

May 18, 2022

Wendy Fisher, Senior Development Planner
City of Waterloo Planning Approvals Division
100 Regina Street South
PO Box 337, Station Waterloo
Waterloo, ON N2J 4A8

Dear Ms. Fisher:

RE: Zoning Bylaw Amendment – Response to Comments
70 King Street North, Waterloo
OUR FILE 1350D

On behalf of our client, HIP Post LP., and in conjunction with MartinSimmons and other members of the project team, we have reviewed the comments provided in your letter dated April 26, 2022. The following table includes the comments and a response. It is important to note that the Zoning Bylaw Amendment process does not result in an approved Site Plan, nor approved Floor Plans. We understand that providing these plans assists staff in their review to evaluate the functional level design of the site and ensure that particular zoning regulations are met, or can be met. However, as a project of this scale goes from conceptual design for Zoning Bylaw Amendment purposes through Site Plan and then into Building Permit design drawings, there will be inevitable interior changes to the floor plans.

Planning Comments	
City of Waterloo	Response
<p>Based on the revised floor plans, the development is proposed to have:</p> <ul style="list-style-type: none"> a building height of 83.81 metres (25 storeys), which exceeds the permitted height limit of 81 metres (25 storeys) by 2.81 metres, and a density of 855 bedrooms per hectare, which exceeds the maximum permitted density of 750 bedrooms per hectare, for an additional 45 bedrooms. <p>Section 12.3.1 of the Official Plan enables Council to authorize increases in height and/or density that would not otherwise be permitted in the Zoning By-Law in return for facilities, services</p>	<p>The Zoning Bylaw Amendment request is for 84.5 metres. The elevation has been revised consistent with the request for 84.5 metres.</p> <p>In terms of Bonusing, the applicant proposes to provide public art and a financial contribution to the City's Affordable Housing Grant Fund for the additional bedrooms. The appraisal will determine the uplift and the required contribution. After we have reviewed the appraisal, we will work with staff to develop a Section 37 Agreement.</p>

<p>or matters that are of benefit to the community. The requested increase in height and density are subject to the bonusing provisions of the Official Plan.</p> <p>In accordance with City practices, staff have initiated a market appraisal to determine the uplift value of the height and density that exceeds current zoning permissions. The applicant will be required to provide facilities, services or matters of benefit to the community in exchange for any increase in height and density, to be secured through a Section 37 Agreement to the satisfaction of the Council. As noted in the Record of Pre-consultation and as discussed at our meeting on April 1, 2022, the proposed community benefits should be submitted to staff as soon as possible for review and consideration. In this regard, the latest correspondence from MHBC Planning dated April 7th indicates that the applicant would prefer to further discuss community benefits once the market appraisal has been completed. While staff appreciate that the value of the community benefits will need to be confirmed prior to advancing the final community benefit package, it is advisable to provide staff with the types of benefits to be considered, to avoid delays in scheduling a formal public meeting in June</p>	
<p>The revised cross section shows the podium closest to King Street consisting of two levels of office space. Each level measures 4.8 metres in height. The 'minimum podium height' of 10.7 metres is also noted on the plans. This measurement (highlighted by red arrow) is below the two office levels, which have a height of 9.6 metres. Please confirm the height of podium on the King Street side, per the definition of Building Height in the Zoning By-law (being measured from the average grade line), and clarify accuracy of the dimensions provided</p>	<p>The U1-16 Zone requires a minimum height of 6 metres and permits a maximum height of 16 metres. The building within this portion of the site is approximately 13.0 metres and therefore complies with the Bylaw. No amendment to the Bylaw is proposed or required. The height was measured along the King Street frontage.</p>
<p>When measuring building height, Zoning By-law 2018-050 allows elevator penthouses and enclosed stairwells to be disregarded, provided that the elevator penthouse does not exceed six metres in height, and the enclosed stairwell does not exceed four metres in height. It is unclear whether the revised cross section is illustrating one or both of these elements. Please confirm the height of elevator penthouse and enclosed stairwell. If both elements are visible in the cross section, differentiate and individually dimension each one. Also provide revised elevations</p>	<p>The two penthouse heights are shown on the elevation (3.6 m and 5.6 m). Both comply with the Bylaw, including the southerly penthouse that includes an elevator (5.6 m in height).</p>
<p>Section 8.1.20 of the Zoning By-law states that structured parking above grade is prohibited within 15 metres of King Street. It appears this provision is not met, and requires an amendment. Please provide justification</p>	<p>The parking structure is 12.25 metres from the King St lot line (post widening). Due to the challenges associated with fronting on three streets and the grade change between King St and Regina St, the parking structure cannot be compressed any further towards Regina St. The parking would not be visible from King St and is located entirely behind the non-residential floor area that faces King St.</p>

<p>The revised cross section shows a height of 83.81 metres, whereas the site data chart indicates a building height will be 84.5 metres. Please clarify height and ensure that the dimensions align on all plans</p>	<p>The building height is noted as 84.5 m on the included elevations.</p>
<p>Include required and provided setbacks and stepbacks in the site data chart and dimensions on the plan. The revised cross section shows a tower setback along the Regina Street frontage of 2.5 metres. Please confirm</p>	<p>The enclosed Site Data Chart is able to provide more information that can be shown on the Conceptual Site Plan. We understand the step back to be measured to the closest projecting face of a balcony. The request for a 2.0 m step back has not changed and the measurement is included on the Site Plan.</p>
<p>Confirm the total amount of non-residential building floor area and include in the site data chart. On the revised floor plans, the non-residential building floor area should be clearly shown and dimensioned, and should collectively reflect the total within the site data chart</p>	<p>The total amount of proposed non-residential floor area has been adjusted to 1,295 m². The non-residential floor area is shown on the floor plans, although we note that floor plans are not subject to zoning approval.</p>
<p>The revised floor plans now show a total of 155 residential spaces, 14 visitor spaces and 11 non-residential spaces, for a total of 180 spaces. This does not align with the site data chart which indicates a total of 168 parking spaces will be provided. Also see comments in Section 1.4 below</p>	<p>The total supply of parking has been increased from 168 to 172 spaces, with the following breakdown:</p> <ul style="list-style-type: none"> • 146 for residents (0.6 per unit) • 11 for visitors (0.045 per unit) • 15 for non-residential (1.15 sp/100 m²)
<p>In the site data chart, why has residential and non-residential parking been categorized as off-street parking and visitor parking has not</p>	<p>All parking is referred to as 'off-street parking'</p>
<p>The revised site plan now shows five entrances along the Regina Street frontage. Please revise the site plan to reflect the entrances now shown on the revised floor plans</p>	<p>The Plan shows multiple entrances along Regina St – there is no conflict with the Zoning Bylaw and it is understood that the detailed floor plans may change through further design.</p>
<p>A line showing the "1.5 metre tower setback" has been added to the updated site plan, however, the tower appears to be setback from the property line by 5.2 metres (measured to the exterior of the balcony). What is the purpose of this dimension</p>	<p>The line has been removed from the Plan.</p>
<p>Based on the parking rates contained in the site specific by-law (C215), a minimum of 199 parking spaces are required. As previously noted, the revised floor plans now provide for a total of 180 parking spaces. This results in a shortfall of 19 parking spaces</p>	<p>Please see above regarding parking supply.</p>
<p>A Parking and Loading Study, completed by MHBC Planning (December 2021), has been submitted in support of the proposed parking rates. As noted in the study, the applicant suggests that the reduced parking rates are appropriate largely due to the availability of on street parking in the surrounding area, and the supply of parking provided through City-owned public parking lots. It is also suggested that the Launch facility and related programming will primarily occur in the evening and on weekends, with limited day-time programs offered through the school boards where school bus transportation would be utilized. Finally, the study suggests that some participants will not require a vehicle to access the site or will arrive by transit or other modes of transportation</p>	<p>As discussed earlier, the supply of parking for the non-residential use has increased to 1.15 spaces per 100 m² of building floor area. We note that this rate is proposed for the non-residential space and that the U1 zone permits a range of non-residential uses. The proposed floor area (1,295 m²) requires a total of 19.4 parking spaces, whereas 15 spaces are proposed. In our opinion, a reduction of 4-5 spaces is appropriate in this location, given the availability of transit, the walkability of the neighbourhood and the nearby active transportation routes, including the significant investments within the Uptown to improve active transportation.</p>

<p>The parking demands of Launch remain unclear to staff. While some operational information has been provided, the capacity of the use and short- and long-term parking demands are slightly ambiguous. For instance, the study notes there will be "limited and occasional" daytime programming. The study also notes that the plan is to provide "two evening sessions per day, with 15-20 participants in each session" with weekend programming would vary between 2-3 sessions per day". Will these sessions run consecutively or concurrently? If Launch is successful, is there additional capacity and plans to increase programming? Conversely, the applicant has also noted that Launch may not be realized and other non-residential uses, as permitted by the U1 zone, may occupy the building. The study offers limited parking justification for non-residential uses beyond Launch</p>	<p>We understand the comments regarding parking demand relate to a specific use. The applicant is proposing a non-residential parking rate of 1.15 spaces per 100 m², recognizing that the U1 zone permits a range of non-residential uses that may occupy the space within the building. The application does not propose a limitation on the non-residential uses for the site. The supply of parking for the proposed floor area, which results in a 4-5 space reduction, is appropriate for this site in its location.</p>
<p>The Parking and Loading Study remains under review, and options are being considered to address the parking deficiency. Staff note that Section 6.6.1(6)(b) of the Official Plan allows the City to consider parking reductions on the basis that the required parking can be provided efficiently in existing or planned public parking facilities. Since the reduced parking rates are being justified, in part, due to the supply of public parking in the vicinity, a cash-in-lieu of parking agreement is a parking approach that is being considered</p>	<p>The floor area proposed for non-residential uses has been reduced from 1,815 m² to 1,295 m². The supply of non-residential parking has increased by 4 spaces. The project is deficient by 4-5 spaces. In our opinion, this is a minor reduction, and is similar to other parking rates approved within the Urban Growth Centre. The owner does not support cash-in-lieu of parking for this project.</p>
<p>Staff recognize that the proposed setback of the tower from the southerly (interior) lot line of 7.5 metres is a current site specific regulation. This regulation was established in 2018 through a legacy application, meaning the application was deemed complete prior to enactment of Zoning By-law 2018-050. Staff recognize that the proposed tower shown on the revised plans is in almost the exact location as previously proposed, the applicant is proposing an interior lot line of 8.1 metres which exceeds the previously approved regulation of 7.5 metres, and the building will now comply with other tower regulations (maximum tower footprint and maximum horizontal tower dimensions). On this basis, staff do not have any concerns with this request.</p>	<p>Noted</p>
<p>Based on the revised plans, a single tower is to be located approximately 43 metres from the westerly (King St) podium façade. Given this large setback, staff question whether the building could be shifted slightly to the west to comply with the minimum setback of 3.0 metres on Regina Street</p>	<p>The project architect has explored the potential to move the tower further to the west. Moving the tower would have significant impacts on the podium design, which would impact parking supply, the residential units facing Regina Street and the non-residential floor area facing King Street.</p>
<p>The revised floor plans now show the proposed Level 1 amenity room, located close to the Regina Street/Bridgeport Road intersection, as being replaced with hydro-related infrastructure (switchgear room, transformer vault and electrical room). Staff understand that Waterloo North Hydro (WNH) requires the switchgear room and vault room to be located close to the intersection and accessible from the exterior of the building, and that there are efficiencies in</p>	<p>While the infrastructure requirements associated with hydro have resulted in revisions to the internal layout of the ground floor along Regina Street, there remain building entrances along Regina Street, including the main lobby for the residential building. It is also important to note that the burial of hydro on the portion of Bridgeport Road and Regina Street will have significant positive impacts on the public realm and</p>

<p>locating these utility rooms in close proximity to one another. However, placing this infrastructure at the corner reduces street activation along Bridgeport Road and Regina Street. The applicant should explore if there are any design alternatives that would provide greater street activation</p>	<p>pedestrian experience. Furthermore, there are residential units in the podium facing Regina Street, including large terraces on the 5th floor, which will provide eyes on the street. Finally, the width of boulevard along Bridgeport Road is 5.4 metres from the current interior edge of the sidewalk to the building face, providing significant space to improve the pedestrian experience along this block of Bridgeport Road.</p>
<p>WNH staff also advised that the transformer vault room, as shown on the revised floor plans, needs to be enlarged to be 6.0 metres by 8.411 metres. Please confirm whether this modification will further extend the utility rooms on Level 1.</p>	<p>The transformer vault room has been revised in accordance with the size required by WNH.</p>
<p>The revised plans show a 3 metre underground hydro easement along the Bridgeport Road and Regina Street frontages. The revised floor plans also show a 5 metre above ground hydro easement running parallel to Bridgeport Road. As you know, WNH has an overhead distribution lines on the north side of Bridgeport Road West and the west side of Regina Street North. There are plans to relocate the distribution lines on Bridgeport Road to the south side in the foreseeable future. Based on the revised floor plans, it appears that the design of the proposed building is predicated on the burial of hydro along Bridgeport Road and Regina Street. If at any time above ground hydro lines are proposed, the applicant will be required to ensure that no building or structures (i.e. construction crane or scaffolding) are erected within 5 metres of the hydro lines, measured horizontally (OBC 3.1.19). This modification would likely require an increase to the building setback which, in turn, may result in a loss of parking</p>	<p>The two hydro lines are to be buried. The reference to the 5 metre above ground easement has been removed as it is not relevant.</p>
<p>The Planning Justification Report notes that 120 one-bedroom and 123 two-bedroom units are proposed. Staff recommend replacing some one- and/or two-bedroom units with a number of three-bedroom units. These larger units allow larger households to occupy apartment units within the Uptown and may serve to reduce the amount of parking required without a loss of (bedroom) density.</p>	<p>Three bedroom units are not proposed.</p>
<p>Additional activation is required along the Bridgeport Road frontage, particularly if the corner of Bridgeport Road and Regina Street is being considered as a utility room. Consider secondary lobby entrances, bike room access, and/or additional commercial/retail opportunities. As noted above, the applicant should also explore opportunities to relocate the street-fronting utility rooms internal to the building</p>	<p>The non-residential floor area abuts both King Street and Bridgeport Road. There are active uses facing both King Street and Regina Street, which are the two front lot lines. As the lands abut three streets, it is not possible to activate all three streets, accommodate the WNH community infrastructure and provide parking within a structure. It is important to recognize that the hydro infrastructure is not solely required to service the project – the switchgear serves other properties in the area and cannot be moved internal to the building.</p> <p>The exterior design of the building is subject to a future Site Plan application.</p>

<p>Please note, the blank wall along Bridgeport Road is not considered appropriate and does not foster a well-designed streetscape. The large wall should be broken up, with consideration given to art or an interesting façade</p>	<p>The building design is conceptual at the ZBA stage. It is acknowledged that the Site Plan application process will include a review of the building elevations. A response, with additional details on the building design and elevations will be provided as part of the future Site Plan application.</p>
<p>Design the ground floor for street activity with minimum 60% window openings to maximize ground floor coverage and provide street related uses along street edge</p>	<p>We note that both King Street and Regina Street are activated along the ground floor. The details of the building design and elevations are subject to the Site Plan approval process. A response will be provided as part of the future Site Plan application.</p>
<p>Staff appreciate the street facing units between Levels 2 and 4 facing Regina Street. If possible, an equivalent treatment on the Bridgeport Road façade would be ideal. Assuming the parking configuration negates that option, ensure an enhanced architectural treatment is provided to help animate the podium for the extent of all street frontages</p>	<p>The incorporation of residential units in the podium on the Bridgeport Road side of the site is not possible. The building has been designed to address both building frontages – King Street and Regina Street. Design treatments for the Bridgeport podium façade will be further explored through the future Site Plan application. We note that the proposed non-residential use also faces Bridgeport Road near King Street, activating this corner.</p>
<p>For any portions of the podium that lack fenestration, the possibility of public art in the form of murals could be considered</p>	<p>As noted earlier, the provision of public art is proposed as a community benefit, although it may not consist specifically of murals.</p>
<p>Consider incorporating local traditional material cues such as brick from local buildings such as the Huether Hotel, the Bridgeport Lofts, and/or the former Lion’s Brewery into the podium design to complement the surrounding District character</p>	<p>The specific building materials will be considered and a response provided through the future Site Plan application</p>
<p>Retail/commercial entrances are encouraged at or in close proximity to an intersection. That said, the Wind Study recommends locating entrances a minimum of 5 metres away from building corners. Explore the option to locate a primary or secondary entrance to the non-residential space in closer proximity to the corner of Bridgeport and King</p>	<p>While not subject to site plan approval, the interior layout of each floor will be considered through site plan and detailed building design. The location of entrances is a function of interior design. The request to locate an entrance closer to the corner of King and Bridgeport is acknowledged.</p>
<p>All entrances should be recessed into the building facade for additional wind protection. Alternatively, the design team could consider vertical wind screens on both sides of the entrances</p>	<p>Mitigation measures recommended in the Wind Assessment will be considered through the future Site Plan application submission.</p>
<p>As the first high-rise on King Street within the Uptown Node, staff expect the use of high quality building materials, and precedent setting design</p>	<p>The building as proposed represents high quality architecture. It is acknowledged that building elevations and materials will be reviewed further through the site plan approval process.</p>
<p>Staff recommend that the tower be designed with a distinctive top section that creates a recognizable skyline</p>	<p>The design of the roofline will be further considered and a response will be provided as part of the future Site Plan application</p>
<p>Beyond the mitigative design elements mentioned above at street level, the proposed amenity terrace on Level 5 and the northwest terrace of Level 25 are predicted to be windier than desired for passive activities in the summer. Wind control measures are suggested for these areas</p>	<p>Mitigation measures recommended in the Wind Assessment will be considered through the future Site Plan application submission</p>

<p>As part of a future site plan application, the applicant is encouraged to explore measures to mitigate wind at the northeast the southeast corners of the building where wind conditions are conducive to 'fast walking'.</p>	<p>Acknowledged – mitigation measures will be considered.</p>
<p>Energy Strategy</p>	
<p>An Energy Strategy is intended to contribute to achieving the City's objectives of improving the energy performance of buildings and sites, reducing greenhouse gas emissions and becoming more resilient. These objectives are rooted in the City's Official Plan, the Community Energy Investment Strategy (February 2018) and TransformWR (2021). In requiring the Energy Strategy, staff were looking to see that design opportunities and alternatives were considered.</p> <p>Staff were also looking for an indication of what would potentially work well for the site and what will continue to be explored as the project moves toward and through detailed design.</p> <p>Since the submitted Energy Strategy contains limited detail, in addition to what is contained, the following should be explored by the applicant:</p> <ul style="list-style-type: none"> • Determining the feasibility of a wastewater heat recovery system. • Engaging an energy developer like Grand River Energy (grandriverenergy.com). • Implementing the performance standards identified in Toronto's Back Up Power Guidelines (www.toronto.ca/wp-content/uploads/2017/11/91ca-Minimum-Backup-Power-Guideline-for-MURBs-October-2016.pdf) • Accessing the resources and staff at WR Community Energy (wrcommunityenergy.ca). • Determining eligibility for the Savings by Design program offered by Enbridge. • Using tools like Building PathFinder (buildingpathfinder.com) to preliminarily assess the impact of various design options on building performance (Note: This tool is designed for use in British Columbia but it can be used locally. When prompted, select 'Prince George' or 'Cranbrook' as the climate region). <p>It is requested that follow up correspondence be provided that outlines how the above have been considered.</p>	<ol style="list-style-type: none"> 1. Wastewater heat recovery systems are not currently allowed by the City's Building Standards division due to challenges in the interpretation of the Building Code and the definition of a septic/sump. 2. District energy systems, while beneficial to reduce construction costs, are not currently planned for this building. The building's footprint results in a small upper roof. Once space is allocated for building services (generator, heat pumps, exhaust fans, etc.) there is very little space left for a meaningful solar panel plant to offset the building's electrical consumption. 3. The building includes a number of components identified in the City of Toronto's Back Up Power Guidelines, including: <ul style="list-style-type: none"> • Additional elevator • Domestic booster pumps • Sump pumps • Hot water boilers and pumps • Common refuge area 4. HIP Developments continues to explore ways to construct buildings that reduce carbon footprint. This is reflected in their recent buildings under construction, such as 741 King and 525 New Dundee Road in Kitchener, which have only natural gas connections to serve the emergency generator and are otherwise fully electrified with a near zero carbon footprint. DEI Consulting Engineers has taken the role of energy consultant, advising on different system options to reduce carbon footprint based on our years of industry experience completing successful geothermal, VRF, and other low carbon impact buildings. <p>The building is using a central plant heat recovery air source VRF technology as a heating and cooling source. This heating and cooling source will mean no natural gas is consumed on site for heating and cooling the building. Compartmentalized ERVs (energy recovery ventilators) will be used to serve ventilation in</p>

	<p>each suite. A central make-up air unit will be designed around VRF technology and limited in capacity to corridor pressurization only. Domestic hot water presents its own set of design challenges, as equipment is still in research and development with limited options available. As such, domestic hot water will use some natural gas, condensing technology will be used to limit this impact and maintain high efficiency.</p> <p>Heating via natural gas boilers (conventional building system) and ventilation through conventional gas-fired make-up air units is estimated to be 60-70% of the annual carbon produced by a high rise residential building. The current building design eliminates this completely, allowing for a superb reduction in the long term carbon footprint. Further, a superior building envelope will reduce the heating and cooling requirements of the building, allowing for less electricity consumption and demand on the grid.</p> <p>5. Similar to the response to item 4, DEI Consulting Engineers has taken on this role for HIP Developments, advising on carbon reduction measures and what systems are best to implement based on constraints such as electrical consumption (limits on transformers available from the local utility) and construction costs.</p> <p>6. Similar to the response to item 4, DEI Consulting Engineers has taken on this role for HIP Developments, advising on carbon reduction measures and what systems are best to implement based on constraints such as electrical consumption (limits on transformers available from the local utility) and construction costs.</p>
Region of Waterloo	
Comment	Response
<p>Overall, the revised design of the parking structure (levels P1-4), with 1 partial level of underground parking (P1) and a higher floor/base elevation (above the 'high' groundwater table), addressed staff's concerns with respect to protecting the nearby William Street Well Field during construction dewatering at this property with on-site contamination. The Region also supports the revised design as permanent, passive or active dewatering infrastructure is not permitted. As such, the report is sufficient and meets Regional requirements.</p>	<p>Noted.</p>

<p>Geothermal energy systems at this property are prohibited by the City of Waterloo Zoning By-Law, and would not be appropriate here due to the on-site contamination.</p>	<p>Geothermal energy systems are not proposed.</p>
<p>Regional staff received an Acknowledgement letter dated December 9, 2020 from the Ministry of Environment, Conservation and Parks (MECP) confirming that an RSC #227412 has been filed for the subject lands to allow residential development. The Region's requirement for an RSC and the Ministry's Acknowledgment letter has been satisfied</p>	<p>Acknowledged.</p>
<p>Regional staff notes that the adjacent building to the south at 56 King Street North includes at least four rooftop mechanical units. The noise consultant should confirm whether sound levels from these units have been considered and assessed on the proposed residential units facing the mechanical units. This information should be provided as part of the stationary noise assessment</p>	<p>The enclosed Addendum Letter has evaluated the rooftop equipment at 56 King Street North and has concluded that no mitigation measures are required.</p>
<p>Regional staff recommends that the City secure the following requirement through a future Site Plan Agreement:</p> <p>Prior to Building Permit issuance, the Owner/Developer provides the City with confirmation from a Professional Engineer specialized in acoustics and licensed to practice in the Province of Ontario, that the selection and locations of all rooftop mechanical equipment and air conditioning, including any required noise mitigation measures have been reviewed and that the development will meet all sound level criteria of MECP's Publication NPC-300</p> <p>Further, prior to occupancy of the residential units, the Owner/Developer provides the City with certification from a Professional Engineer specialized in acoustics and licensed to practice in the Province of Ontario, confirming that all rooftop mechanical equipment, air conditioning and any required noise mitigation measures were installed in accordance with the noise study and any approved plans, and that the development meets all indoor and outdoor sound level criteria of the MECP Publication NPC-300</p> <p>At the time of any future Plan of Condominium application, the Owner/Developer will be required to enter into a registered development agreement with the Region to include the following noise warning clauses in all Agreements of Offers of Purchase and Sale and/or Lease/Rental Agreements for all residential units in the proposed development, as well as, to include the clauses in a condominium declaration:</p> <p><i>TYPE A: "Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed</i></p>	<p>Noted.</p>

<p><i>the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."</i></p> <p>TYPE D: <i>"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."</i></p> <p>TYPE E: <i>"Purchasers/tenants are advised of the proximity of nearby commercial, retail and office facilities, the sound from which may at times be audible"</i></p>	
<p>Regional staff have reviewed the Functional Servicing Report (MTE Consultants Incorporated, December 7, 2022) for the proposed development and staff concur with the recommendations therein</p>	<p>Noted</p>
<p>At this location, Regional Road #15 (King Street North) has a designated road allowance width of 24.38m (80ft) in the Regional Official Plan (ROP). A road widening of approximately 1.5m (5ft) will be required along the King Street North frontage of the subject property and will need to be conveyed to the Region</p>	<p>The road widening has been shown on the Concept Site Plan. The conveyance of the widening will occur prior to final site plan approval.</p>
<p>At this location Regional Road #09 (Bridgeport Road) has a designed road allowance width of 20.11m (66ft) width in the ROP. A road widening of approximately 2.4m (8ft) will be required along the Bridgeport Road frontage of the subject property and will need to be conveyed to the Region</p>	<p>The road widening has been shown on the Concept Site Plan. The conveyance of the widening will occur prior to final site plan approval.</p>
<p>A 5.80m daylighting triangle (as agreed before) is also required at the intersections of King Street and Bridgeport Road, as well as a 4.30m daylighting triangle (previously agreed upon) at the intersection of Bridgeport Road and Regina Street. Please ensure that no doors swing into the Regional right of way, and that no undulating glass ribbon encroaches into daylighting triangles and show daylighting triangle on all plans</p>	<p>The daylight triangles are shown on the Concept Site Plan. No doors are proposed to swing into either daylight triangle. The undulating ribbon is no longer proposed as part of the building design.</p>
<p>No access is proposed from King Street North for this development. Staff supports the proposed access location on Regina Street. The existing driveway accesses to King Street North and Bridgeport Road East are proposed to be closed with this development</p>	<p>Noted.</p>
<p>In general, the Region has no objection to the proposed Zone Change Application. Prior to final approval of the application, staff request that the Owner/Developer address the one comment raised above with respect to the stationary noise assessment. In addition, staff would like to further review and confirm that the Section 59 Notice provided as part of this application is satisfactory.</p>	<p>Acknowledged</p>

WATERLOO NORTH HYDRO	
Comment	Response
Preference for all three utility rooms to be located in close proximity to one another, to feed hydro equipment from room to room	The three utility rooms are proposed in proximity to one another, as requested.
That the transformer vault room will need to be expanded, from 4.501 metres x 8.411 metres as currently shown, to 6.0 metres x 8.411 metres	The transformer vault room has been expanded to 6.0 m x 8.411 m, per the request.
The 3 metre easement on Bridgeport Road is contingent on the developer accepting the cost to bury the pole lines on Bridgeport Road and Regina Street. If the cost is deemed to be unacceptable by the developer, WNH will require a 5 metre setback from the proposed building.	Noted, the owner plans to proceed with the burial of hydro along Bridgeport Road.
Preliminary design of the hydro duct bank will commence at the site plan submission stage. Prior to commencing this work, WNH requires confirmation from the City that the proposed locations of the switchgear and transformer rooms are acceptable	Acknowledged.
Waterloo Catholic District School Board	
Comment	Response
That any Education Development Charges shall be collected prior to the issuance of a building permit(s).	Noted.
That the developer shall include the following wording in the site plan agreement to advise all purchasers of residential units and/or renters of same: <i>"In order to limit risks, public school buses contracted by Student Transportation Services of Waterloo Region (STSWR), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up and drop off students, and so bussed students will be required to meet the bus at a congregated bus pick-up point."</i>	Alternatively, this can be included in the future condominium declaration

Consistent with the Committee's Resubmission requirements, please find enclosed the following:

- Response Matrix.
- Updated Site Plan
- Updated Building Elevations
- Updated Cross Section
- Updated Floor Plans
- Addendum Noise Letter

We thank staff for their consideration of the resubmission and look forward to the scheduling of the Formal Public Meeting in June.

Yours truly,

A handwritten signature in cursive script that reads "Trevor Hawkins".

Trevor Hawkins, M.PL, MCIP, RPP
Partner