. – City Lands (Unbuilt)	4.0m at-grade 1.5m for storeys above the first storey	187-191 King St. S – Bauer Lofts	0m	203-207 King St. S (Unbuilt)	4.0m	King Street South As a result of comments from City and Regional staff, the concept plan has been revised to not propose any encroachment of the podium (Levels 3-5) into the King Street right-of-way. The podium levels are now proposed to meet the 0 metre street line setback to King Street. Levels 1-2 are proposed to have a street line setback of 4.0 metres from King Street. Although the upper podium levels will be cantilevered over the public realm along this frontage, we note that in addition to the road widening that will be taken along this frontage (1.32 metres) the current Regional right of way along King Street is already wide, and when combined with the 4.0 metres setback and the 1.32 metres that will be conveyed in road widening, there would be a total setback of over 10 metres between the building façade at Levels 1-2 and the existing lay-by on King Street. Combined, this area is sufficiently large enough to accommodate tree plantings along King St S as well as other features that will result in an activated streetscape, and recommend working with the Region to discuss what type of infrastructure and plantings can be accommodated along this frontage. Caroline Street Similarly to the King Street frontage, the proposed concept plan contemplates a 0 metre setback for the upper levels of the podium (Levels 2-5) and some portions of the ground level. This reduced street line setback is requested as a result of the increased road widening (3.85 metres) that is required to be conveyed to the Region. Unlike the King Street frontage, a more significant amount of the Caroline Street frontage is required to be conveyed to the Region as a road widening (3.85 metres), which will limit the ability to design the streetscape with a meaningful and high quality public realm without cooperation from the Region. While there is still limited space on site along the Caroline that can be used to contribute to activation of the streetscape, we recommend working with the Region to discuss what type of infrastructure and plantings can be accommodated along this frontage within the road widening lands to be conveyed to the Region.
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203-207 King St. S (Unbuilt)	4.0m											

	surrounding area, setbacks along Caroline St range between 2.0 - 7.5 metres (existing or approved/unbuilt) with exception to the Bauer Lofts, which has a 0 metre setback for the reason noted above. <table><tr><th>Sites</th><th>Street Line setback- Caroline St. S</th></tr><tr><td>181 King St. S - Circa</td><td>2.6m to podium (post-widening) 7.6m above the podium (post-widening)</td></tr><tr><td>185 King St. – City Lands (Unbuilt)</td><td>7.5m</td></tr><tr><td>187-191 King St. S – Bauer Lofts</td><td>0m</td></tr><tr><td>203-207King St. S (Unbuilt)</td><td>2.0m</td></tr></table> The subject lands are located in an active intensifying node where all street line setbacks are critical in establishing the envisioned public realm at grade. Space will be required within the streetscape for site furnishing zones, street trees planting and/or public art. The provision of sufficient building setbacks along Caroline St is critical to achieving the expected high quality public realm at grade. Please re-evaluate and modify the design accordingly.	Sites	Street Line setback- Caroline St. S	181 King St. S - Circa	2.6m to podium (post-widening) 7.6m above the podium (post-widening)	185 King St. – City Lands (Unbuilt)	7.5m	187-191 King St. S – Bauer Lofts	0m	203-207King St. S (Unbuilt)	2.0m	
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203-207King St. S (Unbuilt)	2.0m											
(2)	In addition, based on Drawing dA2.01 of the architectural plans, an exterior door for one of the garden units appears to open within the Region’s right-of-way. Please revise the entrance to this unit. Kuntz Lane The Applicant proposes to: - relocate the heritage house to meet the required minimum setback of 2.5 metres from Kuntz Lane, and - reduce the setback from Kuntz Lane to the building podium portion below Tower A (Caroline Street), from 2.5 metres to 1.5 metres. The relocated heritage building, as currently shown on the architectural plans, does not comply with the minimum setback of 2.5 metres. Setbacks to the covered porches are to be measured from the street line to the columns or edge of the walking surface. In this case, the setback from Kuntz Lane is approximately 1.25 metres. For the proposed deck extension, if the deck is covered (please clarify), the setback from Kuntz Lane is approximately 2.10 metres. The development should be modified or justification provided for the reduced setback (also refer to Sections 1.4.2(4) and 3.0 of this letter for additional comments pertaining to the proposed relocation of the heritage house). Setback to Existing porch  Setback to Proposed Deck Extension  In addition to the above, there is a “ghosted” structure shown on Drawing dA3.04 (South Elevation), along the north façade of the development. What is this?  Staff support the reduced setback to the building podium portion below Tower A (Caroline Street).	For the garden unit facing Caroline Street, the suite door has been removed. The dimensions to the existing house have been added. The ghosted object is the existing patio roof in elevation. Since the grade along King St is lower than Caroline St, the roof seems like a projection at grade along Caroline. With respect to the setback from the covered porch to Kuntz Lane, additional justification and analysis has been included in the Planning Justification Addendum.										
(3)	Height of the First Storey The Applicant is requesting to reduce the minimum height of the first storey to 3.1 metres along the Caroline St frontage, whereas the Zoning By-law requires a minimum height of 4.0 metres. The general intent of this regulation is to allow for the potential future conversion of building floor area to commercial uses, which typically requires increased ceiling height. Staff understand that the intent of this	Noted. The draft Zoning By-law Amendment text has been revised to reflect the request for a reduced height of the first storey only where residential uses are proposed. The extents are now shown in plan on sheet dA2.01										

	development is to establish residential uses on the Caroline Street frontage, and that the reduced ceiling height is based on the first storey height of the proposed “garden units”. Staff do not object to this amendment given that commercial uses will be incorporated into the development (on the King St frontage), and grade changes need to be accommodated. However, a site specific regulation should be applied, restricting the reduced height of the first storey to Caroline St <u>where residential uses are proposed</u> . Please delineate on the site plan the limits of the reduced ceiling height.	
(4)	Common Outdoor Area The Applicant has requested that the proposed development be exempt from providing common outdoor area, whereas the U2 zone requires a minimum of 3% of the lot area (approximately 147.7 m2 of the subject lands) to be common outdoor area at-grade. The purpose of this requirement is to provide a common public gathering space, not only for residents, but for employees, occupants, and visitors to the building. Staff do not support this proposed amendment. Justification for this reduction, as noted in the PJR, includes providing 1,182 m2 of amenity space atop of the building’s podium in lieu of common at-grade space. The proposed amenity space located on the sixth level is only accessible to residents and their guests and does not serve the purpose of providing an at grade common outdoor area for all visitors to the site. Furthermore, this development will contribute to a large increase in residents, as well as animals within the Uptown. Consideration for residents to take their pets out for relief, without sole reliance on city parks, should be contemplated. The design of a common outdoor space must be thoughtfully integrated within the site design, with consideration given to possible impacts on the designated heritage building.	The updated concept plan has been revised to delineate a Common Outdoor Area, as requested by City staff. The identified Common Outdoor Area meets the minimum area and dimension requirements as established in the Zoning By-law. As such, relief from this provision is no longer required.
(5)	Structured Parking – Proximity to King Street The Applicant proposes to reduce the distance that structured parking is permitted from King St S, from a minimum of 15 metres to 0 metres. While the ground and second floor of the podium adjacent to King St S are proposed to contain active uses (commercial space and residential units), levels three to five are intended to be used for parking. The purpose of this zoning regulation is to activate the King Street Corridor, a regional arterial road, and historic corridor within the City of Waterloo. Active uses are required for all storeys of a podium that front onto King Street, to contribute to streetscape vibrancy, create visual interest, and provide “eyes-on-the-street” for the City’s primary north-south arterial. In addition, policies within the Official Plan state that above-grade parking structures along primary roads such as King St are discouraged, but where they exist, they should be wrapped by active uses such as residential units, retail, commercial, and/or institutional uses on all podium levels. Staff have reviewed the justification for this amendment, as provided in the PJR, and request some clarification: - It is suggested that the proposed parking is provided entirely as structured parking within the building podium due to the high-water table in the area. However, it is unclear whether some parking could be accommodated underground. The seasonal high water table is noted in the Hydrogeological Study (Chung and Vander Doelen, July 10, 2025) to be 323.85 to 324.12 mASL. A cross section of the building, shown on Drawing dA4.01 of the architectural plans, indicates that the land at grade and adjacent to King St is 327 mASL and the land at grade and adjacent to Caroline St is 330 mASL. Bike locker rooms (with ceiling heights of 3.14m) are also currently proposed entirely below grade. - It is suggested that the adjacent development at 185 King St S (Circa 1877) contains site specific regulations that exempt them from these zoning requirements. While it is unclear which ‘adjacent development’ is referred to since “185 King St S” is owned by the City and “Circa 1877” is located at 181 King St S, staff reviewed the zoning for both sites and confirm that there are no site specific regulations that would permit parking within 15 metres of King St. The Applicant is strongly encouraged to reconsider this request. For information, based on the most recent application in the immediate area (203-207 King St S and 10-16 John St W), Council supported an amendment to permit a minimum structured parking setback from King St of 13.5m (Site Exception C199).	The request to reduce the distance that structured parking is permitted from King Street remains intact. However, it may be possible to increase the minimum distance from King Street depending on how the regulation is interpreted. The Zoning By-law states that structured parking above grade is prohibited within fifteen metres (15m) of King Street. It doesn’t require that structured parking is setback 15.0 metres from the lot line. If it is interpreted that the setback relates to the travelled portion of King Street, the development will maintain a setback of 8.96 metres to the curbline of King Street and the zoning can be amended based on that interpretation. In our opinion, the development continues to activate the streetscape along the pedestrian realm by including ground floor commercial uses and residential units above. The parking podium will cantilever over the pedestrian sidewalk, such that those walking along the King Street frontage will not see the structured parking above. The structured parking has been architecturally integrated into the overall building design and does not read as parking. Adding underground parking would add considerable cost to the development and as such would impact the overall affordability. If some of the parking was to be located underground, there would still remain a request for parking less than 15 metres from King Street.
(6)	Bicycle Parking The Applicant proposes to reduce the minimum bicycle parking rate to provide a total of 256 Type B bicycle parking spaces (including stacked bike parking), whereas a minimum of 507 spaces is required (251 Type A spaces, 251 Type B spaces, and 5 non-residential spaces being Type A or B). Staff note that the Transportation Impact Study (TIS) prepared by Paradigm Transportation Solutions Ltd., dated July 2025, includes a review of the City’s minimum bicycle parking requirements and recommends that the proposed supply of bicycle parking meet the City’s minimum bicycle parking requirements.	Bike parking has been redesigned to include a total of 499 bike parking spaces which exceeds the bike parking ratio to 0.6 per unit. The floor plans indicate multiple bike rooms to achieve the zoning ratio for compliance. The site stats have been updated to correctly identify which stalls are considered Class A and which are considered Class B. We have also included exterior bike parking for short term bike parking outside of the building on both Caroline Street and King Street locations.

	The PJR also includes a Bicycle Room Utilization Study that has been prepared by the Owner. The Utilization Study, which is cited as reasoning for the proposed reduction to the bicycle parking rate, includes a review of how bike parking has been utilized in three existing developments, including: • Station Park (Phase 1a and 1b), located at 5 Wellington St S, Kitchener • MODA, located at 312 Erb St W, Waterloo • THE JAKE, located at 101 Golden Eagle Rd, Waterloo Parking counts were conducted for three different time periods (morning, afternoon, evening), over three days (May 22, May 27 and June 2, 2025). While staff appreciate that this Study provides a glimpse of how bike rooms are used in these three instances, it does not provide sufficient information, including but not limited to building occupancy rates, the mix and size of unit types, demographics of the tenants/residents, tenure of the building, the total bicycle trips generated on site, the contextual location of these developments including proximity to transit and other bike infrastructure. In addition, other factors may influence the data collected for bike room usage, including the design of bike parking facilities (ease of accessing indoor bike room, perceived sense of security, and type of parking infrastructure – horizontal, vertical or stacked parking) and time of year the survey was completed, with summer months generating the largest bike parking demand. As previously noted, the proposed development is located within the City’s primary node, a PMTSA, and along a Regional Intensification Corridor. The ROP and the City’s Official Plan strongly encourage transit supportive development that prioritizes walking, cycling, and rolling, and taking transit over automobile trips. Based on recommendations of the TIS, a review of the Utilization Study and the policy framework, staff are not in support of a reduction to the bike parking rate. Other Bike Parking Comments • The PJR (p. 38) indicates that a total of 262 bike parking spaces are proposed, whereas the architectural plans indicate a total of 256 bike parking spaces. Please confirm total bike parking proposed. • The Zoning By-law defines Type A bicycle parking as secure bike parking located indoors or within a bike locker and Type B bicycle parking as any bike parking other than Type A. The PJR notes that the development contains 0 Type A, 32 Type B and 230 stacked bike parking. Bike parking spaces internal to the building, including the stacked spaces, would be considered Type A spaces.	While relief from the amount of required bicycle parking is no longer requested, relief from the bicycle parking dimensions is requested. The bike rooms and related bike storage dimensions illustrated in the site plan represent industry standards.
1.4.2	Staff Identified Zoning Considerations	
(1)	Tower Separation Regulation 3.T.5.2 allows for one tower setback to be reduced to a minimum of 6.0 metres provided that the sum of the tower separation setbacks to the side lot lines is a minimum of 22 metres. Both of the proposed towers comply with this regulation. The purpose of the tower separation requirement is to ensure there is sufficient separation between towers on the same site (where multiple towers are proposed) and to other towers on adjacent lands. Staff note there has been a significant number of public comments submitted from residents of the neighbouring property at 181 King St S, expressing concern regarding the proposed tower separation to the existing tower at 181 King. Concerns include but are not limited to access to sunlight, loss of views, and overlook or loss of privacy. Although the towers comply with zoning, the Official Plan requires towers to be designed to limit negative impacts on other tall buildings on neighbouring properties. In light of the concerns and the policy framework, the Applicant is encouraged to consider design modification to mitigate the potential impacts of Tower B on 181 King St S. One suggestion is to compress Tower B (by removing two units per floor), thereby creating more of a point tower and increasing the tower separation from the shared property line with 181 King St S. The residential units from Tower B could then be relocated to the podium (with priority given to the King St facade) and/or Tower A by extending the tower length to approximately 45-46 metres.	The placement of Tower B has been carefully coordinated to ensure that it does not project over the heritage building below. Shifting the tower further west would compromise the structural and architectural integrity of the heritage building and is therefore not a viable option. To mitigate overlook concerns, corner units have been designed with primary living-space windows oriented north or south, reducing direct views toward adjacent properties. Reference drawing dA2.06/1 illustrates these conditions. Additionally, orienting the tower along the east–west axis minimizes potential overlook and maintains appropriate access to sunlight by limiting the extent of façade exposure toward the neighbouring lot on 181 King St S.
(2)	Tower Stepback Regulation 3.T.5.1 requires the tower to stepback 3.0 metres from the front façade of the podium, including balconies. Based on the architectural plans, the stepback for Tower B has been measured from the farthest edge of the building which encroaches into the Region’s right-of-way. As previously noted, the Region does not support the proposed encroachment. Staff note that when the podium design is adjusted, the tower stepback of Tower B must also be adjusted to provide the minimum tower stepback of 3.0 metres, including balconies.	The encroachment within the right of way has been removed and is no longer shown on the updated plans. As a result Tower B has shifted and is fully outside of the Region’s right-of-way. Minor relief is required on King Street from the tower stepback (2.6 metres requested). The tower itself, and majority of the balcony meets the 3.0 metre requirement, however given the angled design of the balconies, there is a slight encroachment on the 3.0 metre stepback required. This has been captured in the updated zoning by-law amendment.
(3)	Structured Parking, First Storey Regulation 8.2.18a.) of the Zoning By-law states that structured parking is permitted on the first storey within the U2 zone provided that a minimum of 25% of the first storey is comprised of one or more uses of the following uses: • commercial uses specified in sections 8.2.1.1, 8.2.1.3, 8.2.1.4 and 8.2.1.6	With regards to Regulation 8.2.18a.), the site data chart confirms that 54.22% of the first storey consists of the identified uses. As such, structured parking is permitted on the first storey.

	• institutional uses specified in sections 8.2.1.1, 8.2.1.3, 8.2.1.4 and 8.2.1.6 • common indoor AMENITY AREA • management office • entrance / foyers • lobby, reception area, seating area, and the like • circulation spaces, such as hallways, elevators, and the like • hydro transformer room Regulation 8.2.18b.) states that structured parking shall be located entirely behind the Building Floor Area devoted to the uses specified in section 8.2.18.a.). Since the proposed garden suites, located on the first storey, are not identified as a specified use in 8.2.18a.), an amendment to this regulation is required. Please provide planning rationale. In principle, staff do not object to this amendment.	With regards to Regulation 8.2.18b.), while the proposed garden suites are located between the parking area and the street line, there are also a range of internal circulation spaces and other areas such as hallways, moving rooms, lobby, vestibule, garbage, and storage lockers associated with the functions of the overall mixed-use buildings between the garden suites and the proposed structured parking. In our interpretation of the Zoning By-law, locating those uses between the structured parking and the street line satisfies the intent of Zoning By-law regulation 8.2.18b.), even if the garden suites themselves are not included in those identified uses. If staff still feel that a site specific amendment is needed this can be added to the final zoning by-law.
(4)	Daylight Triangle and Visibility Triangles The relocated heritage building encroaches into the City’s daylight triangle at the Kuntz Lane and King Street South intersection (red shaded area in image below). Based on Section 3.D.1 of the Zoning By-law, buildings and structures are prohibited within a daylight triangle. The heritage building should be shifted to comply with the City’s By-law. The plans should also be reviewed to ensure that visibility triangles measuring three metres by three metres (3m x 3m) can be accommodated at each of the driveways.	The City’s Zoning By-law definition of a LANE states that “a LANE shall not be defined as a STREET”. As such, the daylight triangle provisions for street lines does not apply for the corner of King Street South and Kuntz Lane. Furthermore, a daylight triangle should be measured from further up into the Regional right-of-way as the cars that would drive up along Kuntz Lane would not be turning at the sidewalk, but rather up at King Street which is more than 7 metres beyond the edge of the property line based on the existing Regional right-of-way and the road widening to be conveyed. If the daylight triangle is pushed up accordingly, the daylight triangle would not conflict with the relocated heritage building and porch.  Driveway visibility triangles (3m x 3m) have been shown on the updated concept plan and can be accommodated at each of the accesses.
(5)	Phasing The development is proposed to be phased, with Phase 1 including the 37-storey tower along Caroline St S, and Phase 2 including the 33-storey tower along King St S and the relocated heritage building. Portions of the required amenity space are proposed within Phase 2, and the required accessible parking spaces are unequally distributed across both phases. Please demonstrate how zoning compliance will be achieved on a phase-by-phase basis. This includes, but is not limited to, minimum amenity area requirements, accessible parking, bicycle parking, and common outdoor area. If the common outdoor area is proposed as part of Phase 2, consider how a temporary area can be provided.	Tower A is now 30 storeys and Tower B will be 38 storeys. Phasing stats for parking, accessible parking, bike parking, amenity are provided on dA1.02/1. The proposed development is still intended to be split into two phases, with Tower A proceeding first as part of Phase 1. Zoning compliance for the following development-wide requirements will be achieved as follows: • The majority of the indoor amenity space is proposed on Level 6 of Phase 1, thus the minimum requirement for Phase 1 can be achieved within Phase 1. • Accessible parking spaces have been redistributed to ensure that Phase 1 has sufficient accessible parking spaces (8 of the 11 total) to meet the requirements for Phase 1. • Similarly, the majority of the bicycle parking spaces will be located within Phase 1 to ensure that the requirements for zoning compliance are met. • With respect to Common Outdoor Area, a temporary area may need to be provided. These details can be worked through during the site plan approval stage.

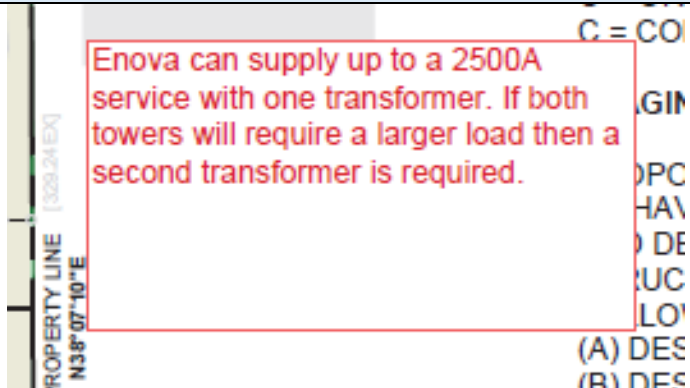
(6)	Bicycle Parking Types and Dimensions The Applicant proposes to include stacked bicycle parking within the development. On November 17, 2025, Council approved general amendments to Zoning By-law 2018-050 to update the parking regulations and requirements. The city-wide Zoning By-law (no. 2025-078) is in force and effect as of December 18, 2025. Zoning By-law 2025-078 introduces a definition for stacked bicycle parking, regulations for minimum size requirements and limitations on where stacked spaces can be provided. The definition and dimensions are as follows: BICYCLE PARKING (STACKED): means a horizontal BICYCLE PARKING space that is positioned above or below another BICYCLE PARKING space and equipped with a mechanical device providing floor level access to each BICYCLE PARKING space. <table border="1" style="margin-left: 40px;"><tr><td rowspan="4">BICYCLE PARKING (STACKED) Space</td><td>Width (minimum)</td><td>0.6 metres</td></tr><tr><td>Length (minimum)</td><td>2.0 metres</td></tr><tr><td>Vertical Clearance (minimum combined)</td><td>3.8 metres</td></tr><tr><td>Access aisle width (minimum)</td><td>2.5 metres</td></tr></table> Based on these new regulations, staff note that: • The access aisle for the proposed stacked bicycle parking space, shown on Drawing dA2.01 of the architectural plans, does not comply with the minimum aisle width of 2.5 metres. The access aisles should be revised to align with the new regulations. • The vertical clearance for stacked and vertical bike parking spaces has not been provided. If the information is not provided, the Applicant will need to ensure that the minimum clearance complies with the applicable zoning regulations. If the proposed bike parking spaces cannot comply with the minimum required vertical clearance, an amendment will be required and planning justification provided. • • A minimum of 10% of the required Type A bike parking spaces must be oversized spaces, having a minimum width of 1.0 metre.	BICYCLE PARKING (STACKED) Space	Width (minimum)	0.6 metres	Length (minimum)	2.0 metres	Vertical Clearance (minimum combined)	3.8 metres	Access aisle width (minimum)	2.5 metres	Bike parking at 0.6 spaces per unit is now provided within the building in a mix of vertical bike spaces and horizontal stacked spaces. An industry standard spec has also been added to the drawings. See dA2.00 While relief is no longer required from the number of bicycle parking spaces requested, we are requesting relief from the dimensions for certain types of bicycle parking spaces. This is detailed in the Planning Addendum and has been added to the zoning by-law amendment.
BICYCLE PARKING (STACKED) Space	Width (minimum)		0.6 metres								
	Length (minimum)		2.0 metres								
	Vertical Clearance (minimum combined)		3.8 metres								
	Access aisle width (minimum)	2.5 metres									
(7)	Other Parking-Related Amendments, By-law 2025-078 Zoning By-law 2025-078 also amended other parking regulations that will need to be considered for the proposed development, including the following: • Accessible spaces are calculated based on the number of parking spaces ‘provided’ on the lot, rather than the number of ‘required’ vehicular parking spaces. The number or rate of required accessible spaces was not amended. That said, it is noted that the current architectural plans indicate that 12 accessible spaces are required, whereas only 11 (5 Type A and 6 Type B) are needed to comply with the By-law. • Section 6.9 (Loading) of the By-law now applies to the subject lands (lands that are zoned U2). As such, to support the proposed development, 1 Type B loading space (3.0m x 12.0m x 4.5m H) and 2 Type A loading spaces (3.0m x 7.0m x 3.0m H) are required. Also note that Zoning Regulation 6.9.5.3 permits a non-residential loading space to satisfy the requirement for a residential loading space, provided the loading space is accessible to both the non-residential and residential uses. A Type B loading space has been provided which meets the minimum dimensions. While a second loading space is 20 identified on the plans, as “Restaurant Loading”, it is unclear whether the intent is that this space be solely devoted to the restaurant use. The vertical dimension for this loading space has also not been provided. There is also a space labelled as “Moving” on Level 1 which may meet loading requirements. Please confirm what spaces are to be deemed as loading spaces for zoning compliance and label the plan accordingly. • Regulations have been added for parking space dimensions where one or both sides of a parking space abuts a wall, column, or obstruction (or a combination thereof) that is 1.0 metre or more in length. The minimum width of such obstructed parking spaces must be increased by 0.2 metres for each side which is obstructed. Please confirm that the parking provided complies with this new regulation. For more information about Zoning By-law 2025-078, please refer to Engage Waterloo: https://www.engagewr.ca/parking-ZBA.	Accessible parking is compliant now on the updated plans. Accessible parking has now been updated to be shown by phase in the stats. The accessible parking is also calculated based on the provided parking spaces in the building. A total of 11 (6 Type As and 5 Type Bs) are provided while 10 (5 Type As and 5 Type Bs) are required based on a total parking of 400 spaces. Loading: A total of 1 Type B and 2 Type A loading spaces are provided. The 2nd Type A space along the west property line will be shared for both residential and non-residential use. Parking space dimensions have been adjusted to satisfy obstruction requirement. They are either provided with an extra space of 0.2m or adjusted to not have any obstruction accordingly.									
(8)	Mezzanine A restaurant mezzanine is proposed, as noted on Drawing dA2.01 of the architectural plans. Based on the Zoning By-law, the following regulations apply: • 3.M.2B.3 - The MEZZANINE shall be open and unobstructed to the room in which such MEZZANINE is located except for safety guards required by the BUILDING CODE and any enclosed space permitted by section 3.M.2B.4. • 3.M.2B.4 - The floor area of the MEZZANINE is permitted to contain enclosed spaces that collectively shall not exceed ten percent (10%) of the floor area of the room in which the MEZZANINE is located, provided the enclosed spaces do not obstruct the visual connection between the open floor area of the MEZZANINE and the room below.	The mezzanine reference was incorrect and has been removed. The upper level is considered the second storey.									

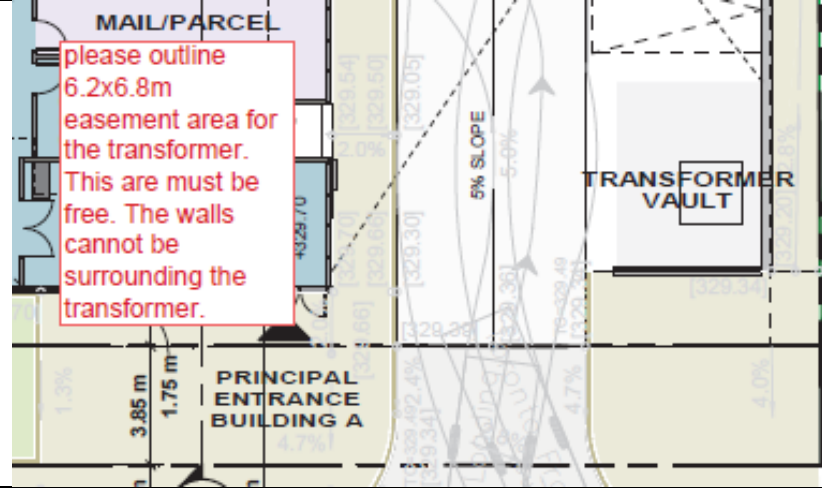
	3.M.2B.6 - A MEZZANINE shall not be located adjacent to the STREET LINE BUILDING FAÇADE. Please provide additional details about the mezzanine and confirm that the development complies with the above regulations.	
(9)	Stairs The Zoning By-law permits exterior stairs to project into a yard only if they are less than 0.6 metres in height above grade. The exterior stairs that are attached to the heritage house and extend into the front yard appear to be greater than 0.6 metres in height. If this is the case, a zoning amendment will be required and planning justification should be provided.	The patio level is at 327.95, ~0.95m above the adjacent grade. The stairs of the house are retained in their existing form. A street line setback of 0 metres is requested along the King Street frontage. In our interpretation, this relief from the street line setback would address the projection of the exterior stairs from the existing covered porch as they project into the front yard where this relief is sought. In our opinion, it is important that the stairs are maintained in their current form.
(10)	Inclusionary Zoning As previously noted, the subject property is located within the Willis Way PMTSA (Draft Schedule 'J'). On June 24, 2024, Waterloo City Council approved Official Plan and Zoning By-Law Amendments to introduce Inclusionary Zoning, requiring affordable housing units in new private developments along the ION route. The policies, which will be in effect at an undetermined future date, 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 additional information about Inclusionary Zoning be helpful or necessary.	In February 2026, City of Waterloo Council adopted an Inclusionary Zoning policy with an effective date of July 1, 2027 to align with previously approved provincial legislation. It is not expected that this project will start construction prior to July 1, 2027. Affordable Housing units for this project will be provided based on the IZ regulations that apply at the time of start of construction.
1.4.3	Other Considerations	
(1)	Noise Study The Noise Impact Study, completed by GHD Ltd, dated July 03, 2025, evaluated both transportation-related and stationary noise sources and included a land use compatibility analysis. The Study has been peer reviewed by RWDI. The peer review comments are in Appendix E. Please address the peer review comments as part of a resubmission.	The peer review comments have been addressed in an Updated Noise Impact Study, dated March 25, 2026, and responded to directly in a separate Comment Response Letter.
(2)	Hydro There are existing hydro lines on the north side of Caroline St S. The proposed building must be setback a minimum of 5.0 metres from the pole line to allow for conductor swing in accordance with Ontario Building Code requirements. Confirmation will be required as to whether the hydro poles along Caroline St will need to be relocated within the area of the road widening. The Applicant should consult with Enova Power throughout the development approval process to ensure that all servicing requirements are met.	Consultation with Enova will commence during the SPA process.
(3)	Floor Plans and Site Design Staff provide the following additional comments regarding the Site Plan, Elevations, and Floor Plans for your consideration: - The floor plans for Tower A, Levels 34 to 37, are missing from the architectural package. Please provide. - Please confirm why balconies form part of the mechanical penthouse level and how they are intended to function. - There is no pedestrian connection between King St S and Caroline St S, and no pedestrian access point to the proposed restaurant entrance from Caroline St S. Midblock connections and improvements to site circulation are encouraged. Staff suggest further reviewing the proposed at-grade pedestrian circulation on site as there may be additional opportunities to incorporate these pedestrian connections. Consider how the side yard abutting Kuntz Lane and 100 Caroline St S (Chartwell Terrace on the Square) could be utilized to support such linkages/circulation. - The total indoor amenity on Level 6 is noted in the site data chart as 758.97 square metres, whereas the total is noted on Drawing dA2.06 as 715.81 square metres. Please confirm area for overall accuracy. - Within the site data chart, density should be calculated post-widenings.	- All floor plans are provided in the Arch Set. The drawings now include Levels 33-38 and MPH floor plans separately. - The balconies on MPH level are merely decorative to create an articulated top of the building. - A fully accessible mid-block pedestrian connection between King Street and Caroline Street is not feasible due to the substantial grade difference between the two streets. Notwithstanding, we have provided a 1.5 metre sidewalk connection between Caroline and King Street. - The area is now updated on the Site Data Chart. - Density calculations are also updated.
2.0 ENVIRONMENTAL PLANNING COMMENTS		
	The Applicant is strongly encouraged to construct in a manner consistent with the High Performance or Net-Zero Ready Performance scenarios, and to implement design solutions related to greenhouse gas emissions reduction, renewables, embodied carbon and resiliency. The subject lands 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 continue to go to taps.regionofwaterloo.ca to complete a questionnaire to confirm what source protection-related activities are regulated on the property through the Grand River Source Protection Plan and to obtain the required Section 59 Notices. Additional comments have been provided by the Region and are in Appendix D of this letter.	Noted.
3.0 HERITAGE PLANNING COMMENTS		
	See separate table in response to final heritage comments.	A separate response table has been prepared to address heritage comments.
4.0 ENGINEERING COMMENTS		

	Development Engineering has no objection to ZBA Z-25-23. Development Engineering comments are below. Should the ZBA be supported by Council, the following will be required with the next formal application for review: • Detailed Grading and Servicing Design/Plan • Functional Servicing Management Report (update with existing capacities) ○ Formally request capacity verifications from Region of Waterloo for water and City for sanitary ○ City requires a payment of \$540 + HST = \$610.20 - to process request • Detailed Servicing Design Calculations (update with existing capacities) • Preliminary Erosion and Sediment control Plan • Existing conditions and Removals • Construction Management Plan (Include any proposed shoring) In review of the submission for the above noted development, staff provide the following comments :	Noted. We will provide the requested plans, updated reporting, and design calculations following ZBA. We will also formally request capacity verifications from both the City of Waterloo and Region of Waterloo.
1.	Grading and Drainage from the site is to be designed such that overland flows do not negatively impact adjacent properties. The major overland flow route from this property should be directed to the right of way and not to the adjacent property.	Noted. Major overland flow is proposed to be directed to either the Caroline Street South, Kuntz Lane, or King Street South Rights-of-way.
2.	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.	Noted.
3.	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.	Noted. A storm sewer is proposed within the Kuntz Lane right-of-way with independent storm services for each tower. Currently, flow control roof drains are proposed to detain flows to pre-development flow rates. Further discussions with the City will be required on the strategy during detailed design given the requirements of Subwatershed 320.
4.	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.	The proposed sanitary demand was provided in the Functional Servicing Report. It's our understanding per above that modelling can be deferred until after ZBA, upon which, VanMar/ WalterFedy will reach out to the City to complete sanitary modelling accordingly based on the provided flow rate.
5.	Engineering Services will only permit one water service per property. Further evaluation and discussions on the multiple service connections will be required at the Site Plan stage, and the developer must be prepared to confirm if the property will be divided through the condominium corporation process.	A redundant connection has been provided given the building is over 84 m per OBC. It is assumed at this time that the property will remain under one ownership, but this can be confirmed during the Site Plan stage.
6.	A detailed water distribution analysis evaluating fire flow and domestic flows will be required at the detailed design stage, with the Region of Waterloo analysis included.	Noted.
7.	All municipal street boulevards fronting the proposed development property must be updated to reflect the municipal road profile, including, at a minimum, sidewalk and boulevard trees.	Noted. This will be further explored during Site Plan Stage once the formal landscape design is advanced.
8.	In reviewing other development applications in the area, a high groundwater table has been identified. At a minimum, a Geotechnical Report will be required at the detailed design stage to confirm groundwater conditions and methodology to accommodate.	Noted. A geotechnical investigation was completed by CVD. Any and all recommendations will be incorporated into the design during the Site Plan stage.
9.	The site has a fall of approximately 2.0m from the western side (Caroline St S) of the site to the eastern side (King St S). The theoretical slope equates to approximately a 2.5% fall from west to east.	Acknowledged.
10.	There is a significant grade difference across the property. During detailed design stage, please ensure embankments do not exceed a 4:1 slope and 3:1 for all landscape areas, fronting one of the municipal roads should not exceed 10%. Use creative landscaping techniques to reduce grades	Acknowledged. This can be navigated fronting the Caroline Street South right-of-way and along the West and East property lines. Landscape planters, stairs, and/or other techniques as noted will be required to navigate the grade change fronting King Street South. This will be further refined during the Site Plan stage, but a proof of grading concept has been presented.
5.0 TRANSPORTATION COMMENTS		
	Transportation Services staff offer the following comments: • Transportation Services generally support ZBA Z-25-23. • The Transportation Impact Study, prepared by Paradigm Transportation Solutions Ltd, dated July 2025, identifies several TDM measures/programs that "should be considered by the developer". The Applicant is asked to confirm which TDM measures/programs will be implemented as part of the proposed development.	We will consider car sharing programming at condominium launch, which will be based on market demands. Car shares feed directly into higher condo fees if underutilized, so we want to ensure that the costs incurred on residents remain affordable. We will consider this in the future or other opportunities as they become available. Transit information will be provided in the resident welcome package. We will train property management on all TDM programs when the project is turned over to condo/property management.
6.0 LANDSCAPING COMMENTS		
	Engineering Services (Landscaping) staff have reviewed the applicable submitted material and offer the following comments as it relates to landscape items. Note,	The landscape design will be further refined during the Site Plan Application process. VanMar's goal is to work with the Region on collaborating on a

	most of these comments were provided at the pre-consultation stage. Some refinements and additions have been made in response to the design development provided while staff anticipate the forthcoming landscape architectural elements of the proposal. Further details will be required during the balance of the ZBA review and the Site Plan Application process, as noted below, prior to acceptance.	landscape plan along King Street that is engaging and vibrant to bring liveliness in the neighbourhood to promote small businesses and activate the public realm. We are also hoping to provide plenty of greenspace along Caroline Street.
1.	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). Based on the site area, this represents approximately 147 m2 (based on the net lot area). Currently, 30 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. The 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 By-law Definitions. Finally, pending the proposed timelines for the two phases, an interim space may be required within the Phase 2 area. Staff note that part of the justification for not providing this space at grade is explained in that an extensive rooftop amenity is proposed on the podium. Note, the intent of the Bylaw as it relates to this item is to address at grade common space, specifically, the shortfall of which is not mitigated by the provision of a podium landscape. Refer to Planning staff comments for further feedback	The common outdoor area has been provided along King Street as shown on the updated site plan.
2.	Further to the previous comment, the City is experiencing an influx of demand for outdoor dog amenities in association with development, specifically in Uptown. The existing facilities within the City's core are already inundated with no further capacity for new developments. Consequently, on site, at grade pet amenities, specifically dog runs and relief areas, are critical components of high-density infill developments. Provision of these amenities is expected on the subject site, to the satisfaction of Parks, Forestry and Cemetery Services staff.	To accommodate outdoor dog amenities, and if the market demands dog runs and relief areas, we can prewise to include these amenities as part of the outdoor amenity area on level 6. VanMar has successfully integrated these types of amenities into other projects.
3.	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, specifically along the King Street South frontage.	Acknowledged. The landscape design will be further refined during the Site Plan Application process. We will consider all recommended tree species at that time.
4.	Further to the previous comment, staff have concerns about the streetscape conditions along King St S as well as Caroline St S, specifically with respect to the Regional right-of-way and road widenings that may limit the treatments which will be permitted along this interface. While the planters proposed along the King Street frontage provide an appropriate division between the private and public realms while also contemplating significant plantings (raised planters at the grade separation), these features are straddling the proposed road widening and may not be feasible, subject to Region review and feedback. Staff would like to ensure that conditions proposed along the King Street streetscape accommodate tree planting, both within the boulevard and on the private site in accordance with the best practices envisioned in the Uptown Public Realm Strategy. Similarly, the contemplated planting space shown along the Caroline Street interface is within the Region's road widening, bringing into question the feasibility of meaningful landscape treatments, tree plantings specifically, subject to Region review and approval. Refer to Planning staff comments for further feedback regarding the setbacks associated with these two streetscape conditions.	The landscape design will be further refined during the Site Plan Application process. VanMar's goal is to work with the Region on collaborating on a landscape plan along King Street that is engaging and vibrant to bring liveliness in the neighbourhood to promote small businesses and activate the public realm. We are also hoping to provide plenty of greenspace and meaningful landscaping along Caroline Street as well. Tree plantings along King Street and Caroline Street are preferred and welcomed by VanMar, if the Region and City is willing to allow tree plantings within our property & within the right of way. We are open to collaborating on both streetscapes with the City and Region.
5.	Please include a bar scale on all drawings for staff review and reference purposes.	All drawings include a bar scale
6.	Provide a Landscape Concept 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 illustrate the proposed tie-in approach.	A landscape architect will not be retained until the Site Plan Application process commences. As previously mentioned, VanMar intends to ensure the landscape design is collaborative with the Region and City to explore the full extent of both streetscapes.
7.	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 6 metres 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.	Acknowledged. If a VMP is required at Site Plan Application stage, we will provide one.
8.	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.	Acknowledged.
9.	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.	Acknowledged.

10.	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).	Acknowledged.
11.	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.	Acknowledged.
12.	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.	A pedestrian network has been provided through the site. A concrete sidewalk connection has been provided from King Street to Caroline Street.
13.	Staff suggest the provision of short-term exterior bike parking adjacent to both phases. Parking rate calculations are 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 Section 6.6 of Zoning By-law 2018-050 and Zoning By-law 2025-078.	Short term bike parking has been added at the Caroline Street and King Street entrances.
14.	Staff acknowledge and appreciate the contemplated 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., are expected and would greatly enhance this rooftop amenity. Staff note that the current plan shows a feasible phasing limit that would accommodate the provision of rooftop amenity at the Phase 1 stage. Implications for this phasing limit should be considered as early in the process as possible to ensure that this meaningful rooftop amenity is provided as part of Phase 1.	A structural engineer is engaged and will provide support throughout the entire duration of the project. Consideration for phasing and a meaningful rooftop amenity area will be thoughtfully considered and executed for Phase 1 as a majority of this space will be constructed with Phase 1. We have successfully executed this at another project nearby and still achieved a functional rooftop amenity space with phasing incorporated.
15.	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.	We will consider the incorporation of green roof areas at the site plan application stage.
16.	Refer to the CELM for requirements related to soil volume. The current standard is the provision of 30m3 of soil per large canopy tree and 15m3 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.	Acknowledged.
17.	Preliminary wind, shadow and noise studies have been prepared as part of the Zone change submission. Ensure that the landscape design incorporates the recommendations from each study, including any adjustments that are made as the design progresses.	Acknowledged.
7.0 WATERLOO FIRE RESCUE		
	The Waterloo Fire Rescue, Fire Prevention Division, note that all fire life safety standards required under the Ontario Building and Fire Codes must be met. Deviations from acceptable solutions for fire safety requirements under these two codes should be communicated to Waterloo Fire Rescue's fire prevention division.	Acknowledged.
8.0 PUBLIC COMMENTS		
	To date, staff have received 98 responses from the public, with 32 responses received in support, 20 responses having mixed opinions, and 46 responses in opposition to the proposed development. A redacted version of the consolidated public comments was provided to the Applicant under separate cover. Concerns about the development are generally summarized as follows:	A detailed response report was prepared following the Neighbourhood meeting and is attached as part of this resubmission.
1.	Too much density, the site is overbuilt	Density has been decreased with the revised proposal.
2.	Massing and height of the building undermines the City's Official Plan, misuses policies regarding Major Transit Station Areas and the Urban Growth Centre, and does not align with City's sustainability goals	This comment does not recognize the recent amendments to the City's Official Plan.
3.	Loss of sunlight and privacy on adjacent lands, resulting in reduced property values	Tower separation requirements are met. Property values are not a planning consideration.
4.	Increased vehicle traffic and congestion	A traffic report has been prepared in support of the application and no traffic improvements are required as a result of the development.
5.	Insufficient transitioning of height to/ from surrounding lands	The height of the Caroline Street tower has been reduced to 30 storeys.
6.	Impacts on existing public spaces, parks and other community resources and services	Density is intended to be located within the Major Transit Station Areas and within the City's Strategic Growth Areas.
7.	Lack of at-grade outdoor amenity areas or greenspace	The revised proposal illustrates that the at-grade outdoor common area requirement is met.
8.	Lack of family-sized (3 or more bedroom) units	3 bedroom units have been added to the project.
9.	Lack of affordable dwelling units	Project will be subject to Inclusionary Zoning and will be subject to the City's Community Benefit Charge (which can be used towards affordable housing).
10.	Proposed building does not respect the heritage building	This is a subjective opinion. A detailed heritage impact assessment has been prepared in support of the proposed development – which includes retention and adaptive reuse of the heritage building.
11.	Impacts of shadows and wind on surrounding lands	Shadow and wind studies have been prepared and demonstrate acceptable results. A further detailed wind study will be required at the site plan stage.

12.	Reduced street line setback creates unwelcoming street edge and no opportunity for tree canopy	The developer will work closely with the Region to determine an appropriate streetscape condition.
13.	Noise from construction impacts over multiple years	Construction schedules will need to comply with City by-laws.
14.	Reduced bicycle parking does not support City goals of active transportation	A reduction in bicycle parking no longer requested.
15.	Insufficient community benefits	The project will be subject to a Community Benefit Charge, will pay cash-in-lieu of parkland and provides density in the location where density is to be prioritized.
16.	Condominium projects are not currently supported by the market	There is a lengthy approval process prior to any construction. The current market is challenging and the project will not proceed to construction unless there is more stability in the market.
9.0 AGENCY COMMENTS		
	All agency comments have either been incorporated into this letter and/or are provided under separate cover.	Acknowledged.
a)	Grand River Conservation Authority (GRCA) In an email dated September 19, 2025, GRCA staff advised that the subject lands are not regulated by GRCA and therefore staff have no comments.	Acknowledged.
b)	City of Kitchener In an email dated September 19, 2025, City staff advised that they will not be providing comments on this application.	Acknowledged.
c)	Telus In an email dated September 19, 2025, Telus advised that they have no infrastructure between Pavement Centerline & ROW line on the same side as the proposal, that consent expires six (6) months from approval date, and if the location of your proposed design changes, it will be necessary to re-apply.	Acknowledged.
d)	Other Agencies The following agencies have provided comments which are appended to this letter: • Canada Post • Enova Power • Six Nations • Region of Waterloo • Waterloo Catholic District School Board	Acknowledged.
10.0 NEXT STEPS		
	At this time, staff are not in a position to advance Zoning By-law Amendment Application Z-25- 23 to City Council for their consideration. The Applicant is required to address staff/agency comments and provide the following materials in a resubmission:	Acknowledged. With the current submission, we are hopeful to now advance this application to City Council.
a)	Resubmission Cover Letter and response matrix addressing all comments received	Provided
b)	Revised Architectural Drawings (e.g. concept plan, elevations, etc.)	Provided
c)	Updated HIA	Provided
d)	Revised Functional Servicing & SWM Report	Provided
e)	Planning Justification Report Addendum	Provided
f)	Landscape Concept Plan	Will be provided with the Site Plan application
g)	Addendum to Noise Study or response letter	Both have been completed to address the peer review comments.
h)	Additional Sun/Shadow analysis	Provided
i)	Archaeological assessment Acknowledgement Letter from the Ministry of Citizenship and Multiculturalism	Ministry has requested a revision to the Archaeological assessment, which was submitted on April 2. Six Nations has provided their support of the archaeological assessment, prior to the Ministry providing their comments.
j)	Section 59 Notice	Provided
k)	Response to comments received from the public	Provided
l)	Other revised studies impacted by changes to the built form (e.g. Wind Study, Shadow Impact Study, etc.)	Revised studies are included as part of this resubmission.
Appendix A – Canada Post Comments		
1.	Canada Post has reviewed the proposal for the above noted Development Application and has determined that the project adheres to the multi-unit policy and will be serviced by developer/owner installed Lock Box Assembly. Multi-unit buildings and complexes (residential and commercial) with a common lobby, common indoor or sheltered space, require a centralized lock box assembly which is to be provided by, installed by, and maintained by the developer/owner at the owner’s expense. Buildings with 100 units or more MUST have a rear loading Lock Box Assembly with dedicated secure mail room. Should the description of the project change, please provide an updated plan in order for us to assess the impact of the change on mail service.	Acknowledged.
Appendix B – Enova Power Comments		
		Thank you. Further, consultation and coordination with Enova will be completed during the SPA process.

		Thank you. Further, consultation and coordination with Enova will be completed during the SPA process.
Appendix C – Six Nations Comments		
	Haldimand Tract and 1701 Nanfan Treaty Preamble Six Nations of the Grand River (SNGR) Territory is within the most highly urbanized land in Canada. Development has occurred on Six Nations’ traditional territory without consultation or consent of SNGR. The cumulative effects of this intense development has contributed to significant environmental degradation and, as a result, Six Nations has experienced severe impacts on its ability to exercise Aboriginal and Treaty Rights that are not only set out in the treaties themselves but are also recognized and affirmed in Section 35 of the Constitution Act, 1982. These treaty lands are subject to unresolved litigation and any infringement upon our treaty rights must be fully mitigated by the proponent. The 1701 Nanfan Treaty guarantees SNGR’s right to harvest and hunt on this property for perpetuity, but this proposal undermines those rights. SNGR must be accommodated to mitigate any harm to its treaty rights caused by the proponent.	See response below.
	Treaty Rights Compensation Further development of the land infringes on Six Nations Aboriginal and Treaty Rights by essentially guaranteeing land will not be returned to a natural state and by negatively impacting the environment through emissions and use of resources. Developments on this land fall under the Duty to Consult and Accommodate, meaning Six Nations of the Grand River must be consulted with and accommodated for impacts to their rights. SNGREC requires that this development is paired with compensation for impacts to these rights and to the environment. Compensation should include environmental enhancement and could also include other forms such as increased numbers of affordable units and discounts for Six Nations people. Please contact lrlust@sixnations.ca to schedule a meeting to collaborate on determining compensation. SNGREC requests commitment to compensation before Detail Design.	We are committed to following the guidelines of the City in regard to the requirement of inclusionary zoning, once finalized.
	Landscaping SNGREC requires that native plant species are prioritized in landscaping efforts, and that invasive or potentially invasive species are completely avoided. Please provide SNGREC with a landscape plant list before procurement begins. SNGREC requests that the proponent uses Kayanase Plant Nursery for procurement of plants if Kayanase’s capacity allows. SNGREC requires that the proponent commits to these actions during this phase of the application.	During the Site Plan Application process, native plant species will be prioritized and considered for this project. We can share the plant selections at this time. Kayanase Plant Nursery will be added to our tendering trade list at time of tendering.
	Bird and Light Friendly Design SNGREC requests that the building is designed using bird and light friendly practices. This includes minimizing reflective surfaces, creating visual markers on windows, directing light downwards, and more. Renders of both towers in the Urban Design Brief show glass balcony railings and extensive reflective features. SNGREC requires the treatment of glass balcony railings and a reduction in reflective/glass surfaces or extensive glass treatment across the entire building (both towers). Please see the City of Toronto’s bird friendly practices for glass and for lighting as guidelines and implement them thoroughly across the entire design: https://www.toronto.ca/wp-content/uploads/2017/08/8d1c-Bird-Friendly-Best-Practices-Glass.pdf https://www.toronto.ca/wp-content/uploads/2018/03/8ff6-city-planning-bird-effective-lighting.pdf SNGREC requests commitment to explore and implement thorough bird and light friendly practices at this phase of the application.	During the Site Plan Application process, all glazing materials will be reviewed and considered during that time.
Appendix D – Region of Waterloo Comments		
<i>Water Services</i>		
	Regional staff have reviewed the Functional Servicing Report by WalterFedy dated July 9, 2025. Regional staff require an updated functional servicing report to demonstrate the existing infrastructure can support the proposed development or alternatively, the report shall make recommendations for upgrades to the existing infrastructure.	Noted.
<i>Hydrogeology and Water Programs</i>		

	Regional staff have reviewed: • Scoped Hydrogeological and SWP Potential Contamination Study (CVD, 2025) • Functional Servicing and SWM Report (WalterFedy, 2025) • Construction Spill and Response Plan (GHD, 2025) Regional staff accept the reports listed above and require the final version of the Hydrogeological and SWP Potential Contamination Study when it is available.	Noted.
Source Protection		
	The property at 167-171 King St S, Waterloo is in a source protection area where Risk Management Plan or prohibition policies implemented by the Region of Waterloo may apply. A Notice of Source Protection Plan Compliance (Section 59 Notice) is required prior to formal application. The Section 59 Notice included with the application is invalid and the applicant is required to follow up with RiskManagementOfficial@regionofwaterloo.ca to obtain a valid notice.	The Section 59 Notice has been provided with the resubmission package.
Environmental Noise		
	Regional staff have reviewed the report titled Noise Impact Study, 167-171 King Street S, Waterloo, Ontario, dated July 3, 2025 and prepared by GHD. The report identifies transportation noise impacts from Regional Roads #15 and #9 (King Street South and Caroline Street South) as well as local roads, William Street West and Allen Street.	GHD agrees with this statement.
	The report indicates that acoustical impacts at this location are above acceptable levels and mitigation measures of either the provision for air conditioning or the installation of air conditioning and a noise warning clause are required to ensure indoor noise levels do not exceed acceptable levels noted in NPC-300. The location, installation and sound ratings of future air conditioning devices must comply with NPC-300. Noise levels in the Outdoor Living Areas (OLAs) are acceptable and no mitigation measures are required to address environmental noise impact.	GHD agrees with this statement.
	Since King Street South and Caroline Street South are under the jurisdiction of the Region of Waterloo, an agreement with the Region of Waterloo to implement the recommendations of the noise study will be required as part of a future condominium application.	VanMar note: AC will be installed. We will provide noise warning clauses in the APS. GHD notes that in the Updated Noise Impact Study, Warning Clause Type C has been deemed inappropriate. Thus, only Warning Clause Type D is required.
	The report recommends the following noise warning clauses be registered on title for all dwelling units. The owner is required to enter into an agreement with the Region of Waterloo and that the following clauses be included in agreements of Offers of Purchase and Sale, lease/rental agreements and condominium declarations. All Dwellings <i>Applicable only if central air conditioning <u>is not</u> installed prior to occupancy:</i> Type C “This dwelling unit has been designed with the provision for adding central air conditioning at the occupant’s discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound limits of the Municipality and the Ministry of the Environment Conservation and Parks.” <i>Applicable only if central air conditioning <u>is</u> installed prior to occupancy:</i> Type D: “This dwelling unit has been supplied with a central air conditioning system with will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.”	
	Prior to the issuance of any building permits, the Region will require that a Professional Engineer certify that the noise attenuation measures are incorporated in the building plans and upon completion of construction, a Professional Engineer will certify that the dwelling units have been constructed accordingly.	GHD agrees with this statement.
Airport		
	The development is located within the proposed Airport Zoning Regulations with an allowable height of 1800ft ASL (548m). The drawings indicate a maximum 37-storey building height of 452.35m ASL. This leaves about 96m available above the buildings for any cranes, which is expected to be sufficient. The developer will need 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 developer will also need to submit an Aeronautical Assessment Form to Transport Canada if the crane is more than 150m AGL and comply with any requirements.	Acknowledged. VanMar will provide the Land Use application and Aeronautical Assessment form to NavCanada ahead of site plan approval.

	The Region requires the letter of no objection is required prior to site plan approval. The owner/applicant assumes any risk for not completing these applications earlier in the development process.	
<i>Transportation Impact Study</i>		
	Regional staff have reviewed the Transportation Impact Study for 167-171 King Street South Waterloo, ON. Transportation Impact Study, dated July 2025 and prepared by Paradigm Transportation Solutions Limited, and have no comments.	Thank you.
<i>Housing</i>		
	The Region supports the provision of affordable housing. Regional staff recommend that the applicant consider providing a number of affordable housing units on the site. Rent levels and house prices that are considered affordable according to the 2024 Provincial Planning Statement are provided below. These are the levels for which developments will be eligible for Regional Development Charge exemptions. Staff further recommend meeting with Housing Services to discuss the proposal in more detail and to explore opportunities for partnerships or programs and mechanisms to support a defined level of affordability. <u>Affordability in the City of Waterloo</u> According to the 2024 PPS, the affordable house price is the lesser of the two house prices calculated as below: - the price that is 10% below the average purchase price of a resale market unit; and - the price of a home for which payments would not exceed 30% of gross annual household income at the 60th percentile. For an ownership unit of any dwelling type (i.e. single, semi, towns, apartment) to be deemed affordable, the proposed house price in the City of Waterloo must be at or below \$409,600. (Source: Provincial Bulletin posted June 2024) According to the 2024 PPS the affordable rent is the lesser of the two rent values calculated as below: - average market rent provided annually by the Canada Mortgage and Housing Corporation - rent which would not exceed 30% of gross annual renter household income at the 60th percentile. For a rental unit to be deemed affordable, the rent for the proposed units in the City of Waterloo must be at or below: - Studio \$1,360 - One Bedroom: \$1,552 - Two Bedroom: \$1,882 - Three+ Bedroom: \$2,050 (Source: Provincial Bulletin posted June 2024) Please contact Michelle Baya, e-mail: MBaya@regionofwaterloo.ca to discuss the housing comments in more detail.	Affordable Housing units for this project will be provided based on any IZ regulations that apply at the time of start of construction.
<i>Advisory Comments for future Site Plan Application</i>		
	The following site plan comments are being provided for information purposes. Formal site plan comments will be provided in response to the site plan circulation. - Regional Road Dedication, - Stormwater Management Report and Lot Grading Plan - Access Permit (if necessary).	Acknowledged.
<i>Regional Road Dedication</i>		
	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. 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. The concept plan shows the building encroaching into the King Street South right-of-way. Please note that no encroachment of the building and structural elements shall be permitted above, at or below grade in the King Street South or Caroline Street South right-of-ways. We recommend that the OLS discuss the road widening with Regional staff 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 is required to submit a draft copy of the plan to the Transportation Planner (Tanikia Kinear tkinear@regionofwaterloo.ca) for review. An electronic copy of the registered plan is to be emailed to the Transportation Planner.	An OLS has provided a survey that determines the road widening which was deemed to be 1.240m - 1.318m along King Street, and 3.847m all along Caroline Street. A copy of the draft reference plan is included in the submission for reference and has been submitted to the Region for review and approval prior to depositing the plan. No encroachment is occurring on the King Street or Caroline Street right of way. Please refer to the updated site plan. Environmental Phase 1 is complete, Phase 2 is underway. The road allowance is excluded from the RSC.

	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.	
<i>Stormwater Management & Site Grading</i>		
	Staff have reviewed the Functional Servicing and Stormwater Management Report, including the Functional Grading and Servicing Plan, for Vanmar Developments at 167– 171 King Street South, Waterloo, ON, dated July 9, 2025 and prepared by WalterFedy. Regional staff require an updated Functional Servicing and Stormwater Management Report to incorporate the following comments. • The requested encroachment for the 2 levels of podium parking will not be permitted • Regional staff require that the building be designed to ensure there are no encroachments into the King Street South right-of-way. • Regional staff require confirmation that the City has reviewed and approved the proposed water service. • Regional staff require confirmation that the City has reviewed and approved the proposed sanitary service. It is the applicant's responsibility to check/confirm/verify all locations, sizes and materials of existing infrastructure within Regional road allowance. • Regional staff require that the updated FSR to show all existing unused services (sanitary, water, and other utilities) to existing properties that are being consolidated as being fully removed from the ROW. Please also show any required removals and reinstatements to the existing boulevard, sidewalk, curb, asphalt roadway, etc. required to complete these works on relevant drawings. • Regional staff require the updated FSR to show 1.0m step joints as a hatched area around limits of saw cut (to edge of travel lane or centre line of road) and add note to drawing for areas impacted that says "1.0m wide step joint as per RMW Std Dwg. 207. Minimum 2.0m wide asphalt overlay longitudinal transition to be installed as per RMW Std Dwg 208 until full depth asphalt is restored.” • If there is more than one road cut including curb removals the extent of the hard surface restoration will be at the discretion of Regional Corridor Management. It is understood that asphalt restoration will be required for the full lane width of each lane that is impacted. Depth of asphalt and granulars shall be no less than existing. • Trench restoration is to be in accordance with RMW Std. Dwg 216. General spec for asphalt restoration on Regional roads is provided below: • Surface: Superpave 12.5 FC2 • Base: Superpave 19.0 • Typical depth: 50mm surface + 100mm base (2 lifts) • All sidewalks within the Region's right-of-way shall be constructed in accordance with RMW Std. Dwg 261. All multi-use trails / multi-use pathways within the Region's right-of-way shall be constructed in accordance with RMW Std. Dwg 262 or 263. • Please show all existing and proposed utilities, including but not limited to gas, telecommunications, and hydro. If shallow utilities need to cross the Regional right-of-way they are to be placed within or immediately adjacent to the restoration limits of the deep service road impacts, and the restoration works are ultimately the responsibility of the Developer/Owner. • Any proposed new storm infrastructure or adjustments to existing storm infrastructure located within the Regional right-of-way may need to be reviewed and approved by Regional Transportation Infrastructure through the process of an Environmental Compliance Approval for Consolidated Municipal Linear Infrastructure ("CLI-ECA"). Note that lateral service connections are exempt from CLI-ECA requirements. • It is the applicant's responsibility to ensure that all CLI-ECA requirements are met. It is recommended that a backflow preventer be installed on all private connections to Region-owned storm systems which must be located entirely within private property. • Any proposed private structures (i.e. headwall, oil-grit separators (OGS), backflow preventers, private manholes, water chambers, underground sprinkler systems, etc.) shall be fully installed well onto private property. • Any stairs, landings, and railings are to be fully installed on private property. • Existing service connections (laterals) to be abandoned ○ Have the GrandLinq record drawings been requested by the developer and provided? The FSR does not list specific drawings titles and dates for the drawings on which they are relying. Please have Walter Fedy confirm.	The encroachment has been removed. The Functional Servicing and Stormwater Management Reports have been provided as part of the resubmission package with the comments addressed.

	- Phasing - This FSR is for both Phase 1 and 2. The servicing strategy has Phase 2 water and sanitary services going through Phase 1 but not shown as such on the plans. These should be added for clarity.	
Access Permit		
	A Regional Access Permit will be required for any modification to the existing access to Caroline Street South. The accesses must comply with the Regional Access Policy. The applicant will be responsible for all costs associated with the access. The fee for the issuance of the permit is \$230. An access permit will also be required for the closure of the existing access to King Street South, 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	Acknowledged.
Transportation Demand Management- Advisory Comments		
	The Region of Waterloo has endorsed the TransformWR Climate Action Plan for Waterloo Region strategy. The TransformWR strategy established a 30% GHG reduction target (based on 2010 levels) by 2030, and an 80% GHG reduction target to be achieved by 2050. Forty percent of the GHG emissions produced in Waterloo Region are related to fuel consumption from transportation. The TransformWR strategy: - Establishes a goal to use sustainable transportation modes such as transit, cycling, walking, carsharing and carpooling, and - Establishes a strategy direction to seek ways to improve the efficiency of our transportation system and move the most people with the least amount of energy required In light of the TransformWR strategy, Regional staff offer the following comments to encourage transit, cycling, walking, carsharing and carpooling at the proposed development. <u>Best practices to support cycling:</u> - Exterior paths should consider the movement of cyclists from the streets to the building entrances. Paths that cyclists are likely or encouraged to take should be an appropriate width and have reasonable curves. - The bike room is provided on-level with King St (Level 1), and is below Caroline St. If the bike room location was switched with the Locker room on Level 1 (Upper), it could provide cyclists a grade-free route from the building to the Iron Horse Trail. - Considering using automatic doors (activated by keycard or similar) to the bike room, that the card readers/buttons/swept path of the door be arranged to ensure convenience for someone walking a bike, and that the doors be as wide as possible. Sliding doors are encouraged. The width of the doors should accommodate unconventional bike types (including cargo bikes, tricycles, and trailers). - Some space in each room should be left without bike racks to support residents with non-conventional bike types (tricycles, trailers, cargo bikes, etc.) or children's bikes. - Each secure bike room should have a bike fix-it station with stand, tools, and air pump. - Staff recommend that bike wash stations be located in or near the secure bike parking. A bike wash station can be as simple as a hose connection, hose, nozzle, drain, and bike stand. - Staff also recommend multiple bike rooms (ideally at least one per tower) to provide more convenient parking for all residents, and to mitigate issues or disruptions should maintenance work be required in any of the bike rooms. - Short-term outdoor bike racks are not indicated on the plan. Staff recommend providing outdoor short-term bicycle parking to better accommodate short-term visitors, the growing trend of food and package delivery by bicycle, and food pickup by bicycle (from the restaurant). - Staff recommend that some space in each room should be left without bike racks to support residents with unconventional bike types (tricycles, trailers, cargo bikes, etc.) or children's bikes. It is important to ensure that two-level stacked racks are not the only storage option in bike rooms. <u>Best practices to support car share programs:</u> Car share is described in the TDM section of the supplied TIS. The most established car sharing program in Waterloo Region is Communauto, which offers unique programming to "launch" a car share vehicle through a business agreement with the property owner. The Communauto contact is: Janet MacLeod jmacleod@communauto.ca to learn more about opportunities available locally. <u>Best Practices to Support Micromobility:</u>	The comments are noted and will be considered during the detailed site plan review process.

	Parking pads to support potential future shared micromobility services could be included. These can be as simple as designated space outside of clear walking paths for shared micromobility vehicles to park, however, more formal corrals or racks would help define the space and keep vehicles orderly. Best Practices to support Transit Use: For the information of the owner/applicant, GRT now has a GRT NextRide webpage at https://nextride.grt.ca/ showing customizable real-time departure information for nearby bus stops. The developer could consider having a screen in the lobby of each building to allow residents to check the time for the upcoming transit and remind residents as to the frequency of transit service within walking distance of the site.	
Regional Fees		
	The Region of Waterloo has received the Regional review fee of \$3,000 in accordance with the Region's Fee and Charges By-law (24-052). Any future development on the lands subject to the above-noted application will be subject to the provisions of Regional Development Charges By-law 19-037 or any successor thereof. Site Plan fee: 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.	Thank you for confirming receipt.
Summary		
	Prior to City Council considering Z-25-23 the Region requires an updated functional servicing report to demonstrate the existing infrastructure can support the proposed development or alternatively, the report shall make recommendations for upgrades to the existing infrastructure.	Noted.
Appendix E – Noise Study Peer Review Comments (RWDI)		
Assessment Approach		
1.	The Report does not assess ground-borne vibration effects from rail traffic. Instead, it references the Noise and Vibration Impact Assessment for the Stage 2 ION Light Rail Transit (Kitchener to Cambridge), which concludes that vibration levels from LRT operations are expected to remain below regulatory thresholds. This referencing approach is considered appropriate here.	GHD agrees with this statement.
2.	The Report presents Land Use Compatibility assessment based on the D-6 guideline. a. The Report reviewed and listed facilities around the development site. b. The Report appropriately classified the identified facilities. c. The Report should review: i. the new mix-uses building 164-168 King St. S, which appears in the recent aerial imagery to be about 8 stories building with mechanical equipment on the rooftop. ii. 180 King St. S., known as Allen Square, which has been approved to be converted to a mix-uses building with mechanical equipment on the rooftop.	GHD has assessed the potential for impacts from the mixed-use buildings located at 164-168 King St. S and 180 King St. S in the Updated Noise Impact Study as requested.
3.	The Report reviews the potential sources of environmental noise in the area, including: a. Transportation noise from the surrounding roadways and railway (ION LRT). b. b. Offsite stationary sources were assessed from surrounding buildings.	GHD agrees with this statement.
4.	Noise assessment guidance and limits are cited from the Ministry of Environment, Conservation and Parks (MECP) publication NPC-300, which is appropriate. However, the Noise Report should additionally refer to the City of Waterloo Term of Reference (TOR) for noise studies and ensure the assessment fulfills all the TOR requirements. a. The considered traffic noise criteria does not list the rail day and night criteria for building component design, nor the rail traffic Leq (24-hour) criterion for brick veneer or masonry equivalent façade construction. These criteria should be included and considered in the assessment.	GHD has included reference to the City of Waterloo Terms of Reference (TOR) in the Updated Noise Impact Study as requested. a. The original Study includes day and night indoor sound level criteria for building component design in Table 3.2 and the rail traffic Leq (24-hour) criterion for brick veneer or masonry equivalent façade construction is included in the Updated Study for reference
5.	The Noise Report includes both the consultant and owner signed declaration statements.	GHD agrees with this statement.
Surface Transportation		
6.	The Noise Report presents the roadway noise impacts from King Street South, Caroline Street South, William Street West, and Allen Street West, which is appropriate.	GHD agrees with this statement.
7.	The input data for the roadway traffic is obtained from the RMOW Transportation Division. The data includes the 2035 future volume prediction, which is the acceptable practice by the City.	GHD agrees with this statement.
8.	The road traffic noise impact is assessed using the TNM model implementation in CadnaA, which is acceptable.	GHD agrees with this statement.
9.	A sample STAMSON calculation is included in Attachment B of the report to demonstrate consistency between the CadnaA model and the STAMSON software. a. The traffic data has been correctly applied in the STAMSON calculation. b. Road setbacks and angles used in the model are appropriate. c. c. The sample calculation is based on a point of reception located 34.65 m above ground level.	GHD agrees with this statement.
10.	Rail traffic noise from the ION LRT tracks on both sides of the development site is considered, which is appropriate.	GHD agrees with this statement.

11.	Rail traffic data for the ION LRT is sourced from publicly available train schedules published by Grand River Transit (GRT). To account for future growth, projected rail volumes have been extrapolated using an annual growth rate of 2.5%, extending to the year 2035, which is appropriate.	GHD agrees with this statement.
12.	The rail noise emission is modeled using FTA/FRA implementation in CadnaA. Which is acceptable.	GHD agrees with this statement.
13.	Two sharp track bends—approximately 15 meters in radius—are located about 90 meters southeast of the site. This track geometry is expected to generate train wheel squeal noise. It is recommended that wheel squeal to be evaluated and considered in the modelling or suitable technical rationale provided to justify its omission.	During the site visit conducted by GHD on April 24, 2025, wheel squeal was not audible from either of the ION LRT lines during observations of multiple LRT pass-bys. Thus, wheel squeal noise is not considered to warrant further consideration in the Study. The Updated Study includes similar discussion of wheel squeal noise.
14.	Ground elevation is not considerable in the analysis, which is acceptable given the relatively flat topography of the site.	GHD agrees with this statement.
15.	Local ground absorption coefficient is assigned depending on the ground conditions. Assigned ground absorption coefficients are appropriate.	GHD agrees with this statement.
16.	The Plane of Window (POW) traffic day and night noise level is evaluated at each floor for all four façades of the two towers and podium, which is appropriate.	GHD agrees with this statement.
17.	Two areas on the podium roof at the 6th floor has been identified as the only outdoor living areas for assessment purposes. This methodology aligns with the criteria outlined in NPC-300.	GHD agrees with this statement.
18.	The road and rail traffic predicted noise levels are presented in Section 4.3 of the Report. a. The results are presented for the road, the rail and cumulative rail/road noise emission, which is appropriate. b. Exceedances for POW noise levels have been identified correctly in the report. c. The OLA traffic noise level is predicted to meet the regulatory limits.	GHD agrees with these statements.
19.	[left blank]	
20.	For transportation noise mitigation, The Report recommends the provision for central air conditioning at the occupant’s discretion with Warning Clause Type C. It also presents the option of installing central air conditioning with Warning Clause Type D. However, it is important to note that Warning Clause C is applicable only to low- and medium-density residential developments. Given that the proposed development is classified as high-density residential, Warning Clause C is not appropriate in this context. Therefore, the Report should be revised to recommend the installation of central air conditioning with Warning Clause Type D, which is the applicable mitigation measure for high-density residential developments.	The Updated Study has included the recommendation for the installation of central air conditioning with Warning Clause Type D. All mention of “provisions for the installation of central air conditioning in the future” and Warning Clause Type C are excluded from the Updated Study.
Stationary Noise Sources Assessment		
21.	The report classifies the development as a Class 1 acoustic environment, which is appropriate.	GHD agrees with this statement.
22.	ISO-9613-2 environmental noise propagation algorithms implementation in Cadna/A is used in the prediction of stationary noise source contributions on the development. This modeling approach is acceptable.	GHD agrees with this statement.
23.	The considered off-site stationary noise sources are illustrated in Figure 5.2 (steady sources) and Figure 5.3 (emergency sources) of the Report. a. The Report considered the stationary noise sources located at 181 King Street South and 100 Caroline Street South. b. The Report should consider the noise emission from: i. the new mix-uses building 164-168 King St. S, which appears in the recent aerial imagery to be about 8 storeys building with mechanical equipment on the rooftop. ii. 180 King St. S., known as Allen Square, which has been approved to be converted to a mix-uses building with mechanical equipment on the rooftop.	The Updated Study includes 164-168 King St S and 180 King St S in the guideline D-6 assessment. 164-168 King St S is also included in the detailed stationary noise assessment. 180 King St S is excluded from the detailed stationary noise assessment as 180 King St S is closer to existing high-rise residential uses than it is to the Development. These changes have no material impact on the findings or recommendations of the Study.
24.	Sound power levels for the modelled stationary sources are provided in Appendix E of the Report. a. On-site measurements were conducted to determine the noise emissions from the sources located at 181 King Street South, which is appropriate. b. The noise emissions for the sources located at 100 Caroline Street South are based on generic assumptions. Notably, the sound power value used for the HVAC units with two fans (76.5 dBA/per unit) fall at the low end of the typical range expected for such equipment. Justification (e.g. sample data sheets) should be provided for the use of the relatively quiet sound level or the analysis to be revised using more conservative or site-specific sound power levels to improve the reliability of the assessment.	The updated noise model utilizes a more conservative sound power level of 81 dBA for the HVAC units at 100 Caroline St S.
25.	The report provides duty cycle assumptions for all noise sources, which are generally appropriate.	GHD agrees with this statement.
26.	Stationary noise impact is evaluated at the plane-of-window along all facades. This approach is consistent with the regulatory requirement. However, the Report does not represent the evaluation of the stationary noise impact at OLAs. The stationary noise impact at OLAs should be included in the Report.	The Updated Study includes Figure 5.5 and Figure 5.7 which are noise contour plots calculated at a grid height of 21.05 metres (1.5 metres above the roof of the podium). These are included to demonstrate that compliance is achieved at the outdoor amenities of the Development with respect to

		stationary noise. The worst-case outdoor POR sound levels are included in Tables 5.1 and 5.2 of the Updated Study for ease of reference.
27.	The assessment does not predict any noise exceedances at POW. Accordingly, no mitigation measures are recommended.	GHD agrees with this statement.
28.	Warning Clause Type E should be recommended.	The Updated Study recommends Warning Clause Type E be included in the agreements of Offers of Purchase and Sale, lease/rental agreements, and condominium declarations for all residential dwellings of the Development.
29.	Noise impact of the current proposed phases of development on the surroundings and on itself was not assessed as the design information of the mechanical equipment was not available at the time. The impact of the development on itself and on surrounding sensitive receptors must be addressed prior to the issuance of final planning approvals.	Considering that the Development is currently seeking Zoning By-Law Amendment approval, with limited design information available with respect to mechanical and electrical systems, detailed assessment of the impact of noise from the Development on itself and on surrounding sensitive receptors is not practical. Further detailed assessment of noise impacts from the Development on itself and surrounding sensitive receptors is recommended to be deferred to a later date. GHD suggests that the detailed assessment be made a requirement of the Site Plan Approval application or secured as a condition of a registered development agreement (e.g., to be completed prior to issuance of building permit).
<i>Summary</i>		
	Based on our review, the Noise Report requires revisions to address the comments outlined in the review section and summarize as follows: 1) The Noise Report should additionally refer to the City of Waterloo Term of Reference (TOR) for noise study and ensure the assessment fulfills all the TOR requirements. 2) The considered traffic noise criteria does not list the rail noise day and night criteria for building component design, nor the rail traffic Leq (24-hour) criterion for brick veneer or masonry equivalent façade construction. These criteria should be included and considered in the assessment. 3) It is recommended that the new mix-uses building at 164-168 King St. S and the repurposed mix-uses building at 180 King St. S. to be included in the Land Use Compatibility and noise Assessments. 4) It is recommended that wheel squeal at the sharp track bends near the development site to be evaluated and considered in the modelling or suitable technical rationale provided to justify its omission. 5) The Report should be revised to recommend the installation of central air conditioning with Warning Clause Type D, which is the applicable mitigation measure for high-density residential developments. 6) The analysis to be revised using more conservative or site-specific sound power levels for the noise sources at 100 Caroline Street South. 7) The Stationary noise impact at OLAs Should be included in the Report. 8) Warning Clause Type E should be recommended. 9) The impact of the development on itself and on surrounding sensitive receptors must be addressed prior to the issuance of final planning approvals.	GHD has addressed all these comments in the Updated study and noted this in the above rows and the comment response letter.
Appendix F – Peer Review Comments, Heritage Impact Assessment (addressed in separate table)		
Appendix G – Municipal Heritage Committee Comments (addressed in separate table)		