



Planning & Strategic Initiatives Committee Agenda

Monday, March 7, 2022, 6:00 p.m. - 10:00 p.m.
Electronic Meeting

Due to COVID-19 and recommendations by Waterloo Region Public Health to exercise physical distancing, City Hall is open for select services. Members of the public are invited to participate in this meeting electronically by accessing the meeting live-stream video at kitchener.ca/watchnow.

While in-person delegation requests are not feasible at this time, members of the public are invited to submit written comments or participate electronically in the meeting by contacting delegation@kitchener.ca. Please refer to the delegations section on the agenda below for registration deadlines. Written comments will be circulated prior to the meeting and will form part of the public record.

Accessible formats and communication supports are available upon request. If you require assistance to take part in a city meeting or event, please call 519-741-2345 or TTY 1-866-969-9994.

Chair: Councillor D. Chapman
Vice-Chair: Councillor P. Singh

Pages

1. **Commencement**

2. **Consent Items**

The following matters are considered not to require debate and should be approved by one motion in accordance with the recommendation contained in each staff report. A majority vote is required to discuss any report listed as under this section.

2.1. **None.**

3. **Delegations**

Pursuant to Council's Procedural By-law, delegations are permitted to address the Committee for a maximum of five (5) minutes. Delegates must register by 4:00 p.m. on March 7, 2022, in order to participate electronically.

3.1. **Public Hearing Matter Report DSD-2022-062, listed as Item 5.1**

3.1.a. Chris Pidgeon, GSP Group agent

3.1.b. Darryl Firsten, IN8 Developments

3.2. Public Hearing Matter Report DSD-2022-089, listed as item 5.2

3.2.a. Andrea Sinclair, MHBC Planning

3.2.b. Jane Desbarats

3.2.c. Alice Raynard

3.2.d. Elizabeth Stevens

3.2.e. Heather Love

4. Discussion Items

4.1. None.

5. Public Hearing Matters under the Planning Act (6:00 p. m. advertised)

This is a formal public meeting to consider applications under the Planning Act. If a person or public body does not make oral or written submissions to the City of Kitchener before the proposed applications are considered, the person or public body may not be entitled to appeal the decision to the Ontario Land Tribunal and may not be added as a party to a hearing of an appeal before the Ontario Land Tribunal.

5.1. **30 Francis Street South Official Plan Amendment OPA/21/001/R/DE and Zoning By-law Amendment ZBA21/002/F/DE - DSD-2022-062** 90 m 3
(Staff will provide a 5 minute presentation on this matter.)

5.2. **890-900 King Street West Official Plan Amendment OPA21/005/K/BB and Zoning By-law Amendment ZBA21/008/K/BB - DSD-2022-089** 120 m 151
(Staff will provide a 5 minute presentation on this matter.)

6. Information Items

6.1. **Quarterly Development Applications Update 2022 Q1 - DSD-2022-096** 240

7. Adjournment

**Daniela Mange
Committee Administrator**

REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: March 7, 2022

SUBMITTED BY: Bustamante, Rosa - Director of Planning, 519-741-2200 ext. 7319

PREPARED BY: Dumart, Craig – Senior Planner, 519-741-2200 ext. 7073

WARD(S) INVOLVED: Ward 9

DATE OF REPORT: January 31, 2022

REPORT NO.: DSD-2022-062

SUBJECT: Official Plan Amendment OPA/21/001/F/DE
Zoning By-law Amendment ZBA/21/002/F/DE
30 Francis Street South
30 Francis Kitchener Incorporated

RECOMMENDATION:

That Official Plan Amendment Application OPA/21/001/F/DE for 30 Francis Kitchener Incorporated requesting a Specific Policy Area be refused; and

That Zoning By-law Amendment Application ZBA21/002/F/DE for 30 Francis Kitchener Incorporated be approved in the form shown in the 'Proposed By-law', and 'Map No. 1', attached to Report DSD-2022-062 as Appendix 'A'; and further

That in accordance with Planning Act Section 45 (1.3 & 1.4), applications for minor variances shall be permitted for lands subject to Zoning By-law Amendment Application ZBA21/002/F/DE.

REPORT HIGHLIGHTS:

- The purpose of this report is to evaluate and provide a planning recommendation regarding a Zoning By-law Amendment application for a property located at 30 Francis Street South. It is planning staff's recommendation that the Zoning By-law be approved.
- Community engagement included:
 - circulation of a preliminary notice letter to property owners and residents within 240 metres of the subject site;
 - installation of a large billboard notice sign on the property;
 - follow up one-on-one correspondence with members of the public;
 - two Neighbourhood Information Meetings held on June 2, 2021 and December 14, 2021);
 - notice letter advising of the statutory public meeting was circulated to all property owners within 240 metres of the subject site, those who responded to the preliminary circulation; and those who attended the Neighbourhood Meetings;
 - notice of the public meeting was published in The Record on February 11, 2022.

*** This information is available in accessible formats upon request. ***
Please call 519-741-2345 or TTY 1-866-969-9994 for assistance.

This report supports the delivery of core services.

EXECUTIVE SUMMARY:

Planning staff is recommending refusal of the requested Official Plan Amendment and approval of a revised Zoning By-law Amendment application to add Special Regulation Provision 776R in Zoning By-law 85-1 to permit a 44 storey mixed use development with an increased Floor Space Ratio (FSR), a reduced rear yard building setback and a Holding Provision to require remediation of the site contamination and to require an updated noise study. As part of this development the applicant is seeking to obtain an increase in floor space ratio in exchange for the provision of community benefits in accordance with the bonusing provisions of Section 17.E.17 of the City of Kitchener's Official Plan. Density bonusing is permitted in the Official Plan (and under Section 37 of the Planning Act) for properties within the Urban Growth Centre (Downtown). Staff recommends that the Zoning By-law Amendment application be approved

BACKGROUND:

The City of Kitchener has received a revised development concept from 30 Francis Kitchener Incorporated (IN8 Developments) that is proposing to permit an increased Floor Space Ratio in exchange for the provision of community benefits in accordance with the bonusing provisions of Section 17.E.17 of the Official Plan.

The original Official Plan Amendment application was proposing to add a Specific Policy Area to increase the Floor Space Ratio to 18.3. As community benefits are being proposed through the revised Zoning By-law Amendment for 30 Francis Street South, the Official Plan Amendment is no longer required.

The proposed Zoning By-law Amendment application is requesting to add Special Regulation Provision 776R in Zoning By-law 85-1 to permit residential uses, reduce the rear yard setback and to allow for an increased floor space ratio of 18.3 to be achieved through the use of bonusing provisions, as well as to apply Holding Provision 90H and also to require site contamination remediation and an updated noise study.

The lands are within the Urban Growth Centre, designated 'Innovation District' in the City of Kitchener Official Plan and are zoned 'as Warehouse District Zone (D-6)' in Zoning By-law 85-1.

Existing Warehouse District Zone (D-6) zoning permissions include:

- Commercial and light industrial uses;
- Maximum floor space ratio of 2.0;
- Rear yard setback of 7.5 metres; and
- Maximum front yard setback of 2.0 metres.

Site Context

The subject lands are addressed as 30 Francis Street South and are situated within the City of Kitchener's Downtown. The subject lands are located at the easterly side of the block bound by Charles Street West, Francis Street South and Halls Lane. The subject property has a lot area of 0.23 hectares (0.57 acres) with 54.8 metres of frontage along Francis Street South and 42.2 metres of frontage along Charles Street West. 30 Francis Street South is currently a vacant parcel of land which was formerly used as a surface parking lot. The subject lands directly abut the surface parking lot of the U-Haul commercial property located to the west of the subject lands. The surrounding neighbourhood consists of a variety of uses including high rise mixed-use, commercial, buildings, medium rise residential, and institutional office buildings. Existing surrounding lands are used for

surface parking lots and old large industrial buildings which either have been converted to loft style office, residential and other viable uses.

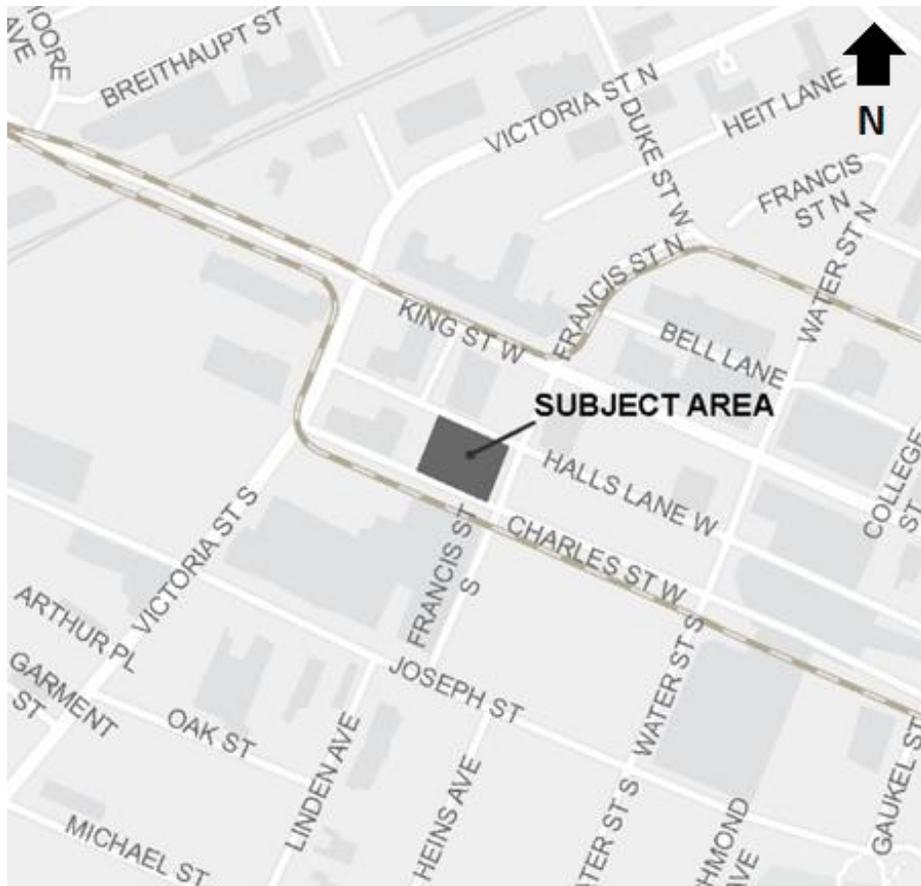


Figure 1 - Location Map: 30 Francis Street South

REPORT:

The applicant is proposing to develop the subject lands with a 44 storey, mixed use building, consisting of 532 residential units, 3 ground floor commercial units and amenity uses located at grade, with a roof top terrace on the 7th level, and 241 parking spaces located underground and internal to the building. The proposed building includes a square footprint that has been oriented along Charles Street East, Francis Street South and Halls Lane West. Ground floor commercial units are located along the Charles Street frontage, and building amenities are located along Francis Street and wrap along the Halls Lane building façade. The principal entrance to the building is located in the southeast corner of the building at the intersection of Charles Street East and Francis Street South. The proposed 44 storey mixed use building is located adjacent to the Lang Tannery building, which has been converted to office and technology related uses. The proposed development includes a 6 storey podium (base) which is sensitive in scale, massing and comparable to the height of the Tannery building.

Through the processing of the application, a revised development proposal was prepared. The original development proposed a multiple residential building comprised of 532 dwelling units (1 and 2 bedrooms only) with 242 parking spaces and one floor of underground parking. In response to comments provided by Planning staff and the public, the applicant has amended the proposed development and is now proposing to develop a mixed-use building with a mix of residential unit types and increase in the floor space ratio in exchange for the provision of community benefits in accordance with the bonusing provisions of Section 17.E.17 of the Official Plan and Section 37 of

the Planning Act. Table 1 below provides a comparison of the development concepts and Figures 2 and 3 show the floor plan and a rendering of the revised development proposal.

Table 1. Development Concept Comparison Table

	Original Development Concept	Revised Development Concept
Number of Units	532 residential units	532 residential units
Parking Spaces	242 spaces	241 Spaces
Underground Parking Levels	1 Level	2 Levels
Bicycle Parking	135 Class A 6 Class B	148 Class A 6 Class B
Ground floor Commercial Units	0 commercial units, Blank façade located along Charles Street East	3 commercial units located along Charles Street East.
Unit Types	Bachelor units (10) 1 bedroom units (304) 1 bedroom + den units (99) 2 bedroom units (119)	(191) 1 bedroom units (194) 1 bedroom + den units (137) 2 bedroom units (5) 2 bedroom + den units (5) 3 bedroom units
Electric Vehicle Parking	Not included	20 Electric Vehicle parking spaces provided
Parkland Enhancement	Not included	Included (Redesign, tender, and reconstruct Francis Green)
Affordable Housing Donation	Not included	Included (\$300,000 donation to affordable housing)
LEED Standards Building Design	Not included	The development will be designed to incorporate LEED standards.
Barrier Free Accessible Units	80 units (15% required by the Building Code)	101 units (19% of the units)



Figure 2 – Revised Development Concept Ground Floor Plan



Figure 3 – Revised Development Elevation Intersection of Charles Street and Francis Street

The revised development concept includes significant changes in direct response to public and staff comments. The revised proposed development includes a mixed-use building, a broader mix of unit types (including five larger 3 bedroom units and five 2 bedroom plus den units), additional bicycling parking, and commercial units located at grade designed to activate the street and enhance the public realm. Furthermore, Planning staff are recommending that the proposed increase in Floor Space Ratio be permitted in exchange for the provision of community benefits. Planning staff are recommending this in accordance with the bonusing provisions of Section 17.E.17 of the Official Plan and Section 37 of the Planning Act. The community benefits provided as part of the revised development include the following: Transportation Demand Management (TDM) Measures, Dwelling Units in the Urban Growth Centre, Water and Energy conservation measures, Parkland Improvements, LEED-inspired building design, Electric Vehicle Parking stalls, and Barrier Free Accessible Units beyond the building code requirement. In addition, the developer has proposed an affordable housing sponsorship. Staff is supportive of the proposed revised development concept.

To facilitate the redevelopment of 30 Francis Street South with the proposed development concept, a Zoning By-law Amendment is proposed to change the zoning of the subject lands. The lands are currently designated 'Innovation District' in the City of Kitchener Official Plan and zoned 'Warehouse District Zone (D-6)' in Zoning By-law 85-1.

The owner is proposing to change the zoning to 'Warehouse District Zone (D-6) with Special Regulation Provision 776R and Holding Provision 90H' in Zoning By-law 85-1, to permit residential uses, reduce the rear yard setback and increase the Floor Space Ratio (FSR) through the use of bonusing provisions. A Holding Provision is also proposed to be added to the property to prevent the development of the site with sensitive uses, including residential uses, until the site contamination has been remediated and a revised noise study is completed to the satisfaction of the Region of Waterloo.

Planning Analysis:

Provincial Policy Statement, 2020:

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 1.4.3(b) of the PPS promotes all types of residential intensification, and sets out a policy framework for sustainable, healthy, liveable and safe communities. The PPS promotes efficient development and land use patterns, as well as accommodating an appropriate mix of affordable and market-based residential dwelling types with other land uses, while supporting the environment, public health and safety. Provincial policies promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

To support provincial policies relating to the optimization of infrastructure, transit and active transportation, the proposed designation and zoning facilitate a compact form of development which efficiently uses the lands, is in close proximity to transit options including bus and rapid transit and makes efficient use of both existing roads and active transportation networks. The lands are serviced and are in proximity to cycling networks, multiple parks, trails and other community uses. Provincial policies are in support of providing a broad range of housing. The proposed mixed-use development represents an attainable form of market-based housing with a mix of unit types.

Planning staff is of the opinion that the proposed Zoning By-law Amendment application will facilitate the intensification of the subject property with a mixed-used development that is compatible with the surrounding community and will make efficient use of the existing infrastructure. The proposed development will create more housing options in the downtown within walking distance to jobs. No

new public roads would be required for the proposed development and Engineering staff have confirmed there is capacity in the sanitary sewer to permit this amount of intensification on the subject lands.

Based on the foregoing, staff is of the opinion that this proposal is in conformity with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan):

The Growth Plan supports the development of complete and compact communities that are designed to support healthy and active living, make efficient use of land and infrastructure, provide for a range and mix of housing types, jobs, and services, at densities and in locations which support transit viability and active transportation. Policies of the Growth Plan promote growth within strategic growth areas including Urban Growth Centres and major transit station areas, in order to provide a focus for investments in transit and other types of infrastructure.

Policies 2.2.3 1 (a) and (d) identifies that Urban Growth Centres will be planned as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses and that Urban Growth Centres plan to accommodate significant population and employment growth.

Policy 2.2.6.1(a) states that municipalities will support housing choice through the achievement of the minimum intensification and density targets in this plan by identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents.

Policies 2.2.1.4 states that complete communities will:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - ii. public service facilities, co-located and integrated in community hubs;
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- g) integrate green infrastructure and appropriate low impact development.

The Growth Plan supports planning for a range and mix of housing options and, in particular, higher density housing options that can accommodate a range of household sizes in locations that can provide access to transit and other amenities.

The subject lands are located within the City's delineated Urban Growth Centre (UGC), and within a Major Transit Station Area (MTSA) in the 2014 Kitchener Official Plan. In the City's OP on Map 2 – Urban Structure the lands appear within the MTSA circle for the Central Station. Urban Growth Centres plan to accommodate significant population and employment growth. The Region of

Waterloo commenced the Regional Official Plan Review (ROPR) project and as part of that work, revised MTSA boundaries were endorsed by Regional Council. These lands are located within the Regionally endorsed MTSA boundary. The proposed development represents intensification and will help the City achieve density targets in the MTSA. The proposed zoning will support a higher density housing option that will help make efficient use of existing infrastructure, parks, roads, trails and transit. The mixed use development is also proposed to include several unit types that vary in sizes, increasing the variety of housing options for future residents.

Regional Official Plan (ROP):

Urban Area policies of the ROP identify that the focus of the Region's future growth will be within the Urban Area. The subject lands are designated UGC in the ROP. The proposed development conforms to Policy 2.D.1 of the ROP as this neighbourhood provides for the physical infrastructure and community infrastructure to support the proposed residential development, including transportation networks, municipal drinking-water supply and wastewater systems, and a broad range of social and public health services. Regional policies require Area Municipalities to plan for a range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents.

Regional staff have indicated that they have no objections to the proposed application or to higher density within the MTSA area and Urban Growth Centre of the Region as the type of high-density development proposed on site supports the Planned Community Function of the ROP. (Appendix 'D'). Planning staff are of the opinion that the applications conform to the ROP.

City of Kitchener Official Plan (OP)

The City of Kitchener OP provides the long-term land use vision for Kitchener. The vision is further articulated and implemented through the guiding principles, goals, objectives, and policies which are set out in the Plan. The Vision and Goals of the OP strive to build an innovative, vibrant, attractive, safe, complete and healthy community.

Official Plan policy 17.E.12.6 of the OP notes that the City will consider all applications to amend the Zoning By-law and will provide notice of such application in accordance with the provisions and regulations of the Planning Act.

Urban Structure

The OP establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. Intensification Areas are targeted throughout the Built-up Area as key locations to accommodate and receive the majority of development or redevelopment for a variety of land uses. Primary Intensification Areas include the Urban Growth Centre (UGC), Major Transit Station Areas (MTSA), Nodes and Corridors, in this hierarchy, according to Section 3.C.2.3 of the Official Plan. The subject lands are located within the UGC. The UGC (Downtown) is the primary Urban Structure Component and Intensification Area. The planned function of the UGC is to accommodate a significant share of the Region's and City's future population and employment growth. Section 3.C.2.13 of the OP indicates that the UGC is planned to achieve, by 2031 or earlier, a minimum density of 225 residents and jobs combined per hectare and assist in achieving the minimum residential intensification target identified in Policy 3.C.1.6. The UGC is planned to be a vibrant Regional and Citywide focal point and destination and is intended to be the City's primary focal point for residential intensification as well as for investment in institutional and Region-wide public services, commercial, office, recreational, cultural and entertainment uses.

The site is also within the Central Station Area and within 400 metres of both the Central and Victoria Park ION stops. In accordance with Policy 3.C.2.17 of the OP, the planned function of the MTSA is

to provide densities that will support transit, and achieve a mix of residential, office, institutional and commercial uses. They are also intended to have streetscapes and a built form that is pedestrian-friendly and transit-oriented.

Policies also require that development applications in MTSAs give consideration to the Transit-Oriented Development (TOD) policies contained in Section 13.C.3.12 of the OP. Generally, the TOD policies support a compact urban form, that supports walking, cycling and the use of transit, by providing a mix of land uses in close proximity to transit stops, to support higher frequency transit service and optimize transit rider convenience. These policies also support developments which foster walkability by creating safe and comfortable pedestrian environments and a high-quality public realm. Staff is of the opinion that the proposed development will help to increase density in an area well served by nearby transit and rapid transit while being context sensitive to surrounding lands and provides excellent access to off-road pedestrian and cycling facilities.

Staff is of the opinion that the proposed Zoning By-law Amendment will support a development that not only complies with the City's policies for the UGC and MTSA but also contributes to the vision for a sustainable and more environmentally friendly city.

Land Use Designation

The subject lands are designated 'Innovation District' (Map 4, Urban Growth Centre) in the City of Kitchener Official Plan. The Innovation District is characterized by a mix of high rise and medium residential, mixed use, commercial and office buildings and old large industrial buildings which either have been converted to loft style office, residential and other viable uses or have the potential to do so. This area of the city is expected to evolve and transform into a dense urban contemporary setting with continued growth in the high-tech industry coupled with the research office uses affiliated with the nearby post-secondary institutions. The primary uses permitted in the Innovation District include offices, particularly research and high-tech offices institutional uses and residential uses.

Policies 15.D.2.50 to 15.D.2.52 of the City of Kitchener's Official Plan encourage growth in this area to occur by permitting a full range of complementary commercial uses and encouraging high density residential uses.

Policy 17.E.17 of the Official Plan allows bonusing to permit increases in the height and density (FSR) of a development in exchange for those community benefits listed provided that the proposed increases support the vision of the plan, constitute good planning, support good urban design and are compatible with the adjacent properties and the surrounding area. The applicant has proposed the following community benefits in support of the increase in FSR from 3.0 to 18.3:

- Transportation Demand Management Measures (including 148 Class A bicycle and 6 Class B Bicycle parking spaces)
- Dwelling Units in the Urban Growth Centre
- Water and Energy conservation
- Parkland Improvements
- LEED Inspired Building Design
- Electric Vehicle Parking stalls (20 spaces and with charging stations)
- Special Needs Housing (19% of units Barrier free accessible)

In addition to the community benefits/bonusing provisions above that will be formally secured through a Section 37 Agreement, the developer is also proposing a significant affordable housing donation. The applicant has advised in writing that they intend to make a \$300,000 donation to the St. Peter's Lutheran Church who will use the donation to contribute to the development of an affordable housing project located in the downtown area. (Appendix E).

As the subject lands are located within the UGC the OP strongly encourages the use of bonusing in accordance with Policy 17.E.17.3. A Section 37 Agreement will be required and the specific community benefits to be provided in exchange for density increases to be incorporated into the amending Zoning By-law. Community benefits are to be provided in exchange for increased density and may include, but are not limited to, constructing dwelling units in the UGC, energy or water conservation, TDM measures, public art, transit infrastructure, public amenity areas, affordable housing contributions, parkland enhancements, heritage conservation, provision of public parking and others on the list in the Official Plan under Section 17.E.17.2. The items proposed by the applicant, for this zoning by-law amendment application, are consistent with the Official Plan direction on community benefits to be provided in exchange for density increases, and therefore meets the intent of the Official Plan. The proposed community benefits for this development proposal will be detailed below in the Zoning By-law section.

Section 15.D.2.3 of the OP indicates that transit supportive uses are vital to the downtown, and that this area is intended to serve as a high-density major employment area as well as the area to support the city's growth in population. The use proposed at the scale and density shown would meet this transit supportive employment objective.

PARTS Central Plan

The subject lands are located within the PARTS Central Plan which is a guiding document that made recommendations for land uses within and around rapid transit station stops. The PARTS Central Plan made recommendation for amendments to the Secondary Plans within the MTSA, which have not yet been implemented. One of the primary recommendations was to protect stable neighbourhoods by directing growth in the areas such as the Innovation District. The applicant is seeking density bonusing in exchange for the community benefits cited above. The proposed development provides for a range of housing options located within the UGC. Accordingly, the proposed amendment is in keeping with the PARTS Central vision for development within and around the ION stops.

Urban Design

The City's urban design policies are outlined in Section 11 of the City's OP. In the opinion of staff, the proposed development meets the intent of these policies including: Streetscape; Safety; Universal Design; Site Design; Building Design, and Massing and Scale Design. To address these policies, an Urban Design Brief was submitted and has been reviewed by City staff. The Urban Design Brief outlines the vision and principles guiding the site design and informs the proposed zoning by-law regulations.

Streetscape – A key design feature of the proposed development are active street frontages. The commercial units are situated at grade along Charles Street West, while building amenity rooms and uses are situated along Francis Street and wrap along the frontage of Halls Lane. The main pedestrian entrance to the building is provided at the corner of Francis/Charles, easily accessible by the public sidewalk. Vehicular entry to the site is provided off Charles Street West to the underground parking level and Halls Lane to the passenger drop-off and podium parking. Cyclists can enter the site from the underground parking entrance on Charles Street West. Loading and service vehicles are proposed to access the site at the rear from Halls Lane.

Safety – As part of the site plan approval process, staff will ensure Crime Prevention Through Environmental Design (CPTED) principles are achieved and that the site meets the Ontario Building Code and the City's Emergency Services Policy.

Universal Design – The development will be designed to comply with Accessibility for Ontarians with Disabilities Act and the Ontario Building Code.

Skyline – The proposed tower will provide a new feature on the City’s skyline. The proposed building will create visual interest from several different vantage points.

Site Design, Building Design, Massing and Scale – The subject site is designed to have a building that will be developed at a scale that is compatible with the existing and planned built form for the Urban Growth Centre. The tower of the proposed development is composed with a slender floorplate located on top of a mid-rise building. The proposed podium base is sensitive in scale and massing and is comparable to the height of the Tannery building located directly across the street. Tower step-backs of approximately 2 metres are proposed along Francis Street. Unit balconies are proposed on all elevations of the tower from Level 8 to Level 44.

Tower Design

The proposed building tower is classified as a “Compact Slab” as the proposed tower floor plate is less than 850 square metres in area. The tower placement has been oriented to minimize overlook to adjacent properties and provide a diagonal relationship with the existing tall building at 1 Victoria Street. The tower massing aligns with ground floor level, offering a step back of approximately 2 metres from its widest point along Francis Street. The tower massing is broken up vertically by variation and the articulation of building materials. Furthermore, balconies for the residential units are included on all street-facing elevations.

Shadow Impact Study

The owner has completed a Shadow Impact Study in addition to the Urban Design Report. Staff have reviewed the study and are satisfied the shadow study meets the minimum requirements, as related to shadow impacts, as noted in the City of Kitchener Urban Design manual.

Wind Study

A wind study was prepared for the consideration of this development proposal and reviewed by staff. The wind conditions surrounding the proposed development are expected to be suitable for sitting in the summer and standing outside in both summer and winter. The wind study conditions for the 44 storey tower along Charles Street West and Francis Street south are expected to be comfortable in the summer for sitting and standing in winter at the main entrance. Along the building’s north wall along Halls Lane, wind conditions are expected to be suitable for standing in the summer and leisurely walking in the winter. Conditions on the 7th floor roof top terrace are also expected to be comfortable in the summer and ideal for leisurely walking in the winter. Additional wind analysis will occur through the site plan phase and any mitigation measures required will be addressed through detailed building design phases.

Tall Building Guidelines

The proposed development has also been reviewed for compliance with the City’s Design for Tall Buildings Guidelines. The objective of this document is to:

- achieve a positive relationship between high-rise buildings and their existing and planned context;
- create a built environment that respects and enhances the city’s open space system, pedestrian and cyclist amenities and streetscapes;
- create human-scaled pedestrian-friendly streets, and attractive public spaces that contribute to livable, safe and healthy communities;
- promote tall buildings that contribute to the view of the skyline and enhance orientation, wayfinding and the image of the city;

- promote development that responds to the physical environment, microclimate and the natural environment including four season design and sustainability; and,
- promote tall building design excellence to help create visually and functionally pleasing buildings of architectural significance.

The proposed development has been designed with these objectives in mind. City staff has confirmed that the proposed tower is generally consistent with and meets the overall intent of the City's Design for Tall Building Guidelines.

Transportation Policies:

The Official Plan supports an integrated transportation system which incorporates active transportation, allows for the movement of people and goods and promotes a vibrant, healthy community using land use designations and urban design initiatives that make a wide range of transportation choices viable. The subject lands are located along the LRT line and in close proximity to multiple ION station stops. The building has excellent access to cycling networks, including existing on and off-street cycling facilities, the downtown cycling grid, and multiple trails that are within close proximity. The location of the subject lands, in the context of the City's integrated transportation system, supports the proposal for transit-oriented development on the subject lands.

Policy 3.C.2.22 states that until such time as Station Area Plans are completed and this Plan is amended accordingly, in the interim, any development application submitted within a Major Transit Station Area will be reviewed generally in accordance with the Transit-Oriented Development Policies included in Section 13.C.3.12

The proposed Zoning By-law Amendment application supports a denser residential development in the City of Kitchener's primary intensification area (UGC). The location of the proposed building, results in a built form that fosters walkability in a pedestrian-friendly environment, which allows walking to be a safe, comfortable, barrier-free and convenient form of urban travel.

As part of the future site plan approval processes, the design of the buildings will have to feature a high-quality public realm to enhance the identity of the area and create gathering points for social interaction, community events and other activities. Additionally, secured and visitor bicycle parking is required as part of the Zoning By-law.

Housing Policies:

Section 4.1.1 of the City's Official Plan contains policies with the primary objective to provide for an appropriate range, variety and mix of housing types and styles, densities, tenure and affordability to satisfy the varying housing needs of our community through all stages of life. The proposed development increases the range of dwelling units available in the city. The development is contemplated to include a range of unit types including, one and two bedrooms, with and without dens and three-bedroom units. Of the 532 proposed dwelling units, 19% of the units (101) will be barrier free accessible. The wide range of units will appeal to a variety of households.

Sustainable Development

Section 7.C.4.1 of the City's Official Plan ensures developments will increasingly be sustainable by encouraging, supporting and, where appropriate, requiring:

- a) compact development and efficient built form;
- b) environmentally responsible design (from community design to building design) and construction practices;
- c) the integration, protection and enhancement of natural features and landscapes into building and site design;

- d) the reduction of resource consumption associated with development; and,
- e) transit-supportive development and redevelopment and the greater use of other active modes of transportation such as cycling and walking.

Development applications are required to demonstrate that the proposal meets the sustainable development policies of the Plan and that sustainable development design standards are achieved.

Policy 7.C.4.6 of the Official Plans permits the City to develop bonusing regulations in the Zoning By-law for development satisfying the sustainable development design standards. The bonusing regulations may include provisions permitting building elements with a demonstrated benefit to the community.

As part of the revised development submission, the Applicant has provided a letter outlining sustainable development initiatives that will be further explored at the site planning stage. Planning staff are recommending site-specific zoning that would require a Section 37 Bonusing Agreement. One of the many community benefits being proposed is grey water collection for the irrigation of landscape elements. Furthermore, twenty (20) Electric Vehicle parking spaces are required as part of the site-specific zoning.

Official Plan Conclusions

Planning staff is recommending refusal of the requested Official Plan Amendment as it is no longer required. Rather the requested increase in Floor Space Ratio will be achieved in exchange for the provision of community benefits in accordance with the bonusing provisions of Section 17.E.17 of the Official Plan to be detailed in the proposed zoning by-law. Staff are recommending approval of a revised Zoning By-law Amendment application to add Special Regulation Provision 776R in Zoning By-law 85-1 to permit the 44 storey mixed-use building with a reduced rear yard setback and an increased floor space ratio achieved through bonusing provisions as further detailed in the proposed Zoning By-law Amendment Section of this report. Planning staff are of the opinion that the recommended Zoning By-law amendment conforms to the Official Plan.

Proposed Zoning By-law Amendment:

The subject lands are zoned 'Warehouse District Zone (D-6)' in Zoning By-law 85-1. The existing zoning permits a range of commercial and light industrial uses with a maximum permitted Floor Space Ratio (FSR) of 2.0. The applicant has requested an amendment to Zoning By-law 85-1 to change the zoning from 'Warehouse District Zone (D-6)' to 'Warehouse District Zone (D-6) with Special Regulation Provision 776R and Holding Provision 90H' in Zoning By-law 85-1.

Official Plan policies indicate that where special zoning regulations are requested for residential intensification or a redevelopment of lands, the overall impact of the site specific zoning regulations will consider compatibility with existing built form; appropriate massing and setbacks that support and maintain streetscape and community character; appropriate buffering to mitigate adverse impacts, particularly with respect to privacy; avoidance of unacceptable adverse impacts by providing appropriate number of parking spaces and an appropriate landscaped/amenity area.

The applicant is seeking to amend the Zoning By-law to add Special Regulation Provision 776R to Zoning By-law 85-1. The proposed Special Regulation Provision is to allow for residential uses, reduce the rear yard setback to 0 metres and increase the Floor Space Ratio from 2.0 to 18.3 through a Section 37 Agreement, which will outline density bonusing increases in exchange for the provision of community benefits in accordance with the bonusing provisions of Section 17.E.17 of the Official Plan.

Staff offer the following comments with respect to the proposed Special Regulation Provision 776R

- a) Multiple Dwelling Residential Units shall be permitted.

The purpose of this regulation is to allow residential uses on the subject land. The current zoning of the property does not align with the subject lands 2014 Official Plan Designation (Innovation District) as the new downtown zoning to implement the 2014 Official Plan has not been completed. The primary uses permitted in the Innovation District include offices, particularly research and high-tech offices institutional uses and residential uses.

- b) The minimum rear yard setback shall be 0.0 metres for a mixed-use building containing a residential dwelling.

The purpose of this regulation is to allow the building's podium to be located right up to the rear property line. The subject lands have frontage on three public right of ways (Halls Lane, Francis Street and Charles Street) which do not have a minimum yard setback when abutting a street. The request to reduce the rear yard setback (property line abutting the U-Haul surface parking lot) allows the podium to be built to the rear property line and allows for a continuous urban built form along Charles Street West and Halls Lane.

- c) An additional Floor Space Ratio of 16.3. shall be provided in exchange for community benefits as set out in this by-law and secured through a Section 37 Agreement for a total maximum for the site of 18.3.

Bonusing is a strategy that is currently permitted by the Planning Act within frameworks approved by Council prior to September 18, 2022 and may be used by the City to assist in the development or redevelopment of key areas in the City. It involves increasing the height and/or density of a development or redevelopment in exchange for community benefits. The proposed development is proposing to increase the Floor Space Ratio in exchange for the provision of community benefits in accordance with the bonusing provisions of Section 17.E.17 the Official Plan. The owner is proposing the following bonusing provisions identified in the Official Plan to allow for increased density; Transportation Demand Management Measures, Dwelling Units in the Urban Growth Centre, Water and Energy conservation, Affordable Housing Sponsorship, Parkland Improvements, LEED inspired building design, Electric Vehicle Parking stalls and Barrier Free Accessible Units.

Community Benefits / Bonusing Provisions

Pursuant to Section 37 of the *Planning Act*, the density (Floor Space Ratio) of development permitted by this By-law is subject to compliance with the conditions set out in this By-law and in return for the provision by the owner of the site the following community benefits listed below, the provisions of which shall be secured by an agreement pursuant to Section 37 of the *Planning Act*:

- a) Transportation Demand Management Measures including 148 Class A bicycle and 6 Class B Bicycle parking spaces;

Section 17.E.17.2 b) of the Official Plan identifies Transportation Demand Management (TDM) strategies as a bonusing provision. TDM measures are used to reduce the use of single occupancy vehicles and encourage increased transit ridership, walking and cycling. The development proposes to include 148 Class A bicycle (indoor) and 6 Class B (outdoor) Bicycle parking spaces. The current zoning by-law does not require any Class A and Class B bicycle parking spaces. The proposed TDM measure will encourage cycling by providing residents and visitors adequate bicycle parking to help reduce the dependency on motor vehicles.

b) Dwelling Units in the Urban Growth Centre (Downtown);

Section 17.E.17.2 o) of the Official Plan identifies the development of Dwelling Units in the UGC as a bonusing provision. The OP policies for the UGC are designed to support population and job growth by encouraging high intensity residential developments in the Downtown. The UGC is planned to be a vibrant regional and citywide focal point and destination and is intended to be the city's primary focal point for residential intensification as well as for investment in institutional and region-wide public services, commercial, office, recreational, cultural and entertainment uses. The addition of 532 residential units which include a wide range of unit types, proposed through this development will assist in making the downtown a more vibrant place and meeting the goals of the City of Kitchener's Official Plan.

c) Water and Energy Conservation;

Section 17.E.17.2 a) of the OP identifies Water and Energy conservation as a bonusing provision. Water is one of our most precious resources; it is essential to human life and the health of our environment and our community. Section 7.C.5.2. of the Official Plan encourages the use of alternative water supply and demand management systems such as, rainwater harvesting and grey water reuse in all new developments and/or redevelopments. The proposed development includes a Rainwater collection and reuse system which will be used for irrigation purposes. This proposed water conservation measure will reduce water consumption on site and contribute towards a sustainable development.

d) Parkland Improvements, including all costs associated with the design and construction of Francis Green Parkette;

Section 17.E.17.2 e) of the Official Plan identifies improvements to parks as a bonusing provision. In consultation with Parks and Cemeteries staff, it has been identified that the Francis Green would benefit from improvements to support its use as a public parkette in the downtown core and that a redesign and enhancement of this space is a welcomed community benefit. Francis Green is a parkette owned by the City of Kitchener and located across Hall's Lane to the north of the subject lands. The developer is proposing to redesign, tender and reconstruct the public space. The parkette will be reprogrammed for higher public enjoyment and usability. A number of new residential developments in the area, such as 1 Victoria and the Kaufman Lofts condominiums would directly benefit through an improved greenspace as well as wider community benefit to residents of and visitors to the downtown area of Kitchener. Attributes of the Francis Green, such as the Industrial Artifact, are important to incorporate into any consideration for redesign and construction to repurpose for better public utilization. The developer has proposed a high-level conceptual design for the Francis Green which incorporates the industrial features and provides an improved urban parkette design for better community use. The space would be redesigned to meet the needs of an urban parkette and should pay regard to the improvements recently implemented in the City's Vogelsang Green (located at the corner of Duke Street West and Queen Street North). However, consideration to elements to support wider community park and open space use, such as play elements, could be included. Designs will meet or exceed existing City standards and will be shared and reviewed as per the 'Developer Build' process with review at 30%, 60% and 90% stages with a fully costed construction set being approved pre-tender. As built drawings to City standards will be provided after construction. There will be no cost to the City of Kitchener as the developer will be fully responsible to design and construct the improvements to the Francis Green. Public input will be considered as part the redesign of the park space.

e) LEED inspired building design;

Section 17.E.17.2 k) of the Official Plan identifies the construction of buildings to LEED standards as a bonusing provision. The proposed development will be designed by incorporated LEED

standards which will include the following LEED inspired design features:

- Indoor Bicycle facilities
- Reduced parking rate to lessen on-site parking footprint
- Electric vehicle parking and Charging Stations
- Rainwater collection and reuse to reduce irrigation demands
- Rooftop green space to promote habitat restoration, reduce solar heat gain and mitigate heat island effect
- Selection of finishes with low or zero Volatile Organic Compound (VOC) off-gassing
- Covered parking to reduce heat island effect
- Reduce light pollution by using down lighting
- Reduce Indoor water use by using low flow and water saving fixtures

All of these design considerations are LEED inspired which will result in a sustainable development and will be further explored and secured through a Section 41 agreement at the Site Plan approval stage.

- f) 20 Electric Vehicle Parking stalls;

Section 17.E.17.2 b) of the Official Plan identifies Transportation Demand Management (TDM) strategies as a bonusing provision. Section 13.C.7.2. of the Official Plan identifies electric vehicle charging stations as an enhanced sustainable transportation choice. The twenty (20) Electric Vehicle Parking stalls will provide for a sustainable transportation choice for residents in the proposed development and contribute to a sustainable development. The current Zoning By-law does not require any EV parking spaces.

- g) Barrier free accessible units (19% of total units).

Section 17.E.17.2 l) of the Official Plan identifies the provision of special needs housing as a bonusing provision. The proposed development includes 101 (19% of total units) barrier free accessible units which is a form of special needs housing. These barrier free units will provide housing opportunities to residents that require barrier free units and those that may not drive, with good public transit accessibility and the full range of community services.

Staff offer the following comments with respect to Holding Provision 90H:

Official Plan policies indicate that holding provisions will be applied in those situations where it is necessary or desirable to zone lands for development or redevelopment in advance of the fulfillment of specific requirements and conditions, and where the details of the development or redevelopment have not yet been fully resolved. A Holding provision may be used in order to facilitate the implementation of the 'D-6' zone and special regulation provision. The City will enact a by-law to remove the holding symbol when all the conditions set out in the holding provision have been satisfied, permitting development or redevelopment in accordance with the zoning category assigned.

Holding Provision 90H

Planning staff are recommending the following holding provision as part of the Zoning By-law Amendment:

- i. No residential use shall be permitted until such time as a Record of Site Condition is submitted and approved to the satisfaction of the Ministry of the Environment and Climate Change. This Holding Provision shall not be removed until the Region of Waterloo is in receipt

of a letter from the MOECC advising that a Record of Site Condition has been completed to the satisfaction of the Ministry of the Environment and Climate Change.

- ii. No residential use shall be permitted until such time as a Traffic, Railway and Stationary Noise Study is submitted and approved to the satisfaction of the Regional Commissioner of Planning, Housing and Community Services, if necessary. This Holding Provision shall not be removed until the City of Kitchener is in receipt of a letter from the Regional Commissioner of Planning, Housing and Community Services advising that such noise study or studies has been approved and an agreement, if necessary, has been entered into with the City and/or Region, as necessary, providing for the implementation of any recommended noise mitigation measures

There is an environmental threat located on the adjacent lands in accordance with the Region's Threats Inventory Database (TID) due to past and current land uses. A Record of Site Condition (RSC) and Ministry Acknowledgement Letter shall be required in accordance with the Region's Implementation Guidelines. Until such time that the RSC and Ministry Acknowledgement letter have been received by the Region, residential redevelopment of the site is not permitted. A noise study was prepared in support of the proposed Zoning By-law and reviewed by the Region of Waterloo. Additional building noise mitigation measure will be reviewed through the site plan design and approvals process and an addendum to the noise study will be required prior to removal of the Holding Provision.

Proposed Zoning By-law Amendment Conclusions

Staff is of the opinion that the proposed Zoning By-law amendment to add Special Regulation Provision 776R represents good planning as it will facilitate the development of a high intensity mixed use development that is compatible with the Urban Growth Centre neighbourhood, which will add visual interest at the street level and skyline, provide enhanced landscaping that will contribute to the streetscape, and which will appropriately accommodate on-site parking needs. The proposed zoning by-law amendment offers an appropriate amount of community benefits in return for the increased density. Staff are supportive of the proposed development and recommend that the proposed Zoning By-law amendment be approved as shown in Appendix "A".

Department and Agency Comments:

Circulation of the OPA and ZBA was undertaken in April 2021 to all applicable City departments and other review authorities. No major concerns were identified by any commenting City department or agency and any necessary revisions and updates were made. Copies of the comments are found in Appendix "C" of this report.

The following Reports and Studies were considered as part of this proposed Official Plan Amendment and Zoning By-law Amendment:

- Planning Justification and Urban Design Brief
Prepared by: GSP Group, November, 2021
- Planning Justification Report
Prepared by: GSP Group, February, 2021
- Community Benefits Package Report
Prepared by: GSP Group, December, 2021
- Functional Site Grading, Servicing and Stormwater Management Report

Prepared by: IBI Group, November 22, 2021

- Sustainability Statement
Prepared by: SRM Architects, November 4, 2021
- Shadow Study
Prepared by: SRM Architects, November 5, 2021
- Wind Study
Prepared by: RWDI, November 5, 2021
- Pedestrian Wind Assessment
Prepared by: SLR, March 23, 2021
- Noise Feasibility Study
Prepared by: HGC Engineering, January 13, 2021
- Landscape Plan
Prepared by: GSP Group, December 2020

Community Input & Staff Responses

Staff received written responses from 34 residents with respect to the proposed development. These may be found in Appendix ‘D’. A Neighbourhood Information Meeting was held on June 2, 2021 and a follow up Neighbourhood Meeting to inform residents of the revised development proposal was held on December 14, 2021. In addition, staff had follow up one-on-one correspondence with members of the public. A summary of what we heard, and staff responses are noted below.

What We Heard	Staff Comment
Residents support the development and feel it’s the appropriate location for a development of this scale.	Staff received numerous emails in support of the proposed development. As noted in the staff report the location is appropriate as the subject lands are located in the heart of the City of Kitchener’s Downtown (Urban Growth Centre) which is planned for significant growth and within close proximity to multiple ION station stops and a planned transit hub at King and Victoria Streets.
Affordable Housing should be Provided.	The original development proposal included bachelor units (300 square feet) that were proposed to be sold at an affordable market rate (\$368,000). The development was revised to transform the bachelor units into five larger 3 bedroom units and the developer is proposing to make a \$300,000 donation to the St. Peter’s Lutheran Church, who will use the money towards an affordable housing project in the Downtown area.
Concerns that too many residents in the downtown will result in crowding at Victoria Park.	The developer is proposing to redesign, tender, and reconstruct Francis Green which is located adjacent to the subject property. Francis Green has been identified as an underutilized green space in the Downtown and the redesign, construction and enhancement of the Downtown parkette will provide for an upgraded public urban space. In addition to the parkland enhancements at Francis Green

	to alleviate pressures on downtown public park spaces, the proposed development includes a 7 th floor landscaped 1100 square metre (11840 square foot) amenity terrace as well as 223 square metre (2400 square feet) of indoor amenity area. The City's Parkland Dedication Policy currently excludes parkland dedication in the Downtown.
A 44 storey building is too tall.	The Innovation District land use designation does not have a maximum building height. The proposed height and density are justified and increased density will be achieved through the provision of community benefits. The subject lands are located in the heart of the City of Kitchener's Urban Growth Centre (Downtown), an area planned for significant intensification, which includes multiple high rises that are similar in height and density which are currently built, under construction or planned. The subject lands are within close proximity to multiple major transit station areas. The location of the proposed development of this height and density is appropriate.
The building should be similar in height to what is built now in the downtown.	The City of Kitchener's Urban Growth Centre consists of numerous high-rises that are built or approved to be built ranging from 10 storeys to 44 storeys. Comparable high-rise buildings in height that are built, under construction or proposed include the following developments: DTK (60 Frederick St) - 39 Storeys Charlie West (60 Charles St W) - 31 Storeys 20 Queen Street - 34 Storeys Station Park (607 King St W), 18, 28, 36, 40 and 44 storeys
The buildings podium should match the building height of the Tannery building located across the street.	The proposed development's podium is proposed to match the Tannery building located across the street. Reflecting the height of the Tannery building was an important design element that was considered in the design of the building.
Larger three bedroom units should be provided rather than just all one and two bedroom units.	In direct response to public comments, the applicant has revised the development to include five larger 3 bedroom units. Furthermore five 2 bedroom units with dens are also proposed providing a further range of unit types.
Commercial uses should be oriented along Charles Street West.	In direct response to public comments, the development has been revised to include three commercial units along Charles Street West, which will activate the street frontage.
Traffic concerns along Halls Lane, Victoria Street, and the narrow sidewalks along Victoria Street.	The Region of Waterloo has a reconstruction project planned for Victoria Street in the next few years. With all of the changes occurring in this area, including new and planned mixed-use developments, and the future Transit Terminal, pedestrian considerations will be specifically considered during the planning, design, and implementation of streetscape improvements. City Transportation Services staff will be reviewing the pavement markings and signage on Halls Lane at Victoria in the spring to see if there are improvements that can be made. Limiting access to Halls Lane, or converting the

	laneway to one-way, would not be feasible due to the number of vehicles accessing it, as well as considerations for waste collection and snow removal. Directing vehicle traffic to Halls Lane for access allows for more space along the public street to be used for active uses, rather than parking garage access.
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Planning Conclusions

In considering the foregoing, staff are recommending refusal of the requested Official Plan Amendment as it is no longer required and are recommending approval of the revised Zoning By-law Amendment to permit 30 Francis Street South to be developed with a 44 storey mixed-use building. Staff is of the opinion that the subject application is consistent with policies of the Provincial Policy Statement (2020); conforms to Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, and the City of Kitchener Official Plan; and represents good planning and is in the public interest. The City of Kitchener’s Urban Growth Centre is the place for this level of intensification and the City is using the bonusing tool under Section 37 of the Planning Act to secure community benefits. It is recommended that the Zoning By-law Amendment application be approved.

ALIGNMENT WITH CITY OF KITCHENER STRATEGIC PLAN:

The recommendation of this report supports the achievement of the City’s strategic vision through the delivery of core service.

FINANCIAL IMPLICATIONS:

Capital Budget – The recommendation has no impact on the Capital Budget. The improvements proposed to Francis Green will be the full responsibility of 30 Francis Kitchener Incorporated.

Operating Budget – The recommendation has no impact on the Operating Budget.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City’s website with the agenda in advance of the council / committee meeting. Notice signs were posted on the property and information regarding the application was posted to the City’s website in the spring of 2021. Following the initial circulation referenced below, an additional Courtesy Notice of the statutory public meeting was circulated to all residents and property owners within 240 metres of the subject lands, those responding to the preliminary circulation and who attended the Neighbourhood Information Meetings. Notice of the Statutory Public Meeting was posted in The Record on February 11, 2022 (a copy of the Notice may be found in Appendix B).

CONSULT – The proposed Official Plan Amendment and Zoning By-law Amendment were circulated to residents and property owners within 240 metres of the subject lands on April 12, 2021. In response to this circulation, staff received written responses from 34 households, which were summarized as part of this staff report. Planning staff also had one-on-one conversations with residents on the telephone and responded to emails.

PREVIOUS REPORTS/AUTHORITIES:

- Planning Act, R.S.O. 1990, c. P.13
- Growth Plan, 2020

- Provincial Policy Statement, 2020
- Regional Official Plan, 2015
- City of Kitchener Official Plan, 2014
- PARTS Central Plan
- City of Kitchener Zoning By-law 85-1

REVIEWED BY: Stevenson, Garrett – Manager of Development Review, Planning Division

APPROVED BY: Readman, Justin - General Manager, Development Services

APPENDIXS:

- Appendix A – Proposed Zoning By-law Amendment
- Appendix B – Newspaper Notice
- Appendix C – Department and Agency Comments
- Appendix D – Public Comments
- Appendix E - Affordable Housing Letter
- Appendix F - Final Development Concept

PROPOSED BY – LAW
_____ 2022
BY-LAW NUMBER ____
OF THE
CORPORATION OF THE CITY OF KITCHENER
(Being a by-law to amend By-law 85-1, as amended known as
the Zoning By-law for the City of Kitchener
– 30 Francis Kitchener Incorporated – 30 Francis Street
South)

WHEREAS it is deemed expedient to amend By-law 85-1 for the lands specified above;

NOW THEREFORE the Council of the Corporation of the City of Kitchener enacts as follows:

1. Schedule Number 84 of Appendix “A” to By-law 85-1 is hereby amended by changing the zoning applicable to the parcel of land specified and illustrated as Area 1 on Map No. 1, in the City of Kitchener, attached hereto, from Warehouse District Zone (D-6) to Warehouse District Zone (D-6) with Special Regulation Provision 776R and Holding Provision 90H.
2. Schedule Number 84 of Appendix “A” to By-law Number 85-1 is hereby further amended by incorporating additional zone boundaries as shown on Map No.1 attached hereto.
3. Appendix “D” to By-law 85-1 is hereby amended by adding Section 776 thereto as follows:

“776. Notwithstanding Sections 17.1 and 17.3 of this By-law, within the lands zoned D-6 and shown as being affected by this Subsection on Schedule Number 84 of Appendix “A”, the following special regulations shall apply:

 - i) Dwelling Units shall be permitted in a building containing non-residential uses on the ground floor;
 - ii) Dwelling Units shall not be located on the ground floor;
 - iii) The minimum rear yard setback shall be 0.0 metres;
 - iv) Where permitted pursuant to the transitional provisions set out in Section 37.1 of the Planning Act, an additional floor space ratio of

16.3. shall be provided in exchange for community benefits set out in this by-law and secured through an agreement made in accordance with the provisions set out in Subsection 37(3) of the Planning Act as it existed on the day before section 1 of Schedule 17 to the COVID-19 Economic Recovery Act, 2020 came into force (the "Effective Date") for a total maximum for the site of 18.3;

v) Where permitted pursuant to Section 37.1 of the Planning Act, the density (Floor Space Ratio) of development permitted by this By-law is subject to compliance with the conditions set out in this By-law and in return for the provision by the owner of the site the following community benefits listed below, the provisions of which shall be secured by an agreement made pursuant to Subsection 37(3) of the *Planning Act* as it existed on the day before the Effective Date:

- a) Transportation Demand Management Measures including 148 Class A bicycle and 6 Class B Bicycle parking spaces;
- b) Dwelling Units in the Urban Growth Centre;
- c) Water and Energy conservation;
- d) Parkland Improvements, including all costs associated with the design and construction of Francis Green Parkette.
- e) LEED inspired building design;
- f) 20 Electric Vehicle Parking stalls; and
- g) 19% of all Dwelling Units be Barrier Free Accessible.

vi) Upon execution and registration on title of an agreement with the owner of the site pursuant to Subsection 37(3) of the *Planning Act* as it existed on the day before the Effective Date, securing the provisions of the facilities, services and matters listed in (v) above, the site is subject to the provisions of this By-law, provided that in the event the said agreement requires the provision of a facility, service or matter as a precondition to the issuance of a building permit, the owner may not erect or use such building until the owner has satisfied the said requirements."

4. Appendix "F" to By-law 85-1 is hereby amended by adding Section 90H thereto as follows:

"90H. Notwithstanding Section 17 of this Bylaw, within the lands zoned D-6 and shown as being affected by this Subsection on Schedule 84 of Appendix "A":

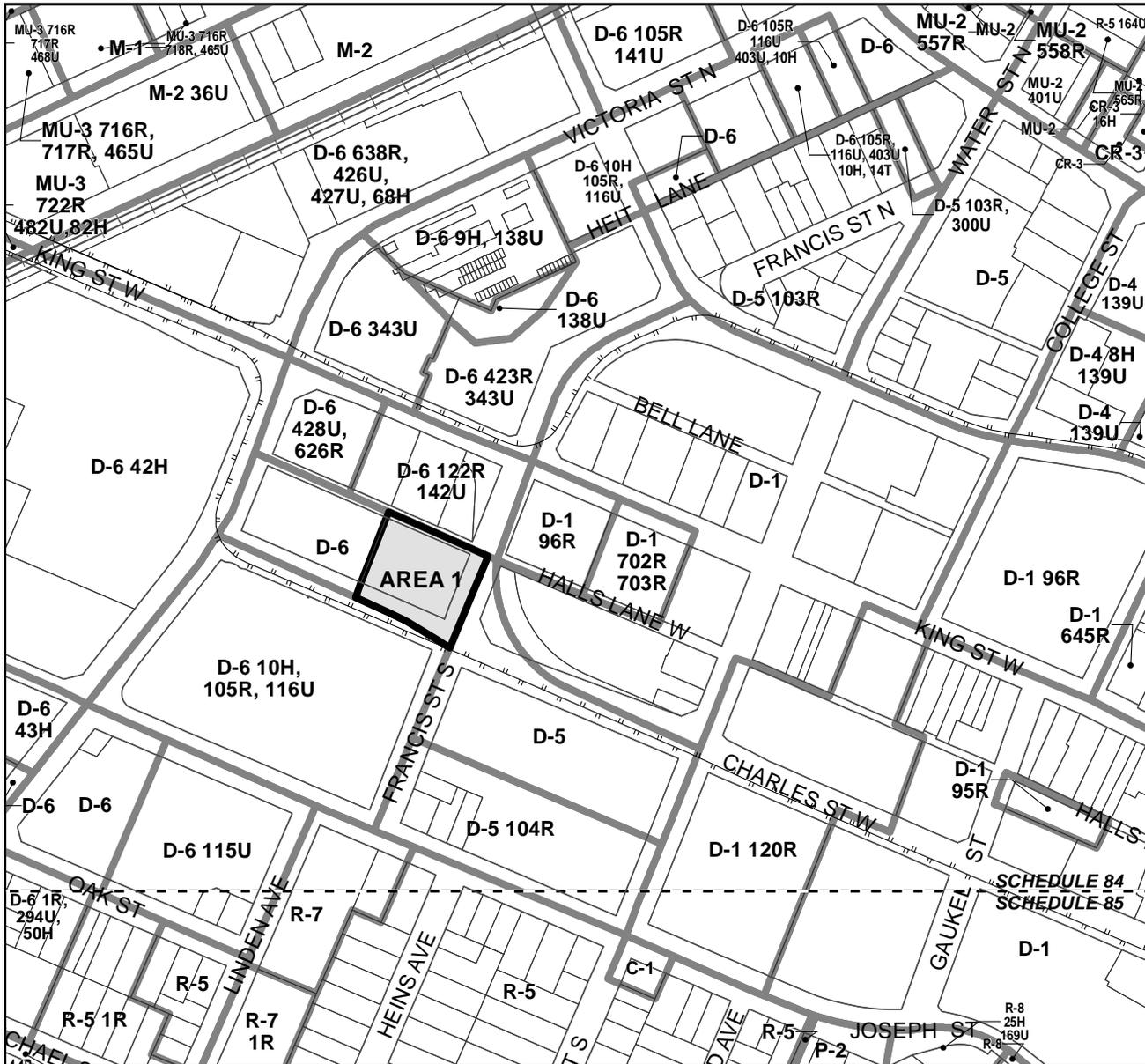
- i) No residential use shall be permitted until such time as a Record of Site Condition is submitted and approved to the satisfaction of the Ministry of the Environment, Conservation and Parks or any successor Ministry ("MECP"). This Holding Provision shall not be removed until the Region of Waterloo is in receipt of a letter from the Ministry of the Environment, Conservation and Parks advising that a Record of Site Condition has been completed to the satisfaction of the MECP.

- ii) No residential use shall be permitted until such time as a Traffic, Railway and Stationary Noise Study is submitted and approved to the satisfaction of the Regional Commissioner of Planning, Housing and Community Services, if necessary. This Holding Provision shall not be removed until the City of Kitchener is in receipt of a letter from the Regional Commissioner of Planning, Housing and Community Services advising that such noise study or studies has been approved and an agreement, if necessary, has been entered into with the City and/or Region, as necessary, providing for the implementation of any recommended noise mitigation measures."

PASSED at the Council Chambers in the City of Kitchener this day of ,
2022.

Mayor

Clerk



SUBJECT AREA(S)



AMENDMENT TO BY-LAW 85-1
AREA 1 -
 FROM WAREHOUSE DISTRICT ZONE (D-6)
 TO WAREHOUSE DISTRICT ZONE (D-6)
 WITH SPECIAL REGULATION PROVISION 776R
 AND HOLDING PROVISION 90H

- BY-LAW 85-1**
- C-1 CONVENIENCE COMMERCIAL ZONE
 - CR-3 COMMERCIAL RESIDENTIAL THREE ZONE
 - D-1 RETAIL CORE ZONE
 - D-4 OFFICE DISTRICT ZONE
 - D-5 COMMERCIAL RESIDENTIAL ZONE
 - D-6 WAREHOUSE DISTRICT ZONE
 - I-1 NEIGHBOURHOOD INSTITUTIONAL ZONE
 - M-1 INDUSTRIAL RESIDENTIAL ZONE
 - M-2 GENERAL INDUSTRIAL ZONE
 - MU-2 MEDIUM INTENSITY MIXED USE CORRIDOR ZONE
 - MU-3 HIGH INTENSITY MIXED USE CORRIDOR ZONE
 - P-2 OPEN SPACE ZONE
 - R-5 RESIDENTIAL FIVE ZONE
 - R-7 RESIDENTIAL SEVEN ZONE
 - R-8 RESIDENTIAL EIGHT ZONE

ZONE GRID REFERENCE
 SCHEDULE NO. 84
 OF APPENDIX 'A'
 KITCHENER ZONING BY-LAW 85-1 AND 2019-051

— ZONE LIMITS



MAP NO. 1
 30 FRANCIS KITCHENER
 INCORPORATED
 30 FRANCIS ST S

0 50 100
 METRES
 SCALE 1:4,000
 DATE: JANUARY 2, 2022

ZONING BY-LAW AMENDMENT ZBA 21/002/F/DE
 OFFICIAL PLAN AMENDMENT OPA 21/001/F/DE
City of Kitchener
 DEVELOPMENT SERVICES DEPARTMENT, PLANNING
 FILE:
 ZBA21002FDE_MAP1
 .mxd

NOTICE OF PUBLIC MEETING for a development in your neighbourhood

30 Francis Street South



Concept drawing



44 Storeys



Increased
Density



Parkland
Enhancements

Have Your Voice Heard!

Date: **March 7, 2022**

Time: **6:00 p.m.**

Location: **Virtual Zoom Meeting**

To view the staff report, agenda,
find meeting details or to
appear as a delegation, visit:
kitchener.ca/meetings

To learn more about this project,
including information on your
appeal rights, visit:

**[www.kitchener.ca/
planningapplications](http://www.kitchener.ca/planningapplications)**

or contact:

Craig Dumart, Senior Planner

519.741.2200 x7073

craig.dumart@kitchener.ca

Applications for Official Plan and Zoning By-law Amendments will be considered to permit a 44 storey mixed used building with a Floor Space Ratio of 18.3 and reduced rear and side yard building setbacks.

Date: November 29, 2021
To: Craig Dumart, Senior Planner
From: Victoria Grohn, Senior Planner (Heritage)
cc:
Subject: Resubmission 1
Official Plan Amendment OPA21/001/F/DE
Zoning By-law Amendment ZBA21/002/F/DE
30 Francis South
Heritage Planning Comments

Heritage Planning staff have reviewed the covering letter prepared by GSP Group and dated November 11, 2021; the revised Urban Design Brief prepared by GSP Group and dated November 2021; the architectural plans and elevations prepared by SRM Architects; building renderings prepared by SRM Architects; Heritage Massing Section Diagram prepared by SRM Architects and dated November 5, 2021; and the Heritage Design Brief prepared by SRM Architects.

Overall, the updated materials provided with the resubmission package appear to address comments previously provided by Heritage Planning staff with respect to the podium massing of the proposed development being of similar mass to the adjacent Tannery building located at the corner of Charles Street West and Francis Street South. The podium of the proposed tower has been designed to be 6-storeys, which is of a comparable height to the Tannery building. Heritage Planning staff continue to request that the maximum height of the podium be regulated via a special provision regulation in the zoning by-law.

In addition, the previous comments provided by Heritage Planning staff continue to apply for a future Site Plan process:

- Heritage Planning staff and urban design staff will review the elevation drawings; and
- Heritage Planning staff will require a sample material board for review and approval.

Craig Dumart

From: Mike Seiling
Sent: Thursday, April 22, 2021 4:28 PM
To: Dayna Edwards
Subject: FW: Circulation for Comment - Proposed Official Plan & Zoning By-law Amendments (30 Francis Street South)
Attachments: Agency Letter_Final.pdf

Building; no concerns.

Mike

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Thursday, April 22, 2021 3:13 PM
To: Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; DSD - Planning Division <DSDPlanningDivision@kitchener.ca>; Feds <vped@feds.ca>; GRCA (North Kitchener) - Trevor Heywood <theywood@grandriver.ca>; GRCA (South Kitchener) - Chris Foster-Pengelly <cfosterpengelly@grandriver.ca>; GRCA (South Kitchener) - Jenn Simons <jsimons@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; K-W Hydro - Greig Cameron <gcameron@kwhydro.on.ca>; Linda Cooper <Linda.Cooper@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Parmi Takk <Parmi.Takk@kitchener.ca>; Region - Planning <PlanningApplications@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Robert Morgan <Robert.Morgan@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; UW - SA <Steven.amirikah@uwaterloo.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine_burns@wrdsb.ca) <elaine_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Subject: Circulation for Comment - Proposed Official Plan & Zoning By-law Amendments (30 Francis Street South)

Please see attached. Comments or questions should be directed to **Dayna Edwards**, Senior Planner (copied on this email).

Christine Kompter

Administrative Assistant | Planning Division | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-741-2200 ext. 7425 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca





PLANNING, DEVELOPMENT
AND LEGISLATIVE SERVICES
Community Planning
150 Frederick Street 8th Floor
Kitchener Ontario N2G 4J3 Canada
Telephone: 519-575-4400
TTY: 519-575-4608
Fax: 519-575-4466
www.regionofwaterloo.ca

Melissa Mohr 226-752-8622
File: D17/2/21001
C14/2/21002
July 2, 2021

Dayna Edwards
Senior Planner (Urban Design)
City of Kitchener
200 King Street West, 6th Floor
P.O. Box 1118, Kitchener, ON
N2G 4G7

Dear Ms. Edwards,

**Re: Proposed Official Plan Amendment OPA 21/001 and
Zoning By-law Amendment ZBA 21/002
30 Francis Street
GSP Group Inc. on behalf of IN8 Developments
CITY OF KITCHENER**

GSP Group on behalf of IN8 Developments has submitted an Official Plan Amendment and Zoning By-law Amendment for a development proposal at 30 Francis Street in the City of Kitchener.

The purpose and effect of the proposed Official Plan and Zoning By-law Amendment is to redevelop the property with a 44-storey building that includes an internal parking structure, rooftop amenity terrace and 532 residential dwelling units. The building is situated at the corner of Francis Street South and Charles Street West, with the principal entrance being located on Francis Street South.

To facilitate the development proposal, an Official Plan Amendment is being requested which will maintain the Innovation District Designation and include a Special Policy Area to permit a floor space ratio of 14.7. In addition, the applicant requires a Zoning By-law Amendment that will incorporate a special regulation provision with the existing D-6 Zone in order to permit the increased density (floor space ratio of 14.7/ permit the 44-storey building) and reduce the building setbacks.

The Region has had the opportunity to review the proposal and offers the following:

Regional Comments

Consistency with Provincial Legislation and Regional Official Plan Conformity

The subject lands are designated “Urban Area” and “Urban Growth Centre” on Schedule 3a of the Regional Official Plan (ROP) and the site is located in the Urban Growth Centre and designated Innovation District in the City of Kitchener Official Plan.

The Urban Area designation of the ROP has the physical infrastructure and community infrastructure to support major growth and social and public health services (ROP Section 2.D). The ROP supports a Planned Community Structure based on a system of Nodes, Corridors and other areas that are linked via an integrated transportation system (ROP objective 2.1 and 2.2). Components of the Planned Community Structure include the Urban Area, nodes, corridors and other development areas including Urban Growth Centres (UGC's) and Major Transit Station Areas (MTSA's).

This Planned Community Structure reflects the intent of the Regional Growth Management Strategy and provides a framework for decision-making on a wide range of issues, including land use and transportation planning among others. Mostly all of the Region's future growth will occur within the Urban Area and Township Urban Area designations, with a substantial portion of this growth directed to the existing Built-Up Area of the Region through reurbanization. Focal points for reurbanization include Urban Growth Centres, Township Urban Growth Centres, Major Transit Station Areas, Reurbanization Corridors and Major Local Nodes (ROP Section 2.B).

Regional staff understand that the proposal is for a high-density development that exceeds the reurbanization target within the Urban Growth Center. Furthermore, this site is located within 600-800 metres of multiple ION Stops. Regional staff have no objection to higher density within the MTSA area and Urban Growth Centre of the Region as the type of high-density development proposed on site supports the Planned Community Function of the Regional Official Plan.

The Region wishes to advise the applicant of the following technical comments related to the proposal:

Corridor Planning

Environmental (Road and Stationary) Noise Study Comments:

The “Noise Feasibility Study, Proposed Residential Development, 30 Francis Street, Kitchener, Ontario” completed by HGC Engineering dated January 13, 2021 has been received and is under review. Comments regarding the Road and Stationary noise aspects of the report will be provided separately.

It is recommended that these comments be received prior to the city proceeding with a recommendation.

In addition, please be advised that a detailed Noise Study may be required at the time of Site Plan to ensure that the site design incorporates required noise mitigation measures.

Stormwater Management & Site Grading:

Region of Waterloo staff have received the “Functional Site Grading, Servicing and SWM Report, 30 Francis Street South, City of Kitchener”, completed by IBI Group (dated January 2021) and it is under review. Formal comments will be provided under separate cover. **It is recommended that these comments be received prior to the city proceeding with a recommendation.**

Regional Road Dedication:

This section of Charles Street West (Regional Road 64) has a designated road width of 26.213m (86ft) in accordance with Schedule ‘A’ of the Regional Official Plan (ROP). The existing Charles Street West right-of-way measures approximately 20.117m (66ft) at this location. An estimated road widening dedication of approximately 3.048m (10ft) will be required along the Charles Street West property frontage for this development. It appears that the correct road widening dedication width has been shown on all plans provided. In addition to the road widening dedication, a daylight triangle dedication at the corner of the Charles Street West/Francis Street intersection is also required in association with site development. The development proposes a 3m x 3m daylight triangle dedication, which is satisfactory to the Region of Waterloo.

The road widening dedications can be deferred to a future Site Plan application, but all design concepts and drawings going forward must continue to include the areas of dedication.

An Ontario Land Surveyor (OLS) in consultation with the Region’s Transportation Planner must determine the exact amount of road widening to be dedicated. In addition, the land must be dedicated to the Region of Waterloo for road allowance purposes, without cost and free of encumbrance.

The Region of Waterloo will require a Phase I Environmental Site Assessment (ESA) and possibly a Phase II ESA (depending on the findings of the Phase I ESA) for the road widening and daylight triangle dedication areas. **Please ensure that any Record of Site Condition (RSC) for the subject lands excludes the area of road widening and daylight triangle dedications.**

Landscaping

The architectural plans and landscape plans propose a number of landscape features in the existing Charles Street West right of way and also in the area of future road widening dedication. The Region of Waterloo has no objection to certain landscape features within the right of way; therefore, Regional staff wish to work with the applicant to develop a landscaping plan that will be approved by various Region of Waterloo departments.

Proposed Encroachments

The plans provided with the application propose a number of building encroachments which appear to be both above and below grade level. Please note that no new encroachments shall be permitted within the Regional right of way. **Please ensure the building and building features such as decorative pillars and underground parking structures (above and belowground) are contained completely within the subject lands (no building parts shall be permitted in the Region's right-of-Way or land dedications)**

Access Permit/TIS/Access Regulation:

The existing property obtains vehicular access to the municipal road network via a single full movement access to Francis Street (Local Road under the jurisdiction of the City of Kitchener) and a single full movement access location to Hall's Lane West (local road under the jurisdiction of the City of Kitchener). The concept drawing provided with the application propose a new full movement vehicular access to Charles Street West (to service all underground and above grade parking spaces) and an additional vehicular access to Hall's Lane West (for the parking podium and drop off area). Region of Waterloo staff have no concerns with the proposed access concept and locations.

The Regional Road Access Permit application found here:

(<https://forms.regionofwaterloo.ca/ePay/PDLS-Online-Payment-Forms/Commercial-Access-Permit-Application>). The application and the associated fee (\$230) shall be required for the proposed Charles Street West access location. The application and fee can be deferred to a future Site Plan application and Regional staff can work with the owner/applicant under the Site Plan application to complete access design details.

Transit Planning:

Please be advised that Grand River Transit (GRT) currently operates Route 6 along this section of Francis Street West, however, there is no existing or proposed stop along the frontage of this property. GRT & ION currently operates routes near the proposed development with major transit stops at the Victoria/King and Charles/Water intersections.

Information Related to NAV Canada:

While the proposed development lies outside of the Region of Waterloo International Airport Zoning Regulated Area (AZR) and the proposed building height is not limited by the AZR heights, NAV Canada has asked to be informed of any buildings, which will be above the existing ground level of 30.5m (100ft) in height. The height criteria is also applied to the use of construction cranes. If the building height is more than 30.5m above ground level please complete the appropriate Land Use Submission Form (<https://www.navcanada.ca/en/products-and-services/Pages/land-use-program.aspx>). More information can be found on the NAV Canada website (<https://www.navcanada.ca/en/Pages/default.aspx>).

Record of Site Condition

There is a high environmental threat located on the adjacent lands in accordance with the Region's Treats Inventory Database (TID) due to past and current land uses. A Record of Site Condition (RSC) and Ministry Acknowledgement Letter shall be required in accordance with the Region's Implementation Guidelines. The Region shall accept a holding zone until such time that the RSC and Ministry Acknowledgement letter have been received. Alternatively, should the RSC be required in accordance with O.Reg 153/04, the Region may defer the RSC to building permit issuance, subject to confirmation in writing from the Chief Building Official (CBO) of the City of Kitchener that the RSC will be required prior to building permit issuance. Should the letter not be received, the Region shall require the Holding Zone until the RSC and Ministry Acknowledgment Letter have been received. **Please ensure that the Road Widening and Daylight Triangle (Road Dedications) are excluded from the Record of Site Condition.**

Regional Water Services

Please be advised that no connection to regional watermain shall be permitted in accordance with Section B.2.1.4.1 of the *Design Guidelines and Supplemental Specifications for Municipal Services, January 2021*. Regional staff understand that the applicant is proposing a connection to the 300 mm diameter local watermain and therefore have no objections to the Official Plan and Zoning By-law Amendment from a Regional water services perspective.

Housing Services

The Region supports the provision of a full range of housing options, including affordable housing. The Region's 10-Year Housing and Homelessness Plan contains an affordable housing target for Waterloo Region. The target is for 30% of all new residential development between 2019 and 2041 to be affordable to low and moderate income households. Staff recommend that the applicant consider providing a number of affordable housing units on the site. Staff further recommend meeting with Housing Services to discuss the proposal in more detail and to explore opportunities for partnerships or programs.

For the purposes of evaluating the affordability of an ownership unit (based on the definition in the Regional Official Plan), the purchase price is compared to the least expensive of:

Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households	\$368,000
Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area	\$487,637

*Based on the most recent information available from the PPS Housing Tables (2020).

In order for an owned unit to be deemed affordable, the maximum affordable house price is \$368,000.

For the purposes of evaluating the affordability of a rental unit (based on the definition of affordable housing in the Regional Official Plan), the average rent is compared to the least expensive of:

A unit for which the rent does not exceed 30 per cent of the gross annual household income for low and moderate income renter households	\$1,420
A unit for which the rent is at or below the average market rent (AMR) in the regional market area	Bachelor: \$863 1-Bedroom: \$1,076 2-Bedroom: \$1,295 3-Bedroom: \$1,359 4+ Bedroom: \$1,359

*Based on the most recent information available from the PPS Housing Tables (2020)

In order for a unit to be deemed affordable, the average rent for the proposed units must be at or below the average market rent in the regional market area, as listed above.

In addition, in order for affordable housing to fulfill its purpose of being affordable to those who require rents or purchase prices lower than the regular market provides, there should be an agreement in place with conditions establishing the income levels of the people who can rent or own the homes as well as conditions on how long those units need to remain affordable. A security should be registered on title to ensure the affordable units are maintained over the term of the agreement.

Fees

By copy of this letter, the Region of Waterloo acknowledges receipt of the review fees of \$6,900.00.

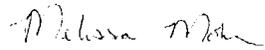
General Comments

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

Further comments relating to the Environmental Noise Study (to address Road and Stationary Noise) and the Functional Servicing and Stormwater Management Report will be provided separately. It is recommended that these comments be received prior to the city proceeding with a recommendation.

Please accept this letter as our request for a copy of the decision pertaining to this application. Should you have any questions, please do not hesitate to contact me.

Yours truly,



Melissa Mohr, MCIP, RPP
Principal Planner

C. IN8 Developments C/O Tom Kizeweter (Owner)
Chris Pidgeon, GSP Group Inc. (Applicant)



PLANNING, DEVELOPMENT
AND LEGISLATIVE SERVICES
Community Planning
150 Frederick Street 8th Floor
Kitchener Ontario N2G 4J3 Canada
Telephone: 519-575-4400
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Fax: 519-575-4466
www.regionofwaterloo.ca

Melissa Mohr (226) 752-8622
File: D17-40/2/21001 &
C14-60/2/21002

January 31, 2022

Craig Dumart, MCIP. RPP
Senior Planner
DSD – Planning Division
City of Kitchener
200 King Street W.
Kitchener, ON N2G 4G7

craig.dumart@Kitchener.ca

Dear Mr. Dumart:

**Re: Noise Study
OPA 21/001/F/DE and ZBA 21/002/F/DE
30 Francis Street S. follow up to Regional Comments
IN8 Developments
CITY OF KITCHENER**

Regional staff have reviewed the Study entitled, “Noise Feasibility Study, Proposed Residential Development, 30 Francis Street, Kitchener, Ontario” (HGC Engineering, January 27, 2022), and HGC’s Response Letter to Region comments dated January 15, 2022. The development consists of two (2) levels of underground parking, ground floor commercial, above-ground parking & residential suites up to the 6th floor, and a 44-storey residential tower. An outdoor amenity area is included on the 7th floor. Noise sources assessed include road & rail traffic, and on/off-site stationary noise. The Feasibility Study conclusions and recommendations together with the Response Letter are acceptable to the Region. A detailed noise study to address the impacts of on-site and off-site stationary noise sources on sensitive uses (on-site and off-site), and to address matters identified in the Response Letter will be required as part of site plan approval for the development. **Staff recommends this detailed noise study be secured by way of a holding provision in the proposed zoning-law amendment (with the holding to be lifted prior to site plan approval).**

Furthermore, the following shall be implemented through a future Consent or Condominium Application and/or Site Plan Application:

Road and Rail Traffic Noise

With the following mitigations measures recommended, the Ministry of the Environment, Conservation and Parks NPC-300 Noise Guideline and Region of Waterloo Guideline for Noise Policies for road and rail traffic noise level criteria can be met for this development.

Based on road and rail traffic modelling used in the report the noise results in Table 5 and 6 of the Study indicate daytime and nighttime noise levels exceed the noise level criteria in the MECP's NPC-300 noise guideline.

The Study recommends the following: use of balcony barriers of appropriate height (solid parapet made of glass) to shield any windows to sensitive spaces behind; use of building components that meet the Ontario Building Code (OBC), construction of units with alternative means of cooling other than opening the windows, and noise warning clauses. These recommendations may change as a result of the required detailed noise study at the time of Site Plan.

Notwithstanding any recommendations of the future detailed noise study, a warning clause to advise purchasers of road and rail traffic noise shall be included in a registered agreement between the Owner/Applicant and the Regional Municipality of Waterloo to be included in all offers to purchase and/or rental agreements, and any future plan of condominium declaration. This should be applicable for all residential and sensitive commercial uses within the development. Wording as follows,

"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road and rail traffic may continue to be of concern, and may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks noise criteria."

"This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of the 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 level limits of the Municipality and the Ministry of the Environment , Conservation and Parks."

"Warning: Canadian National Railway Company or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the

residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”

Stationary Noise

Section 7 Impact of the Development on the Environment (off-site receptors) (pp. 10-11)

The report has indicated on-site noise sources are not yet known as detail building design is not yet completed. Though future on-site noise sources may include: emergency generator, fresh air handling systems, exhaust fans and mechanical equipment etc., in HGC's experience these on-site noise sources can be addressed through appropriate mitigation. A detailed noise assessment will need to be undertaken prior to site plan approval to determine the impact of on-site noise sources on on-site and off-site sensitive noise receptors.

Section 8.3 Stationary Source Assessment (pp. 16-18)

Significant off-site noise sources impact the subject development including rooftop mechanical equipment from surrounding buildings. Based on assumptions used in the modelling, noise results in Table 10 of the Study indicate daytime noise levels meet noise level criteria in the MECP's NPC-300 noise guideline. Predicted nighttime noise levels indicate an excess of up to 3 dBA during this period are expected.

The Study recommends the following: use of balcony barriers of appropriate height (solid parapet made of glass) to shield any windows to sensitive spaces behind; conduct a site visit during the cooling season to confirm modelled off-site noise levels and to determine what additional mitigation (if any) are on the need; and warning clauses to advise purchasers and/or tenants of potential noise from off-site noise sources. These recommendations may change as a result of the required detailed noise study.

Notwithstanding any recommendations of the future detailed noise study, a warning clause to advise purchasers and/or tenants of nearby noise sources associated with residential/commercial uses, be included in a registered agreement between the Owner/Developer and the City of Kitchener to be included in all offers to purchase and/or rental agreements, and any future plan of condominium declaration. This should be applicable for all residential and sensitive commercial uses within the development. Wording as follows,

“Purchasers/tenants are advised that due to the proximity of nearby commercial facilities, sound from those facilities may at times be audible.”

The Study acknowledges the temporary GO Transit Park Street Layover Facility situated approximately 500m to the west of this development. The acoustical assessment completed for this facility by HGC Engineering in 2010 concluded the subject site meets applicable noise level criteria. This notwithstanding, a warning

clause is recommended to advise of potential noise from this facility. Wording as follows,

"Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest are the owners of lands within 300 metres from the land which is the subject hereof. In addition to the current use of the lands owned by Metrolinx, there may be alterations or expansions of the rail and other facilities on such lands in the future including the possibility that GO Transit or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuation measures in the design of the development and individual dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under its lands."

Implementation / Certification of Building Components

An acoustical engineer, or municipal building official, will be required to certify that the building plans include all required noise control, including central air conditioning prior to issuance of a building permit.

An acoustical engineer, or municipal building official, will also be required to certify that all required noise control measures have been installed.

Conclusions:

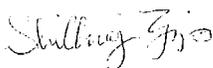
The Region requires a Holding Zone to be implemented through the Zoning By-law Amendment to secure receipt of a detailed noise study.

In addition, special buildings components as indicated above (e.g. use of balcony barriers of appropriate height (solid parapet made of glass)) shall be included in the design of the building through the site plan process.

Furthermore, Development Agreements shall be required between the Owner/Developer and the Region of Waterloo and a development agreement shall be required between the Owner/Developer and the City of Kitchener to include the above noted noise warning clauses in all offers of purchase and sale/lease/rental agreements through a future consent and/or Condominium Application.

Please be advised that further requirements may come from the accepted detailed noise study, once reviewed.

Yours truly,



Shilling Yip, MCIP, RPP
Principal Planner
(Noise Study Technical Review)

Yours truly,



Melissa Mohr, MCIP, RPP
Principal Planner
(Regional File Planner)

cc. Bill Gastmeier, HGC Engineering
Jason Wigglesworth, Region of Waterloo

Craig Dumart

From: Niall Melanson
Sent: Wednesday, January 5, 2022 10:15 AM
To: Craig Dumart
Cc: 'Emir Ceric'; Angela Mick
Subject: FW: 30 Francis Street S - ZBA Clearance

Morning Craig

Engineering & Kitchener Utilities can now provide our clearances for the ZBA.

Thanks

Niall Melanson, C.E.T.

Engineering Technologist | Development Engineering | City of Kitchener
519-741-2200 Ext. 7133 | TTY 1-866-969-9994 | niall.melanson@kitchener.ca

From: Angela Mick <Angela.Mick@kitchener.ca>
Sent: Tuesday, January 04, 2022 12:08 PM
To: 'Emir Ceric' <Emir.Ceric@IBIGroup.com>; Craig Dumart <Craig.Dumart@kitchener.ca>; Niall Melanson <Niall.Melanson@kitchener.ca>
Cc: Marc Villemaire <mvillemaire@srmarchitects.ca>; ambrose <ambrose@in8developments.ca>; Sydney Bailey <sbailey@gspgroup.ca>; Marie Shelley <MShelley@srmarchitects.ca>; Paul Rygielski <paul@spectrac.ca>; Tom Kizeweter <tom@spectrac.ca>; Jeff Hayhurst <jeff@stumpffire.com>; Tyler McLean <tmclean@srmarchitects.ca>; Julianna Arcese <julianna.arcese@ibigroup.com>; Kelly Cobbe <kcobbe@IBIGroup.com>
Subject: RE: 30 Francis Street S - 3rd Submission FSR Comments

Thank you. I'm good

From: Emir Ceric <Emir.Ceric@IBIGroup.com>
Sent: Tuesday, January 4, 2022 11:56 AM
To: Craig Dumart <Craig.Dumart@kitchener.ca>; Angela Mick <Angela.Mick@kitchener.ca>; Niall Melanson <Niall.Melanson@kitchener.ca>
Cc: Marc Villemaire <mvillemaire@srmarchitects.ca>; ambrose <ambrose@in8developments.ca>; Sydney Bailey <sbailey@gspgroup.ca>; Marie Shelley <MShelley@srmarchitects.ca>; Paul Rygielski <paul@spectrac.ca>; Tom Kizeweter <tom@spectrac.ca>; Jeff Hayhurst <jeff@stumpffire.com>; Tyler McLean <tmclean@srmarchitects.ca>; Julianna Arcese <julianna.arcese@ibigroup.com>; Kelly Cobbe <kcobbe@IBIGroup.com>
Subject: [EXTERNAL] RE: 30 Francis Street S - 3rd Submission FSR Comments

Hi Craig, Angela and Niall,

Please find attached our updated FSR dated January 4, 2022. Note point 6 on page 4 and Appendix D. Please let us know if you need any additional information from us.

City of Kitchener
OPA/ZBA COMMENT FORM

Project Address: 30 Francis St S

Date of Meeting: N/A

Application Type: OPA21/001/F/DE and ZBA21/002/F/DE

Comments Of: Parks & Cemeteries

Commenter's Name: Lenore Ross

Email: lenore.ross@kitchener.ca

Phone: 519-741-2200 ext 7427

Date of Comments: May 20 2021

1. Site Specific Comments & Issues:

Parkland Dedication

- .1 The site is located within the City of Kitchener Downtown Core Area and is currently exempt from parkland dedication. Any changes to the exemption area affecting this proposal may require a review of parkland dedication requirements
- .2 Dedication requirements are subject to the Parkland Dedication Policy current at the time of application
- .3 Should any further revisions be made to the proposal, a revised parkland dedication may be required.
- .4 In the event of a discrepancy between the parkland dedication calculation form and this memo, please contact the above-noted Parks & Cemeteries staff for clarification.

.1 Street Trees

- .5 The preliminary site layout proposes street trees in planters within the right of way along Charles St W. This is a positive landscape element and will need to be coordinated with the Region of Waterloo as this is a Regional road. Francis St S is also noted as a Regional Road, but I believe this is incorrect. Any required cash-in-lieu of street trees for the Francis St S frontage will be addressed at site plan application.

.2 Trails

- .6 No comment

.3 Impacts to Public Lands

.7 No comment

.4 Other

.8 No comment

2. Comments on Submitted Plans, Studies and Reports:

No comments. No requirements

3. City of Kitchener Policies, Standards and Resources:

- Parkland Dedication Policy
- Chapter 690 of the current Property Maintenance By-law
- Parks Strategic Plan
- Cycling & Trails Masterplan
- Multi-Use Pathways & Trails Masterplan
- Development Manual
- Urban Design Manual

City of Kitchener
PRE-SUBMISSION CONSULTATION COMMENT FORM

Project Address: 30 Francis St

Date of Meeting: May 28 2021

Application Type: ZBA/SP

Comments Of: WRDSB

Commenter's Name: Nathan Hercanuck

Email: nathan_hercanuck@wrdsb.ca

Phone: 519-570-0003 x4459

Date of Comments: April 23, 2021

- I plan to attend the meeting (questions/concerns/comments for discussion)
- I do NOT plan to attend the meeting (no concerns)
-

1. Site Specific Comments & Issues:

The WRDSB has concerns with respect to student capacity at proximate elementary and secondary schools. As such, applicant/owner must agree in the Subdivision Agreement/Condo Declarations and/or Site Plan Agreement to notify all purchasers of residential units and/or renters of same, by inserting the following clauses in all offers of Purchase and Sale/Lease, and that this remain on Title to the property/unit for heirs, successors and assigns:

“Whereas the Waterloo Region District School Board (WRDSB) may designate this parcel of land as a Development Area for the purposes of school accommodation, and despite the best efforts of the WRDSB, sufficient accommodation may not be available for all anticipated students. You are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside the area, and further, that students may, in future, be transferred to another school.”

And that;

Prior to final approval, the WRDSB is to be advised in writing by the Approval Authority how the above condition(s) has/have been satisfied.

2. Plans, Studies and Reports to submit as part of a complete Planning Act Application:

3. Anticipated Requirements of full Site Plan Approval:

4. Policies, Standards and Resources:

5. Anticipated Fees:

Please be advised that any development on the subject lands is subject to the provisions of the Waterloo Region District School Board's Education Development Charges By-law 2016 or any successor thereof and may require the payment of Education Development Charges for these developments prior to issuance of a building permit.

City of Kitchener - Comment Form

Project Address: 30 Francis Street South

Application Type: Official Plan and Zoning By-law Amendment

Comments of: Environmental Planning (Sustainability) – City of Kitchener

Commenter's name: Carrie Musselman

Email: carrie.musselman@kitchener.ca

Phone: 519-741-2200 x 7068

Written Comments Due: May 28, 2021

Date of comments: May 19, 2021

Date of revised comments: November 16, 2021

1. Plans, Studies and/or Reports submitted and reviewed as part of a complete application:

- Sustainability Statement, Official Plan Amendment and Zoning By-law Amendment, 30 Francis Street South. IN8 Developments. February 9, 2021. GSP Group.
- 30 Francis Street, Kitchener, Summary of sustainability Design Elements and Community Benefits. November 4, 2021. SRM Architects Inc.

2. Comments & Issues:

I have reviewed the documentation (as listed above) to support an Official Plan and Zoning By-law Amendment to facilitate the development of a 44-storey condominium development at 30 Francis St. S. and provided the following:

Based on my review of the supporting study the Official Plan and Zoning By Law Amendments can be supported. In part, as the design of the building will be "LEED Inspired" and will incorporate sound knowledge of sustainability materials and process, such as:

- Consideration for grey energy values, and other life-cycle elements that can have a major impact on the development's energy use.
- Building envelope design that will minimize thermal bridging, maintain a high level of air tightness, and maximize thermal comfort.
- Selection of energy efficient glazing systems.
- Selection of light-reflective roofing materials.
- Selection of plumbing fixtures with low water consumption.
- The Owner, Engineers, Landscape Architect, and Construction Manager work to develop a project that can be built avoiding unnecessary waste and pollution of the environment, and which aims for low maintenance costs (such as heating and cooling).

3. **Site Plan Approval:**

- a Sustainability Study (as per the City's Terms of Reference) will be required with an emphasis on demonstrating, to the satisfaction of the City (Planning), how energy is being conserved or low energy generated.

4. **Policies, Standards and Resources:**

- Kitchener Official Plan Policy 7.C.4.5. The City will encourage and support, where feasible and appropriate, alternative energy systems, renewable energy systems and district energy in accordance with Section 7.C.6 to accommodate current and projected needs of energy consumption.
- Kitchener Official Plan Policy 7.C.6.4. In areas of new development, the City will encourage orientation of streets and/or lot design/building design with optimum southerly exposures. Such orientation will optimize opportunities for active or passive solar space heating and water heating.
- Kitchener Official Plan Policy 7.C.6.8. Development applications will be required to demonstrate, to the satisfaction of the City, energy is being conserved or low energy generated.
- Kitchener Official Plan Policy 7.C.6.27. The City will encourage developments to incorporate the necessary infrastructure for district energy in the detailed engineering designs where the potential for implementing district energy exists.

5. **Advice:**

- As part of the Kitchener Great Places Award program every several years there is a Sustainable Development category. Also, there are community-based programs to help with and celebrate and recognize businesses and sustainable development stewards (Regional Sustainability Initiative - <http://www.sustainablewaterlooregion.ca/our-programs/regional-sustainability-initiative> and TravelWise - <http://www.sustainablewaterlooregion.ca/our-programs/travelwise>).
- The ENERGY STAR® Multifamily High-Rise Pilot Program for new construction is a new five-year certification program in Ontario that recognizes buildings that are at least 15% more energy-efficient than those built to the provincial energy code and meet other program requirements. More information can be found online at <https://www.nrcan.gc.ca/energy-efficiency/buildings/new-buildings/energy-starr-multifamily-high-rise-pilot-program/21966>
- The 'Sustainability Statement Terms of Reference' can be found on the City's website under 'Planning Resources' at :..
 - a. https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_Sustainability_Statement_Standard_Terms_of_Reference.pdf

Craig Dumart

From: Sandro Bassanese
Sent: Friday, January 7, 2022 2:41 PM
To: Craig Dumart
Subject: RE: 30 Francis St S - ZBA/OPA

Hey Craig

The additional information regarding the wind study will be taken into account when the block adjacent to the site redevelops.

The urban design brief is acceptable staff will work with the consultant team to address wind impacts through the site plan process.

Let me know if you have any questions or concerns.

Thanks

Sandro Bassanese

Senior Urban Designer | Planning Division | City of Kitchener
519-741-2200 ext. 7305 | TTY 1-866-969-9994 | sandro.bassanese@kitchener.ca



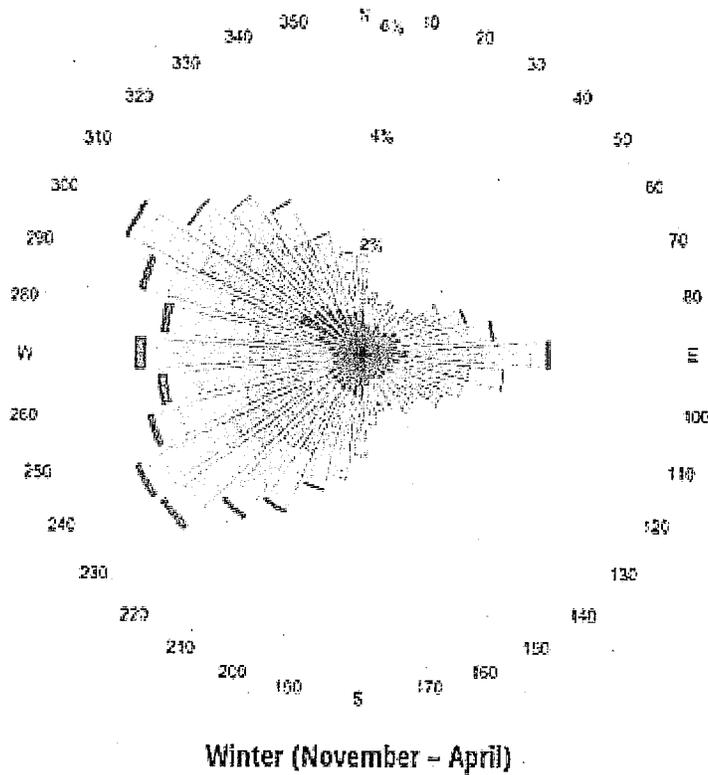
From: Marc Villemaire <mvillemaire@srmarchitects.ca>
Sent: Thursday, December 23, 2021 1:54 PM
To: Sandro Bassanese <Sandro.Bassanese@kitchener.ca>
Cc: Craig Dumart <Craig.Dumart@kitchener.ca>
Subject: [EXTERNAL] RE: 30 Francis St S - ZBA/OPA

Thanks Again for the quick feedback Sandro.

I asked RWDI to advise on your questions and observations. Here is the response I have from Edyta from RWDI:

The predominant winds in Kitchener in the winter, when you will typically see uncomfortable wind conditions, are from the westerly directions as per the wind rose below. There is a small easterly component but it is not significant. Depending on the design of the future building across the street wind conditions will be changed along Francis Street South. Without knowing the potential massing of the future development (footprint, height, building setbacks etc.) it is not possible to comment on how these conditions may change. Similar to how we saw improvements with the implementation of wind mitigation measures on our site, if conditions are not favourable

wind mitigation measures can be used to improve conditions. This can be confirmed by conducting wind tunnel testing at that time.



As you opined Sandro, the future development can implement additional wind mitigating features (canopies, recessed entrances etc..) that will improve the pedestrian level of comfort. With any future development (if it isn't IN8 haha) we would be more than happy to share our drawings and reports to assist in the optimal design to mitigate wind effects.

Regards,
Marc

Marc Villemaire
Managing Partner

SRM Architects Inc.
279 King Street West, Suite 200
Kitchener, Ontario N2G 1B1

t: 519.885.5600 x216

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From: Sandro Bassanese <Sandro.Bassanese@kitchener.ca>
Sent: December 21, 2021 8:58 AM
To: Marc Villemaire <mvillemaire@srmarchitects.ca>
Cc: Craig Dumart <Craig.Dumart@kitchener.ca>
Subject: RE: 30 Francis St S - ZBA/OPA

Craig Dumart

From: Sandro Bassanese
Sent: Tuesday, December 21, 2021 8:58 AM
To: 'Marc Villemaire'
Cc: Craig Dumart
Subject: RE: 30 Francis St S - ZBA/OPA

Hey Mark

I read through the commentary provided regarding the wind study and it is acceptable.

My one additional concern is with future redevelopment of city owned lands adjacent across the street from 30 Francis. If a similar built form or a park similar to Francis green was proposed could wind impacts be mitigated (i.e. through canopies, setbacks or plantings) or would it be further exacerbated to an uncomfortable or unsafe level. If the property redevelops I would like to ensure as much as possible that this can be mitigated and not compounded and potentially impact your development as well.

Thanks and please call if you want to discuss further.

Sandro Bassanese

Senior Urban Designer | Planning Division | City of Kitchener
519-741-2200 ext. 7305 | TTY 1-866-969-9994 | sandro.bassanese@kitchener.ca



From: Marc Villemaire <mvillemaire@srmarchitects.ca>
Sent: Friday, December 17, 2021 5:55 PM
To: Sandro Bassanese <Sandro.Bassanese@kitchener.ca>
Subject: [EXTERNAL] FW: 30 Francis St S - ZBA/OPA

Hey Sandro

I just sent this email to Craig and saw that he is out of the office. I wanted to give you a chance to see it directly if Craig didn't have a chance to forward it to you.

Happy holidays Sandro!
Marc

Marc Villemaire
Managing Partner

srm Architects Inc.
279 King Street West, Suite 200
Kitchener, Ontario N2G 1B1

t: 519.885.5600 x216

Any documents remain the property of the architect. Unauthorized use, modification, and/or reproduction of these documents are strictly prohibited without written permission.

From: Marc Villemaire
Sent: December 17, 2021 5:53 PM
To: Craig Dumart (craig.dumart@kitchener.ca) <craig.dumart@kitchener.ca>
Cc: Tyler McLean <tmclean@srmarchitects.ca>; Ethan Liebster <ELiebster@srmarchitects.ca>
Subject: RE: 30 Francis St S - ZBA/OPA

Good afternoon Craig

We have compiled a Theoretical LEED checklist of items and features that we are incorporating into the development. We should be able to share that list on Monday. With respect to Sandro's question about the wind study, I followed up with Edyta at RWDI and she has been able to provide us with some additional information.

Locations 54, 56, 57 – winter conditions.

For locations 54, 56, 57 along Francis Street South we did see an improvement at location 57 compared to the original test results. Wind speeds were reduced by 1 km/h in both summer and winter. Wind safety had an exceedance at 93 km/h in the original test, this was reduced to 89 km/h now passing the wind safety criteria in the new October test with wind mitigation measures in place.

Locations 54 and 56 remain unchanged. However, they are both 21km/h in the winter which is a very slight exceedance of the walking criteria of 18-20 km/h. Location 57 is now 22km/h.

Unless you add wind mitigation measures along the sidewalk where these sensors are placed there is not much more you can do on your site to address these wind conditions.

The fact that we eliminated the safety concern is great.

Locations 54, 56, 57 – summer conditions.

RWDI typically recommends walking or better wind conditions on sidewalks. Strolling wind speeds in the summer are acceptable. There is no need to mitigate these wind conditions. The fact that the wind conditions have increased is to be expected when you add a new building massing which now redirects more winds down to grade.

Please let me know if you or Sandro have any more questions and would like me to setup a call with Edyta next week.

Have a great weekend guys,
Marc

Marc Villemaire
Managing Partner

srm Architects Inc.

City of Kitchener
ZBA and OPA Resubmission Comment Form

Project Address: 30 Francis St S

Date of Comments: December 13, 2021

Application Type: ZBA & OPA

Comments of: Urban Design

Commenter's Name: Sandro Bassanese

Email: sandro.bassanese@kitchener.ca

Phone: 519-741-2200 ext. 7305

1. Design Brief Comments:

The following is a summary of Urban Design responses to comments provided by staff prepared by GSP Group (IN8 Developments OPA21/001/F/DE, ZBA21/002/F/DE - 30 Francis Street South Response to Submission Review Comments Dated: November 11, 2021)

Original Staff Comment:

The tower does not currently meet the off-site tower separation from the tower to the mid-point of the lane to the north. The Urban Design Report does not provide a rationale for not meeting the off-site tower separation. This should be provided as an update to the Urban Design Report.

Physical separation distance as per Tall Building Section requirements appears to be achieved on the western side. Justification will need to be provided for the deficiency in tower separation off-site to the north of the building.

Consultant Response:

The Urban Design Brief has been updated to address tower separation (Section 4.1). The proposed tower is well-situated on the east side of the building podium to address tower separation of the Tall Building Guidelines. The building tower placement provides a diagonal relationship with the existing building at 1 Victoria and will not encroach potential new developments at the north.

Staff Response:

Further justification is to be provided related to the noncompliance adjacent to Francis Green.

Original Staff Comment:

Choose an item.

At-grade active uses are expected on the ground floor. The proposal should strive to achieve active uses on as much of the podium frontage as possible. Where minor portions of active uses are not proposed on upper storeys of the podium, high quality art and/or architecture is expected to screen above grade parking.

At a minimum active use is to be provided along the ground floor within this area as per current City of Kitchener Urban Design Manual standards (see section 13 Structured Parking). Active uses on the ground floor level are achieved through:

- *Main building entrance location at Francis and Charles intersection, Consideration is to be given to active uses or a community accessible space at grade at this location.*

Consultant Response:

Beyond providing high-quality materials and architectural features, an emphasis has been made to enhance the pedestrian realm on both Francis and Charles Streets. Ground floor layout revisions have been made to further activate the Francis and Charles St frontages. Providing a gym, yoga and fitness spaces will help animate the streetscape. The added commercial retail spaces will also contribute to the lively atmosphere of the building, at the same time screening the vehicle parking beyond. With the addition of the commercial and retail spaces on the ground floor, more underground parking has been added to compensate for the lost surface parking. In order to connect residents of the building to the Francis Green space, internal programming has been redesigned to encourage that relationship.

Active uses on the ground floor level are achieved through:

- *Main building entrance location at Francis and Charles intersection,*
- *incorporating visual cues in massing details for prominent residential lobby entrance*
- *Commercial units proposed with direct access from Charles Street*
- *Fitness centre amenity activating Francis Street with exit to Halls Lane*
- *Delineated pedestrian access to Francis Green from amenity exit on Halls Lane and Francis sidewalks*

Staff Response:

The revised ground floor layout is acceptable to staff and further review of the podium elements and finishes will be undertaken through the site plan review phases.

Original Staff Comment:

The applicant should consider adding additional bicycle storage to meet current and future needs for bike parking spaces in residential units in the downtown. This comment was heard from the community at the Neighbourhood Meeting but also via written correspondence.

Consultant Response:

A minimum of 22 bicycle parking spaces are required to accommodate the Proposed Development (10% of vehicle parking required). The revised concept displays 141 bicycle parking spaces: 135 secure indoor (Type A) and 5 outdoor (Type B). This is an increase of 6 spaces from the previous submission, as well 119 auxiliary to the minimum bicycle parking spaces required.

Choose an item.

Staff Response:

The additional bike parking as noted is acceptable to urban design staff transportation planning staff are to provided confirmation of acceptance of additional bike parking.

Original Staff Comment:

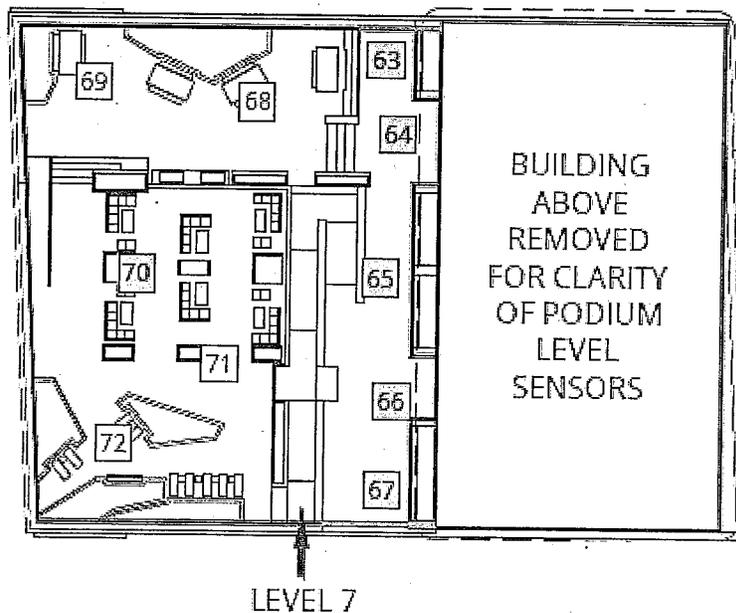
The Wind Study should be updated to show mitigating measures for the wind impact along Charles and Francis Streets as well as Halls Lane.

Consultant Response:

Recessed building massing, canopy overhangs and wind screens have been utilized to address any uncomfortable winds identified around entrances, corners and down-draft locations at-grade. Furniture, planting and wind screens have been utilized to address any uncomfortable winds founds at the Level 7 rooftop terrace.

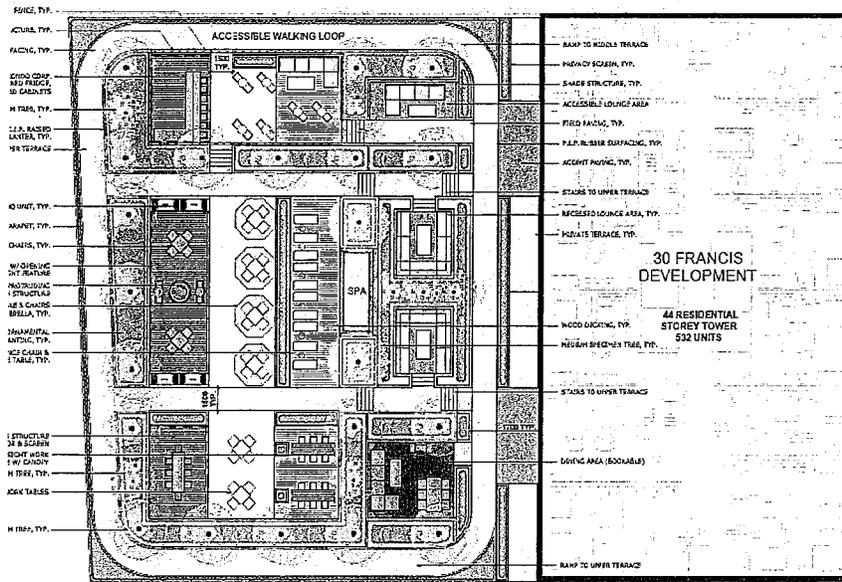
Staff Response:

The updated wind study (dated October 1, 2021) notes acceptable levels at grade on the Francis St Charles St and Halls lane. The Level 7 Upper Terrace modeling is to be revised to note the current proposed landscape/rooftop amenity plan. The screen capture below is from the current revised wind analysis



Choose an item.

The most current proposed level 7 landscape plan (see screen capture below) provided by the applicant does not match the one modeled in the wind study. The applicant is advised that all outdoor amenity areas are to have sitting windspeeds in summer months and standing wind speed during winter months.



Original Staff Comments:

As this application advances, the City will be reviewing materials to ensure the use of high quality building materials for both the podium and the tower.

Consultant Response:

Noted. Submission includes an expanded material legend of:

- Glass
- Spandrel
- Metal Panel
- Ceramic Frit Glazing

Staff Response:

Staff is supportive of the current material palette proposed and staff will work with the applicant to further review and refine exterior façade finishes as the project progresses.

Original Staff Comments:

Upgraded treatments proposed within the right of way are supported by City of Kitchener Urban Design staff. The applicant is to provide confirmation that these treatments would be supported and recognized through an encroachment agreement by Region of Waterloo staff.

Choose an item.

Although the buildings footprint covers much of the site the applicant is advised to explore plantings and upgraded streetscape elements within the Regional and City owned right of way.

Consultant Response:

The materials proposed within the Regional Right-of-way include concrete paving for the sidewalks and curbside areas, as well as raised planters to promote additional seating opportunities for pedestrians and canopy coverage along Charles while maintaining open views to the commercial units proposed along that frontage. The materials proposed are similar to other local precedents within close vicinity of the subject property and would be AODA / CPTED compliant. Final approval however would be subject to Region of Waterloo Operations staff review through the detailed design phase of the project to determine whether any modifications to the proposed treatments would be required.

Staff Response:

As noted previously staff is supportive of upgraded treatments in City owned and Regional ROW. The applicant is advised to contact Regional Corridor management Staff and City Parks and Operations staff to start discussions as to how these upgrades will be designed, installed and maintained. Details of the above will be addressed through the site plan process.

Original Staff Comments:

Consideration is to be given to the provision of upgraded paving treatment and or an overhead structure linking the proposed amenity area at grade to the existing Francis Green.

Consultant Response:

A consistent paving treatment will be provided across Halls Lane West that visually connects Francis Green with 30 Francis. Refer to L1.0.

Staff Response:

The paving pattern on Halls Lane noted on Sheet L 1.1 is an excellent starting point. The applicant is advised to contact City Parks and Operations staff to start discussions as to how these upgrades will be designed and installed. Details of the above will addressed through the site plan process.

Original Staff Comments:

Francis Green and Francis St. S shadow impacts will need to be further reviewed to ensure conformity to design manual standards. Staff will require further scoped shadow analysis of the green and adjacent streetscape. The shadow times for March are to be confirmed as the times provided are not in sequential order (Appendix A Shadow Study Graphics). Additional shadow analysis is to be provided for winter months to ensure access to sunlight for the public realm (as per Section 9 Tall Buildings).

Consultant Response:

Shadow Analysis has been revised, including period for Winter Solstice (December 21).

Choose an item.

The shadow analysis modelling in Appendix A (Revised November 2021) shows the potential shadowing from the Proposed Development. It models hourly times for the period generally 1.5 hours after sunrise and 1.5 hours before sunset for each of March 21, September 21 and December 21. It reflects the new "net" shadows cast by the Proposed Development, over and above the existing shadows cast by the existing built fabric.

Based on this analysis, the shadows cast by the Proposed Development are reasonable and in keeping with the general criteria. While the December 21 periods offer less than the suggested 4 hours of the criteria on outdoor spaces, this is mitigated by limited use of outdoor spaces at this time and the fact many are already shadowed by the existing fabric. Sidewalks would be shaded even under as-of-right building podium. Partial sunlight to Francis Green is maintained for majority of the tested periods, with shadowing impacts considered as part of Francis Green Landscape Concept.

Staff Response:

The additional shadow analysis as presented by the consultant for Francis Green is acceptable.

Original Staff Comments:

Further discussion is to be provided as to how the proposed development achieves the objectives of Part A Structured Parking Section 13.2.1 Compatibility Massing and Placement.

Consultant Response:

Urban Design Brief has been updated to address Structure Parking Guidelines and Compatibility Massing (Section 4.2 and 6.2).

Staff Response:

The revised commentary provided is acceptable.

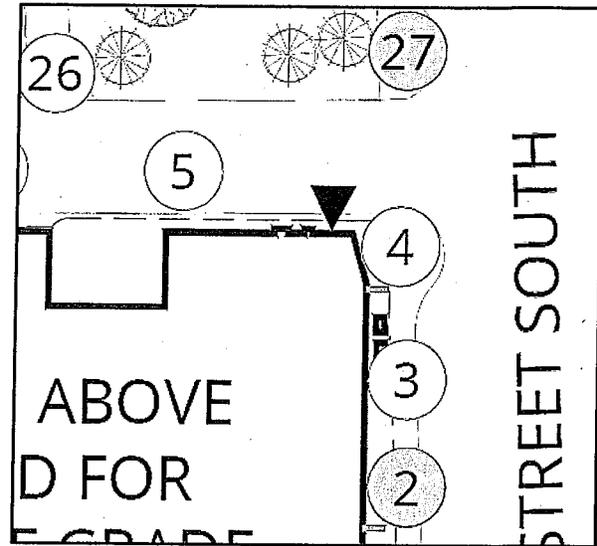
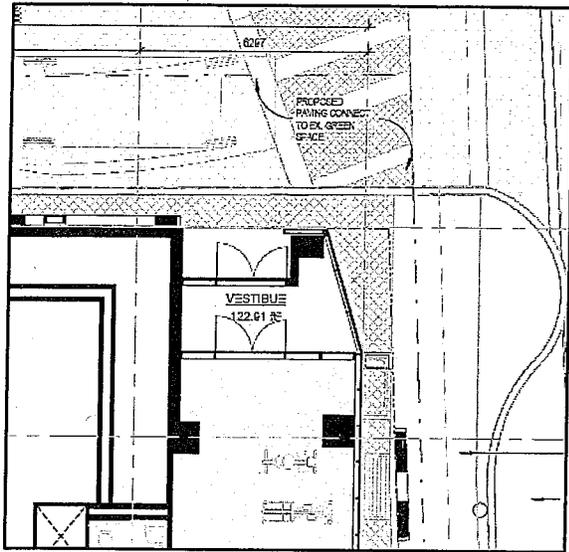
Original Staff Comment:

Primary entries along Francis St. S and Charles St. are to be designed to have wind speeds that allow sitting in summer months and standing in winter months.

Staff Response:

The revised wind study appears to have achieved the above required criteria save and accept in one location (sensor 4) see image to the right below. The Image to the left notes the proposed entry is recessed confirmation is to be provided that wind speeds in the new entry would allow for sitting and standing as noted in the previous staff comments.

Choose an item.



Original Staff Comment:

Through the detailed design process the applicant is to provide wind screening to ensure locations 1, 14 and 57 achieve as passing wind speed (Figure 3B).

Consultant Response:

Screening and architectural features have been incorporated to achieve passing wind speeds for the entirety of the development.

Staff Response:

The revised wind study notes passing wind speeds at locations this is acceptable to staff.

Original Staff Comment:

Predevelopment wind conditions are to be maintained on Francis Green and adjacent sidewalks. The applicant is to provide confirmation of this through revised wind modeling.

Consultant Response:

Revised wind study has been provided.

Staff Response:

Staff have reviewed the revised wind study and there have been changes to the wind impacts along the east side of Francis St that will need to be reviewed and addressed. (a comparison of the pre to post development wind study has been prepared by staff and will be provided under separate cover)

Choose an item.

The wind impacts to Francis Green are acceptable as they are close to matching the predevelopment wind speeds as noted in the original wind study.

FW: 30 Francis St S - ZBA/OPA
Dave Seller

I did work on this file and we have no concerns.

Dave Seller, C.E.T.

Traffic Planning Analyst | Transportation Services | City of Kitchener
519-741-2200 ext. 7369 | TTY 1-866-969-9994 | dave.seller@kitchener.ca



From: Craig Dumart <Craig.Dumart@kitchener.ca>

Sent: Tuesday, December 14, 2021 8:52 AM

To: Dave Seller <Dave.Seller@kitchener.ca>

Subject: 30 Francis St S - ZBA/OPA

Did you review this one ? if so just wanted to double check transportation staff is okay with the bicycle parking that is being provided. Section 4.7 of the design brief includes the bicycle parking section. They're proposing 141 bicycle parking spaces and 241 vehicle spaces. Neither is a parking reduction.

Craig Dumart, BES, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
(519) 741-2200 ext 7073 | TTY 1-866-969-9994 | craig.dumart@kitchener.ca



Craig Dumart

From: Bill Trick
Sent: Thursday, January 13, 2022 3:45 PM
To: Debbie Chapman; Craig Dumart
Subject: [EXTERNAL] RE: 30 Francis - Tek Towers

Hello Craig and Debbie,

I work for D2L, based out of the Tannery in downtown Kitchener. I'm writing in support of the TEK town development. High density residences is the only way out of our housing shortage. Urban sprawl isn't the solution. I'm considering investing in a unit there myself because I believe in the future of the area. I also support retail at the ground level. I think the developer should put in a parking license model in the planned parking garage so that near by office tenants can rent the under utilized covered parking garage during daytime use. That will solve two problems at once. Until we build out better public transportation, we are low on daytime parking. It will also help if/as/when the Aud moves to a downtown location. Any time a vertical development on a tarmac in downtown Kitchener is proposed, I'm going to be in support of it. We have way too much surface parking downtown so I'm happy to see this proposal which will be net parking positive as it will add more parking spots than are removed. Next up, I which uhaul would be put to a better use!

Also happy to meet up downtown when safe to do so for an exchange of other ideas.

Thanks, Bill

From:

on behalf of Peter Kotwicz

Sent: Sunday, January 30, 2022 7:53 PM

To: Debbie Chapman <Debbie.Chapman@kitchener.ca>

Subject: Opinion on 30 Francis St South Condo Building

Hi, my name is Peter Kotwicz. I have lived on _____ for 10 years. (Yes, Ward 10...) and thus am directly affected by the proposed 30 Francis St South Condo Building.

I think that the 30 Francis St South proposal is a product of crazy land valuations. The much larger neighbouring parking lots are a better fit for a highrise than 30 Francis St South. The developer likely got a good price on the land for 30 Francis St South because the seller did not think that the land was large enough for a 40+ story tower.

I do not support the developer's current proposal for 30 Francis South. However, I would support the development if the developer makes any one of the changes below to their proposal:

Change #1: Increase the height of the podium. The tower portion of the building has 10-15 units per floor which is low. I would rather that the developer build additional affordable units in a taller podium than match the podium height to the Tannery building.

Change #2: Have the developer make a cash contribution in lieu of providing parking. The proposal sucks (very little commercial real estate, no affordable housing, ...) because a large part of the building is taken up by parking due to the small lot size. The best location for off site parking in my opinion is a parking structure at the UW health campus. (A good fit because the city is subsidizing expanding the UW health campus - <https://urldefense.com/v3/https://www.cbc.ca/news/canada/kitchener-waterloo/university-of-waterloo-new-health-facility-kitchener-1.5782101> ;!!E19 NBb0RQ!QJ-ISbqMU8Q6fmsyykjZANcOvQZzQFXJaXOFscMA-mqLd2ipKUw4GMP5RujvQk6xtiiiEpY\$)

Change #3: Increase the developer's donation for affordable housing to the median price of a single detached home in the current Kitchener housing market. (~1 million?
<https://urldefense.com/v3/https://kitchener.ctvnews.ca/average-detached-home-price-passed-1m-in-kitchener-waterloo-last-month-1.5728601> ;!!E19 NBb0RQ!QJ-ISbqMU8Q6fmsyykjZANcOvQZzQFXJaXOFscMA-mqLd2ipKUw4GMP5RujvQk6xbTYEf6g\$)

Thank you for reading. Please let me know if you need any clarification (ex: how this building affects me personally) and if there is anything I can do to get the developer to improve their proposal

Craig Dumart

From: Frank Voisin
Sent: Thursday, January 13, 2022 3:22 PM
To: Craig Dumart; Debbie Chapman
Subject: [EXTERNAL] 30 Francis

Mr. Dumart and Ms. Chapman,

I am writing today in support of IN8 Development's high rise proposal at 30 Francis St S in Kitchener.

It is no secret that the region of Waterloo suffers from a housing affordability crisis due in large part to population growth exceeding new housing supply year after year. Projects like IN8's go a long way toward adding much needed supply without the negative environmental impacts of further suburban sprawl, while supporting the Region and City's investment in the LRT.

Further, additional housing density has beneficial impacts to our core in terms of supporting our tech office ecosystem and street level retail. This combination of dense, walkable live-work-play environments has been shown in markets worldwide to create the vibrancy we all envision as the future of our community.

We as a community chose the objective of increasing the density of our urban core, and now it is incumbent upon us to support those developers that attempt to build that density. I urge you to support this development proposal.

Thank you,

Frank Voisin

President

Voisin Capital Inc.

M:

E:

W:

Kitchener, ON

Craig Dumart

From: Debbie Chapman
Sent: Tuesday, December 28, 2021 10:05 PM
To: Craig Dumart
Subject: Fw: [EXTERNAL] Taxing vacant housing etc.

Hi Craig,

Please see Bruce's comments about 30 Francis St. below. Can you please add him to your mailing list?

Debbie Chapman

[Click here to subscribe to Monthly Newsletter!](#)

Councillor | Ward 9 | City of Kitchener | 200 King St. W. N2G 4G7
O: 519.741.2798 / C: 226.752.7104 | TTY 1-866-969-9994 | debbie.chapman@kitchener.ca
Our 24 Hour Contact Line for Issues or Questions 519-741-2345



From: Bruce Timmins
Sent: Tuesday, December 28, 2021 4:41 PM
To: Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] Taxing vacant housing etc.

Just a note in support for the idea of charging people holding vacant housing.

Society seems to be in a tight spot here as housing is both a practical necessity as well as an investment vehicle. I find it hard to believe that the price increases of recent times have happened without speculators involved but it should not happen at the expense of persons seeking shelter. In any case the revenue would be a big advantage in providing more housing. It does not look like the private sector will carry the ball here.

44 stories, Charles and Frances. I am not sure where in the process of becoming this project exists but the location is perfect for a high rise. There is no 'residential area' aside from 4 houses at the corner of Frances and Joseph and there is traffic access to two good traffic streets. (Victoria and Charles) which run perpendicular to each other. I think this is more politically viable than taking on accumulations of hallowed detached houses.

Something trivial but pleasing. In the front of Victoria park this summer the city planted three little patches of sunflowers. I think this is a great idea as the plants are not only attractive in their own right but are a great support to birds and insects in the park.. Hope to see this again next year.

Bruce Timmins.

Craig Dumart

From: Tania
Sent: Friday, December 17, 2021 1:36 PM
To: Craig Dumart
Subject: [EXTERNAL] Re: 30 Francis Street South - OPA/ZBA Neighbourhood Meeting #2

Respectfully suggest that staff could be pressing for much more.

Tania

On Dec 17, 2021, at 1:11 PM, Craig Dumart <Craig.Dumart@kitchener.ca> wrote:

Staff are supportive of the proposed community benefits which will be thoroughly described and outlined in the staff report.

Craig

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From: Tania
Sent: Friday, December 17, 2021 12:51:15 PM
To: Craig Dumart <Craig.Dumart@kitchener.ca>
Subject: [EXTERNAL] Re: 30 Francis Street South - OPA/ZBA Neighbourhood Meeting #2

Thanks Craig, Can you tell me, is staff recommending Or endorsing that the park be considered for bonusing?

I'd like to add to my feedback on the community benefits package that I find the amount they are offering for affordable housing to be a paltry amount considering the scale of this project.

It's ironic too because that parkette did have park benches before. It is my belief they were removed because homeless people were sleeping on them.

It underscores the need for affordable housing. And that the park is what it is for a variety of reasons. The park will evolve with the community needs. And the residents who surround it.

Francis green park does not require the intervention of the developer. And if allowed to redesign it would surely be perceived as an amenity of the condominium they are building. Furthermore the very fact that hundreds of new people will be living next to it will ensure that it is not underutilized (if that's even the case).

Sincerely,

Tania Benninger

On Dec 16, 2021, at 3:02 PM, Craig Dumaru<Craig.Dumart@kitchener.ca> wrote:

Hi Tania,

Thank you for providing comments. Details of the park design have not been finalized. IF the development goes ahead with this bonusing provision I will connect with our parks staff to see what level of community engagement will be involved in the park redesign.

Craig

From: Tania

Sent: Thursday, December 16, 2021 7:32 AM

To: Craig Dumart <Craig.Dumart@kitchener.ca>

Subject: [EXTERNAL] Fwd: 30 Francis Street South - OPA/ZBA Neighbourhood Meeting #2

Hi Craig, Unfortunately I missed the meeting.

I am mostly supportive of this development. However I have some concern about the bonusing being allowed for the Francis Street green that already exists. In the Community Benefits Package letter, they contend that the park is underutilized. As someone who lives directly across from that park, I respectfully disagree. And while the parkette could probably benefit from *some* improvements, I question the merits of this as a bonusing contribution. The City parks staff takes beautiful care of this space already, and the gardens are some of the prettiest and well tended in all of Kitchener.

If the City does plan to allow this as a bonusing item, I would like to know if there will be public consultation on the redesign of this park?

Thank you,

Tania Benninger
Downtown Kitchener Resident

From: Craig Dumart <Craig.Dumart@kitchener.ca>

Sent: November 29, 2021 10:15 AM

To: Craig Dumart <Craig.Dumart@kitchener.ca>

Subject: 30 Francis Street South - OPA/ZBA Neighbourhood Meeting #2



IRONSCALES couldn't recognize this email as this is the first time you received an email from th
Craig.Dumart@kitchener.ca

Hi Everyone,

Craig Dumart

From: Brad Noble <
Sent: Thursday, December 16, 2021 1:28 PM
To: Craig Dumart
Subject: [EXTERNAL] 10 Duke St West

Hi Craig,

Great job at the 30 Francis community meeting on Tuesday, your explanations of how developers, the City and certain bylaws interact was very informing.

I was wondering if there is a Site Plan Application proposed from VanMar Developers, for 10 Duke ST West available to the community yet? I am really looking forward to what will become of this location.

Thank you

Brad Noble | Team Leader -
"Life's brighter under the sun"

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Craig Dumart

From: Jeff Willme;
Sent: Wednesday, December 15, 2021 3:23 PM
To: Craig Dumart
Subject: [EXTERNAL] Re: IN8 44-storey proposal

Thanks very much Craig, I appreciate your very quick response!

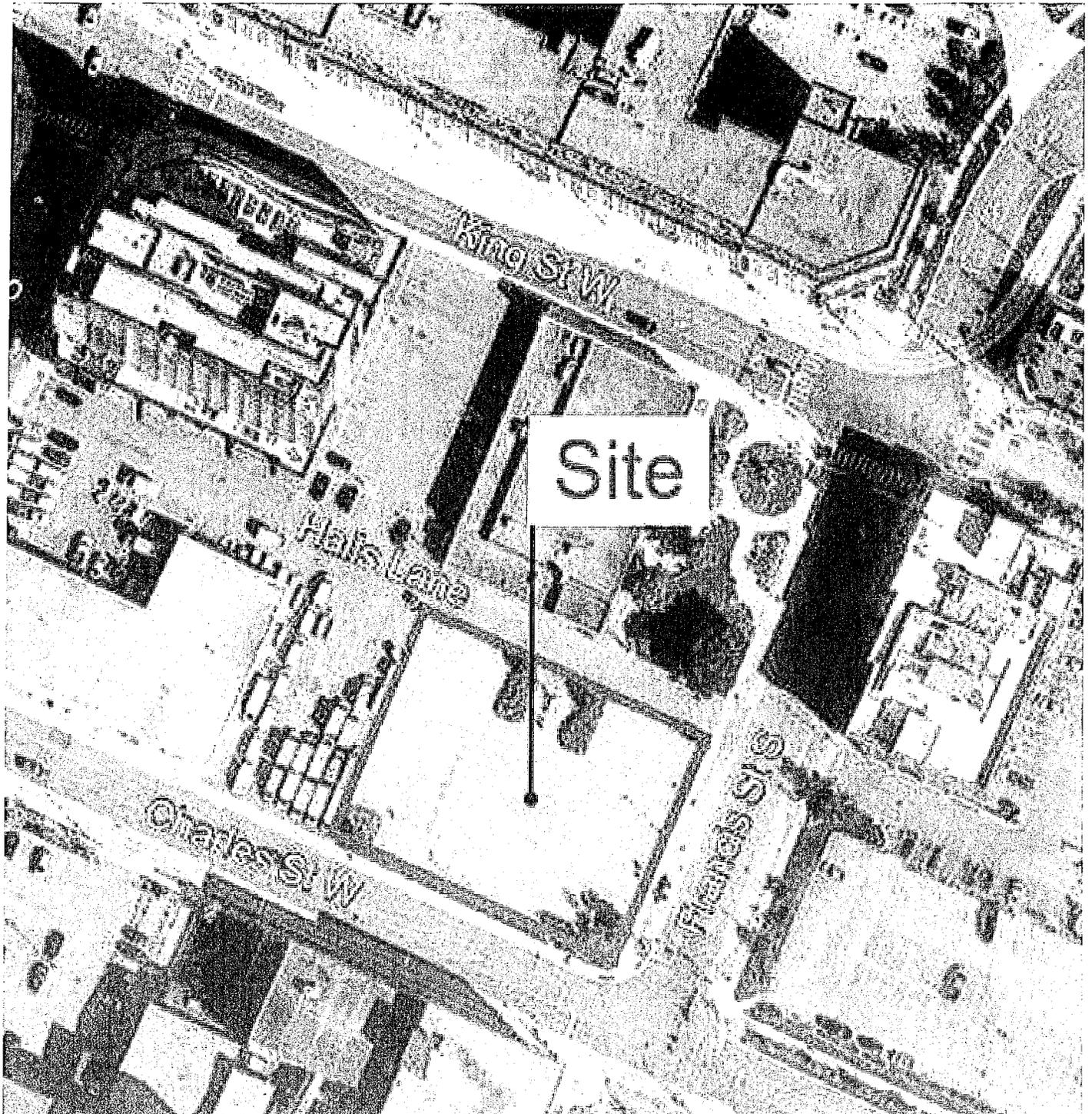
(Now, if you can just convince U-Haul to sell to a developer...)

JW

On Wed, Dec 15, 2021 at 1:21 PM, Craig Dumart <Craig.Dumart@kitchener.ca> wrote:

Hi Jeff,

I am doing well thank you. 30 Francis Street South is located at the corner of Charles and Francis (currently a vacant parking lot) across from the tannery building.



From: Jeff Willmer
Sent: Wednesday, December 15, 2021 3:19 PM
To: Craig Dumart <Craig.Dumart@kitchener.ca>
Subject: [EXTERNAL] IN8 44-storey proposal

Hello Craig, I hope you are keeping well.

I read the Waterloo Region Record story on the proposed development at Charles and Francis. Just out of curiosity, which corner is it?

Thank you.

JW

Craig Dumart

From: Ara Parker
Sent: Wednesday, December 15, 2021 2:10 PM
To: Craig Dumart
Subject: [EXTERNAL] Re: 30 Francis Street South

Thank you so much for your prompt reply and all you do!
Happy Holidays!

Dr. Ara Parker

4

...here.

On Wed, Dec 15, 2021 at 12:55 PM Craig Dumart <Craig.Dumart@kitchener.ca> wrote:

Hi Ara,

Thank you for attending yesterday's meeting and your comments. Community concerns will be addressed in the staff report going to council in the new year.

Craig Dumart, BES, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
(519) 741-2200 ext 7073 | TTY 1-866-969-9994 | craig.dumart@kitchener.ca



From: Ara Parker
Sent: Tuesday, December 14, 2021 8:20 PM
To: Craig Dumart <Craig.Dumart@kitchener.ca>
Subject: [EXTERNAL] 30 Francis Street South

Hello Craig Dumart,

I appreciate the invitation to have participated in tonight's Neighbourhood Meeting.

I hope the Q & A concerns are included in comments that will be presented to those who will be reviewing this application in February.

In addition, I remain concerned about the "appropriateness" of 44 stories.

That is a very tall (uniquely tall) building for the area.

Also, even on just the 6th floor (I'm in the Kaufman Lofts across the street) in recent high winds, debris has been flying off balconies onto the street below - I can only imagine the debris flying from 44 stories affecting a large radius.

Thank you,

Craig Dumart

From: Soo Hyun Sue Kwon
Sent: Wednesday, December 15, 2021 12:53 PM m>
To: Craig Dumart
Subject: [EXTERNAL] 30 Francis Street South-44 story condo tower-concerns and issues

Dear Mr. Dumart

I am one of the owners of 1 Victoria Street South condo.

I have attended the Dec 14th Zoom meeting and I have my concerns that I would like to address.

1) Bonus agreement

I felt that there was nothing in the bonus agreement that the City of Kitchener should be excited about. I felt that that was the minimum that the developer can do for the City and surrounding areas. The City of Kitchener can ask for more in terms of green space, parking, and affordable housing and the developer should deliver. \$300K for affordable housing is better than nothing, but I believe that they can do better than that, and I don't understand why the City would accept anything less than that.

2) 44 Story is too high

Infrastructure around that area is not equipped to handle 44 story building and 532 condo units.

I am not sure what kind of study states otherwise, but I am living there right now and it is not built for that. The traffic is very bad along Victoria Street and King Street.

How about power and water supply?

I sometimes get my power on and off due to whatever reason my building would have or the area have.

3) Francis Street -Pedestrian walk is quite narrow.

Halls Lane West-Is full of UHaul trucks and delivery trucks all the time.

I saw from the proposed plan, parking in front of Francis Street South is proposed for 30 Francis Street S condo people to drop off people etc. If you ever have walked that area, you know making that area drop off is an accident waiting to happen.

Also, Halls Lane West is always so full of UHaul trucks that customers of UHaul park the truck anywhere in Halls Lane West and run into the store all the time. So, at any given time, Halls Lane is blocked by the UHaul trucks, so that Halls Lane West becomes only one way.

And it is very dangerous and again another accident waiting to happen here as well.

Perhaps, UHaul or the City should get involved to mark the parking for UHaul more clearly or the City should mark the Halls Lane West more clearly, so that increased traffic to this area flows better. I know there is a study done for the traffic flow, but I don't think they live in this area.

I know that we can't legislate all human behaviors, but simple things like that may help in the long run. These are my concerns and thank you very much for your time.

Soo Hyun Kwon

Craig Dumart

From: Debbie Chapman
Sent: Wednesday, December 15, 2021 12:33 PM
To: Michael Brisson; Dayna Edwards; Rosa Bustamante
Cc: Craig Dumart
Subject: Re: [EXTERNAL] 30 Francis

Thanks for your suggestions Michael. I am copying Craig Dumart, the City planner overseeing this project, on this message.

Debbie Chapman

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Councillor | Ward 9 | City of Kitchener | 200 King St. W. N2G 4G7
O: 519.741.2798 /C: 226.752.7104 | TTY 1-866-969-9994 | debbie.chapman@kitchener.ca
Our 24 Hour Contact Line for Issues or Questions 519-741-2345



From: Michael Brisson
Sent: Monday, December 13, 2021 8:35 PM
To: Debbie Chapman <Debbie.Chapman@kitchener.ca>; Dayna Edwards <Dayna.Edwards@kitchener.ca>; Rosa Bustamante <Rosa.Bustamante@kitchener.ca>
Subject: [EXTERNAL] 30 Francis

Great change - shops/cafe on Charles St. ! They need to have numbered addresses on Charles St. - the "30 Francis" sign on the Charles facade is confusing and potentially dangerous in emergencies when orientation is critical . Separate street addresses on corner sites is standard in matures cities - see Astor Tower , Chicago as an example.

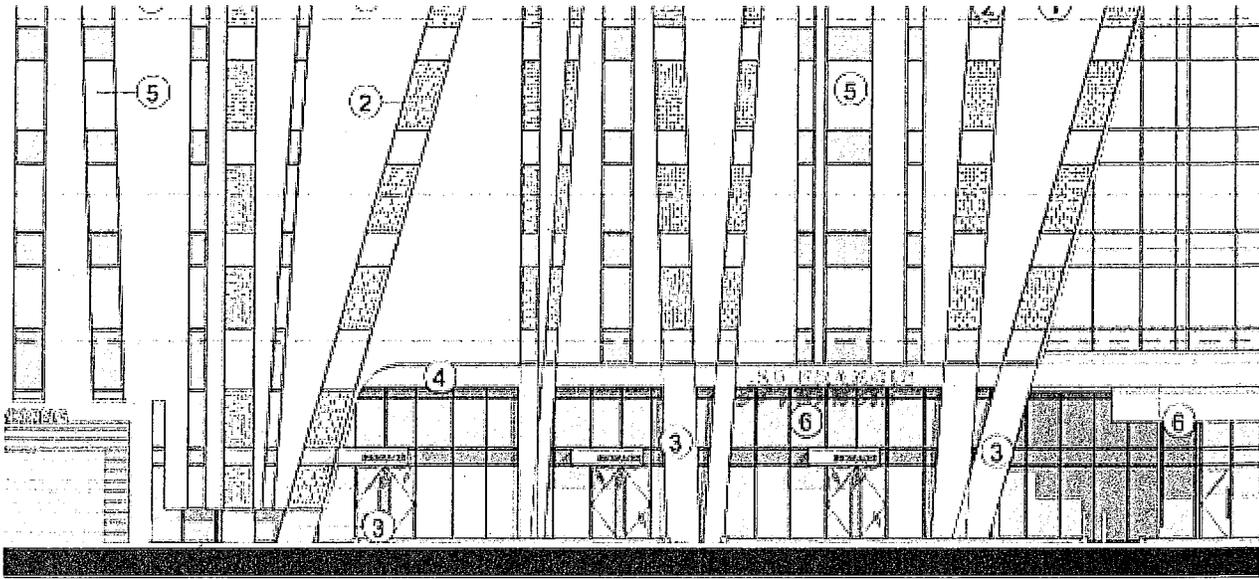
Why not move the Fitness/Yoga to Level 7 - a conventional location - rather than the awkward units with outdoor space at the common garden level ?

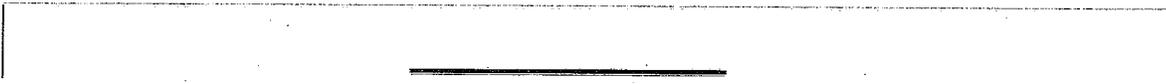
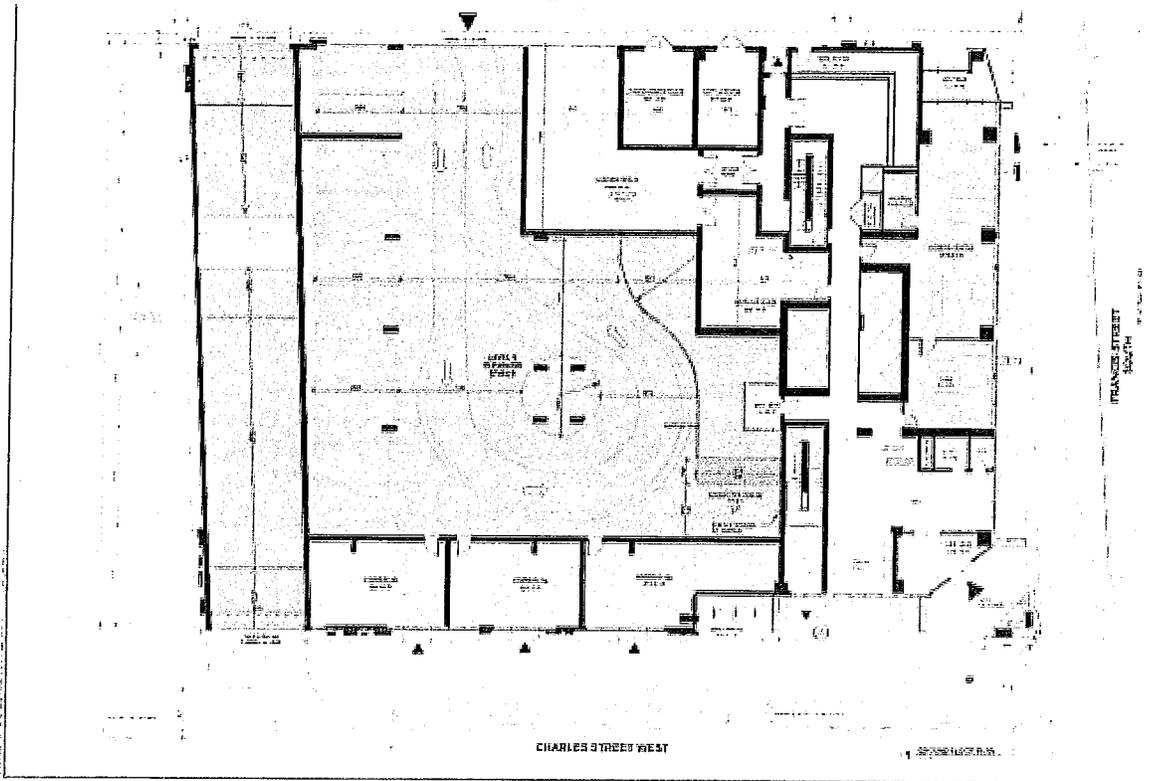
The glass street front location for Gym/Yoga has been shown to be problematic - (the infamous Park Ave. Social conflict in Montreal & others)- why not more shops/cafe ??

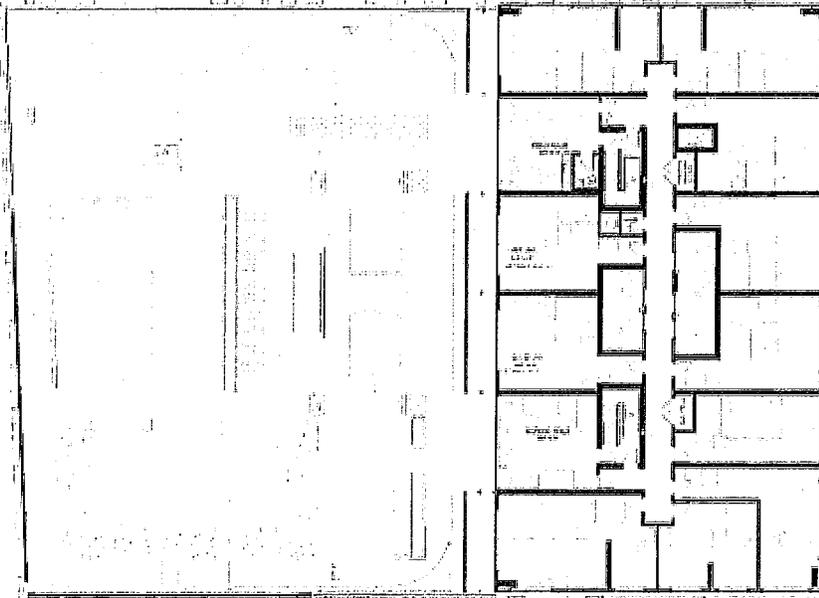
Thanks for the change on Charles - an important contribution to a better city !

Best,

Michael







REVISIONS

NO.	DATE	DESCRIPTION
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30 Francisco St

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Sent from my iPad

Craig Dumart

From: John MacDonald
Sent: Wednesday, December 15, 2021 9:06 AM
To: Craig Dumart
Cc: Garrett Stevenson; Debbie Chapman
Subject: [EXTERNAL] Francis and Charles Proposed Development

Craig,

Can you please provide a link to the newly negotiated development documents for the above-noted project.

The Kitchener.ca/planningapplications link does not appear to work, and takes me to a blank page.

Is it that my browser is incompatible?

Thank you for the opportunity to provide comment on this development application.

I remain confused by the negotiation process that has taken place, and increasingly so after last night's NIM. Apparently the Planning Department believes the file is but two months from Council official public meeting and decision, yet staff and proponent are unable to articulate the actual "community benefits" that contribute to the public good and thus deserve reward of additional density in staff's self-described "negotiating" scenario.

I assume things are basically a done "deal" at this point, given the timing, so it's disappointing that neither side in this negotiation can point to specific targets that have been achieved and that further the public good. Nor does there seem to be a commitment to having these targets specifically set out in the approval that staff is crafting. I'm not being harsh here. Answers at the public meeting from both staff and proponent failed to identify credible and enforceable public benefits in almost all cases. There should be a very high bar for achieving such benefits.

Illustrations of this situation, and I think worthy of my skepticism, include:

- the Sustainability efforts outlined in the presentations and answers. They may provide **private** benefit (increased quality of construction to the benefit of the buyer, lower energy use and utility bills for the renters, longer life span for the relatively poor construction for which this building type is noted and thus lower renewal costs down the road, etc) but there are no actual targets. Just vague statements.
 - **but where is the public benefit?**
 - the constant reliance on the word LEED indicates a naivety on the part of planning staff regarding sustainability. LEED means little unless specific targets are identified and agreed. It's clear this hasn't been done and it seems clear that the developer and designer are resisting commitment to any specific targets.
 - as I stated at the meeting, CMHC funded projects require minimum 25% better than National Building Code and OBC minimum for energy performance. Surely there is no public benefit until at least this target is met. Yet there's no target at all.
 - this building type (the investor condo tower) is inherently poor in terms of sustainability because of its typically poor exterior enclosure and mechanical systems performance. The investor class buyer is not interested in performance and it's not part of the development strategy. Quality of construction has nothing to do with the basic real estate transaction.

- Staff undermines its credibility with the public by resorting to such broad statements as “LEED-is-a-good-thing”. We are a more informed audience than that, and you do us a disservice in thinking repetition of the word “LEED” changes its actual meaning.
 - the slide showing “low flush plumbing” seems designed to show the public at the meeting how little informed they believe us to be. Low flush plumbing is the minimum allowed by law under the building code, and the code has increasingly strict compliance requirements for energy conservation. None of this is a community benefit. It’s the minimum allowed by law.
 - incidentally, the Sustainability slide seems designed to show the lack of respect the proponent has for Staff, and to publicly shame Staff by implying that you go along with this sort of thing. There seems to be no push back from Staff that at least counter the impression. Attendees at the NIM are left wondering at staff’s ability to negotiate on behalf of our community when “the minimum allowed by law” is sold as “public benefit to justify creation of profit through upzoning”.
 - energy conservation and conservation of resources is not worthy of bonusing. It’s the price of a building permit these days.
- the Proponent indicates with a straight face that
 - they’ve done extensive market research, and also
 - that they intend for the units to be owner-occupied
 - if they’ve done the research (which no doubt they have), then they know that 80 to 90% of condo units in the Downtown are investor and rental.
 - so their statements are simply not credible and cast doubt in the public’s mind about staff’s commitment to the public benefit and public good. These statements go unchallenged by staff or are indeed repeated.
- \$300,000 for affordable housing (but not in my building thank you) is about the cost of a single unit, or perhaps the profit on less than 10 units.
 - for this we as a community, through yourselves as negotiators, are expected to reward the proponent with many times the density (and therefore units) for its targeted investor class
 - once again, the City’s position leads an informed and engaged public to doubt staff’s sincerity and commitment to the public good and public benefit. You appear to be in the developer’s corner rather than a defender of community values and longterm public good.
- 1,800 sf for commercial space adjacent a parking garage entry facing away from the Downtown, in the face of 44 storeys of development, makes the City’s endorsement of this proposal as “mixed use” risible.
 - once again, Staff appears to be going along with this, in the face of
 - the fact that 1,800 sf is about the size of a convenience store or two
 - the privatization of the Francis side of the ground floor interface which actually faces the Downtown and should be the more pedestrian friendly street, and
 - the exploitation of the existing Francis Green as a potential park for building occupants. That parkette already exists. Where is the public benefit from the addition of some benches in the parkette. Surely we can do that ourselves without having to reward a developer with increased density and profit through upzoning.
- the addition of 5 3-bedroom units means little, and even less if the 5 units are located at top of building and are sold at penthouse prices. Where are these suites located and what is their price point?
 - again, this is a project for the investor class, and statements about “owner-occupied” are disingenuous at best.

If this development is wanted by Staff, you should say so and provide your reasoning. Present reasons for the bonusing are unconvincing. The idea that “no decision has been reached” hides the process and creates false expectation on the part of the public. Put simply and with reference to previous development applications, the public does not believe you, with good reason. Once it reaches Council it’s already done and wrapped in a bow (in the form of a staff report which dares councillors to go against it and face the wrath of the OLT). The credibility of the planning profession rests upon your ability to defend the public interest that has been articulated in the OP and the studies you undertake as a

department. It's too late at Council because it's done. If your profession's idea is that public interest aligns with and is achieved through private interest, as would appear to be the case in the weak presentation of public benefits for this project, then why are we going through this process?

This does not bode well for the Park and Victoria application. We have unfortunately enough precedents for "towers good - developers needs equal public benefit" already. If this is the position, please state it clearly and the community will know where you stand. The present obfuscation benefits only the proponent.

Thank you for your consideration of this input.

John MacDonald

John MacDonald

..... N2G 1B1

"The four most expensive words in the English language are: 'This time it's different.'" — Sir John Templeton

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Craig Dumart

From: Zac Young
Sent: Tuesday, December 14, 2021 11:50 PM
To: Craig Dumart; Debbie Chapman
Subject: [EXTERNAL] 30 Francis and Local Traffic / Pedestrian Impacts

Hi Craig and Debbie,

Following the information session this evening for 30 Francis, I didn't feel there was a fully clear answer on the conclusions of the traffic studies for this development. My understanding the city and regional staff reviewed within the design standards for the roadways and didn't have specific recommendations.

What I do not feel has been given enough consideration - in a topic area asked by a few residents - was the increasing pedestrian and active transport demands of the road infrastructure in this block.

My primary concern is the Halls Lane & Victoria St. Intersection (and Victoria St. generally)

This entrance to Victoria St from Halls Lane is routinely a negative and dangerous experience for pedestrians on the east side of Victoria St. I would generally expect this pedestrian traffic only to increase with the coming transit hub and residential density in this area.

Victoria St. is already one of the most unpleasant and unsafe places to walk downtown and has very little traffic calming and separation of pedestrians from traffic. Worse, the busy road and high rate of speed along with the ION crossing has meant 1 Victoria residents, and now 30 Francis as well, will be often blocking or hurriedly crossing a relatively busy and narrow pedestrian route. Cars have poor line of sight coming onto Victoria and often: end up straddling the sidewalk if there is traffic; having to cross two busy lanes to enter/exit at a high rate of speed to make a gap; or force pedestrians to walk out of their ROW into areas that are less visible or nearer to moving traffic.

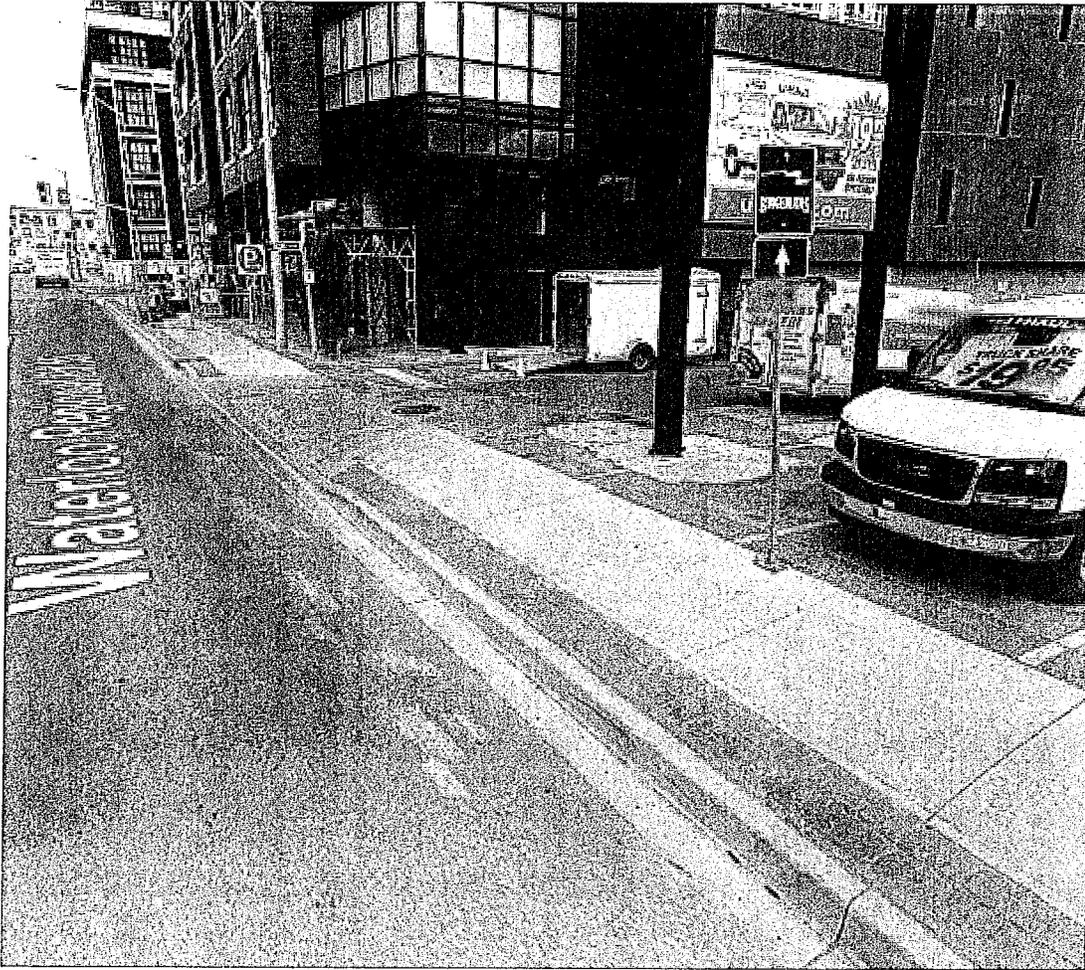
I am concerned by the safety of this intersection and the impact to the pedestrian realm by heavy car traffic into and out of building garages as this block densifies. It seems at least in part or whole this traffic would be better to filter onto Francis which is far less busy, potentially to the benefit of Victoria St. flow too.

Has the city and region considered:

- Making this one-way towards Francis to reduce entries onto Victoria St.
- Adding mid-road barriers/furniture to calm traffic and limit enter/exit to Northbound on Victoria.
- Or closing the Victoria access altogether?

Thanks,

Zac Young



Craig Dumart

From: J Brook
Sent: Friday, December 10, 2021 1:25 PM
To: Craig Dumart; Debbie Chapman
Subject: [EXTERNAL] 30 Francis

Dear Ms.Chapman and Mr. Dumart,

I will not be able to attend the information meeting next Tuesday, so I wanted to send a letter to express my discontent with the proposal at 30 Francis.

I have two main criticisms, this building as it is propose does not allow for diverse households to take up residence, and that we need a lot of amenities if we are to intensify the density of downtown to the extent that is proposed by developments like these.

Small units do not allow for diverse households

These buildings are far from providing vibrant and live-able mixed housing options like some of our existing rental towers.

Consider that the financial objectives of rental towers are to maximise occupancy and mitigate turnover; they want people to stick around and consistently pay rent. These are generally well aligned with the place making objectives of a City, and so the type of building they construct is aligned with place making as well. Victoria Park towers, for example provides 1-3 bedroom units (with many 2 bedroom units), varying between 781 to 1258 square feet (Sq.Ft.). Such buildings allow residents with various family compositions to stay in the same place through various stages of life.

In contrast 30 Francis, is currently proposing that nearly 3/4 of the units be one bedroom apartments, which limits the type of household who can happily occupy the building. This building is designed to maximise profits for the developer, and it's objective is not well aligned with the objective to the greater community. In a one bedroom apartment singles cannot comfortably share their space and cost with a roommate, and one bedrooms apartments are not ideal options for families or even downsizing couples. If the goal is densification, we need to consider the quality of the units, not just the number of the units. This type of construction will not alleviate the current housing crunch we are experiencing in this City as it does not appeal to diverse households, and is not a viable alternative to detached and semi-detached homes. The single young tech workers these buildings seem to want to cater to will eventually grow up. Our new construction should be versatile so that they can adapt to changing demographics.

Although it is understood that land is at a premium in the core which leads to proposals that try to maximize the amount of units on a property's footprint. We (residents of Kitchener) will be living with these towers for a very long time, so we cannot let short term goals such as fast densification and maximizing the profitability of developers be the leading concerns in considering such developments. We need to make sure that these towers contribute positively to the livability of our City. This problem has been repeated in major cities around Canada, these towers are often partially vacant, or used as short term rental and do not contribute to the community as promised. We should learn from their mistakes and make better choices when considering new developments.

If an amendment to the floor space ratio is allowed, it should come with conditions, such as changing the composition of the units constructed, much more two bedroom units, some three bedroom units, and much less one bedroom units.

Place making along with densification

My second objection to the proposed development, and also tall towers in general, is that they change the City's demographics very quickly. Many more residents are settling in the downtown, but almost no new amenities have been added such as green spaces, trails, parks, squares, community centres, medical buildings, schools, and daycares. By concentrating so much development in one place without equal investment in amenities, we risk not building neighbourhoods, and existing amenities will be overused. This is not a version of downtown Kitchener I want to continue to live in.

Sales materials for new condos often list all the amenities that new residents can take advantage of, but these large developments should ideally be contributing to place making in our streetscapes not just taking advantage of our existing places. The Bauer Lofts are a great example of condo development including placemaking in their design. We need more thoughtful design like lower storeys of the Bauer Lofts.

Summary

In summary, in reviewing this application please consider reducing the floor space ratio (FSR) from what is proposed, insisting on a greater diversity of units if FSR is increased beyond what is allowed in the official plan, or denying amendment to the official plan if the vast majority of units will be one bedroom apartments and it is not possible increase amenities at the rate required to keep up with the rate the downtown is welcoming new residents.

Kind Regards,

Jacqueline Brook

Craig Dumart

From: Brad Noble
Sent: Tuesday, November 30, 2021 11:22 AM
To: Craig Dumart
Subject: [EXTERNAL] 30 Francis Development

Hi Craig!

Hope your day is good, I am a resident of Kitchener further down on Victoria St S, I will be able to see this building from my intersection and would consider this a part of my neighbourhood. I was reviewing the supporting documentation for the site plan approval for the 30 Francis development that is in process and wanted to give any feedback, for what its worth.

In my opinion this development is good for the City and should get approval :

- You would have a much better understanding than me of the extreme housing supply issue we have so I wont go into details!

- Currently a derelict parking lot, I don't see much more we could use this land for that makes sense (Creating housing and jobs)

- Our growing population will not be slowing down anytime soon due to our booming economy

- As for the height, the location cannot get anymore 'downtown' than this (No family homes near by) currently an under utilized surface parking lot. Thus I don't think height should be a factor. (There are taller developments in the works, and I suspect more are coming!) **I would even say the developer could add a few more floors of affordable housing**, this way still profitable for them, compromising with the City and community, and helping the dire housing supply

- From the report it looks like the traffic and shadow studies check out

- The developer is known for using subpar architecture and cheap building materials (Eg. DTK Condos which many people call an eye-sore) However, this development does have a lot more promise! (curved balcony glass, frosted glazing panels, a sleek white spandrel material list, and a well thought out podium. I think this will look much better than DTK condos/Garment St) This has to account for something as we will be looking at it for many years 😊 – I do not think the design should be revised.

Thanks for your time, have a great one!

Brad Noble |

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Craig Dumart

From: edit pesti
Sent: Thursday, June 3, 2021 3:56 PM
To: Dayna Edwards
Subject: [EXTERNAL] Re: thank you & post engagement survey

Follow Up Flag: Follow Up
Flag Status: Completed

Hi Dayna,

Thank you for your responds and the opportunity to express our concerns about DTK development at the zoom meeting last night.

It was interesting to see that most of the speakers felt uneasy about the same issues as I did. Just out of curiosity, can you please, let me know how many people/households got notified about 30 Francis St., and how far the radius of these notifications was extended?

Thank you for your time,

Edit Pesti

From: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Sent: June 3, 2021 1:53 PM
To: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Subject: thank you & post engagement survey

Good Afternoon,

I would like to extend my sincerest gratitude to you for taking the time to attend and share feedback at last night's neighbourhood meeting for the proposed development at 30 Francis Street South. It is through public input early on in the planning process that we are able to work together to achieve high quality new development here in Kitchener. As mentioned last night, I am attaching a link to a post-meeting survey for your consideration. Filling this out will help us improve upon our community sessions. [Planning - Public Engagement Survey | EngageWR](#)

This is not the last opportunity to provide feedback, and we will be in touch in the coming months with respect to future opportunities for engagement.

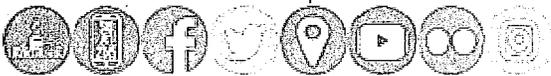
In the meantime, a copy of the presentation, the recording of the session and any additional information will be provided in the coming days at www.kitchener.ca/planningapplications

Any additional feedback or comments can be provided to myself via this email,

Let me know if you have any questions,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca



Craig Dumart

From: Dayna Edwards
Sent: Monday, June 14, 2021 11:04 AM
To: Gail Pool
Cc: Niall Lobley; Debbie Chapman
Subject: Re: [EXTERNAL] Re: Re: Re: thank you & post engagement survey

Hi Gail,

That is correct, towards the end of the planning process, an applicant can apply to turn a building into a condominium, however planning decisions cannot be made based on the tenure or proposed tenure of a building.

At this time, there currently are no mechanisms in place to ensure a percentage of affordable units. Under Section 37 of the *Planning Act*, a tool called bonusing can be used in certain geographies of the city to secure some affordable housing, however these agreements need to be put in place prior to September 2022 as the Province has recently disbanded this tool. It is anticipated that inclusionary zoning will replace this as a tool for ensuring affordable units in private developments. The definition of what is affordable and how the program will work, will have to be worked out in the future. The City is currently commencing the inclusionary zoning study and if you are interested in becoming involved, I would recommend you reach out to my colleague Tim Donegani @ tim.donegani@kitchener.ca

Many thanks,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca



From: Gail Pool
Date: Wednesday, June 9, 2021 at 2:23 PM
To: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Cc: Niall Lobley <Niall.Lobley@kitchener.ca>, Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] Re: Re: Re: thank you & post engagement survey

Hi Dayna,

Thanks for your information. I appreciate you taking the time from what must be a busy schedule.

Just to be clear, you wrote that the city cannot dictate tenure under the Planning Act. Does that mean that a building can be designed and pass approval at every level to being issued a building permit and the builder can later choose whether to have rental apartments or condos? If that is the case, how can the city address affordable housing needs? I have another question: can the city require a certain percentage of units be affordable and what would be considered affordable?

Gail

On Wed, Jun 9, 2021 at 9:40 AM Dayna Edwards <Dayna.Edwards@kitchener.ca> wrote:

Hi Gail,

To answer some of your questions, I believe the City is starting to track the number of owner occupied condos vs the number that are rented. However, under the Planning Act, we cannot dictate tenure, therefore if units are occupied by owners or rented out as an investment – this information cannot be considered in our decision.

With respect to investment condos being owned and not rented, vacant land taxes have been levied in other jurisdictions, however this is beyond the scope of this application.

The City will be actively pursuing a mixture of unit sizes as part of this development to appeal to families and to provide for a mix of people and lifestyle varieties in the downtown.

I want to thank you for your comments and feedback as part of this application and I hope that you are able to participate in the City's Places and Spaces study commencing soon,

Thanks,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca



From: Niall Lobley <Niall.Lobley@kitchener.ca>

Date: Monday, June 7, 2021 at 12:29 PM

To: 'Gail Pool' <

Cc: Dayna Edwards <Dayna.Edwards@kitchener.ca>, Debbie Chapman <Debbie.Chapman@kitchener.ca>

Subject: RE: [EXTERNAL] Re: Re: thank you & post engagement survey

Good afternoon Gail,

Thank you for this; my apologies, Places and Spaces is a Parks and Open Space strategy that will speak to park access and provision in a growing and changing City; it does not address the planning queries you raise below. This strategy will be widely promoted over coming months as we start the engagement process, but again, I should stress that this is only in respect to parks space provision. I can leave these questions for Dayna to respond to as she is able to. I remain more than happy to address and provide answers to any park related questions you may have.

Many thanks, Niall

Niall Lobley (Pronouns: him/he/his)

Director, Parks & Cemeteries | Infrastructure Services | City of Kitchener
519-741-2600 x 4518 | Cell 519-505-4958 | niall.lobley@kitchener.ca



We're here for you
24/7
Need help? Call us.

info@kitchener.ca
519-741-2345

From: Gail Pool
Sent: Monday, June 7, 2021 11:16 AM
To: Niall Lobley <Niall.Lobley@kitchener.ca>
Cc: Dayna Edwards <Dayna.Edwards@kitchener.ca>; Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] Re: Re: thank you & post engagement survey

Hi Niall,

I have questions about development in the core that I hope you are considering. As you know, the city undertook a study of how to engage the public in a more effective way. Yet I only heard about this study when the NIM was held on Francis. So will the study be inclusive of the people who now live in the city's centre? Will each development proposal consider the ultimate consumer/buyer/renter and the needs of the people who want to live in the core?

In brief, I suggest that there is a problem with the density target when it does not equally consider the amenity issue and housing issues for all levels of income. So, should the city support high rise density when the units are, as in the Francis case, 3/4 one bedroom units of about 650 square feet? Yes, we may be getting high tech immigrants who want to live in the core, but will amenities and entertainment venues make it an attractive place? What is available now in downtown Kitchener? The overall plan needs to be re-examined. The city's Places and Spaces cannot come too soon because planners need to field applications as they are proposed.

So I have several questions:

1. The Covid effect has shown that as people work from home, they now realize that there is not enough space in their one bedroom condos. The amenities and desire to avoid commuting that drew people to the centre are no longer a factor, so they move to the exurbs to have a bigger space. The attached article explains some of this effect.
2. Will condos be only an investment? What about a non-resident tax? Is the amount of non-resident ownership being studied?
3. Will we have dark towers with nobody resident?
4. Will low income residents be displaced?
5. There is a lack of variety in development proposals with almost no 2 or 3 bedroom condo units that might house a family. This leads to a uniformity in income with little lifestyle variety.

So, which of these concerns are being addressed/studied?

Gail

On Mon, Jun 7, 2021 at 9:41 AM Niall Lobley <Niall.Lobley@kitchener.ca> wrote:

Good morning Gail, Cllr Chapman,

I would be happy to talk to you about Places and Spaces, timelines and the opportunities for public engagement – which will be a key element of this.

Many thanks, Niall

Niall Lobley (Pronouns: him/he/his)

Director, Parks & Cemeteries | Infrastructure Services | City of Kitchener
519-741-2600 x 4518 | Cell 519-505-4958 | niall.lobley@kitchener.ca



From: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Sent: Monday, June 7, 2021 9:32 AM
To: Gail Pool
Cc: Debbie Chapman <Debbie.Chapman@kitchener.ca>; Niall Lobley <Niall.Lobley@kitchener.ca>
Subject: Re: [EXTERNAL] Re: thank you & post engagement survey

Hi Gail,

Thank you for your email and your participation in the meeting last week. The Places and Spaces Study will be an internal study completed by City staff and there will be opportunities for engagement throughout the process. Look for this commencing later this year. I will be sure to forward your comments and interest to the Parks team running this project.

With respect to 30 Francis, I appreciate you taking the time to share your experience with me. I will be reviewing your comments and feedback, in conjunction with others received, and studies provided in support of this development, when providing a planning position to Council. Your comments (without your name or address or anything that identifies you personally) will be included in the City's record and will be provided to Planning Committee and Council with staff's recommendation on this development.

Please don't hesitate to reach out if you have any further questions/comments,

Many thanks,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca



From: Gail Pool

Date: Friday, June 4, 2021 at 8:16 AM

To: Dayna Edwards <Dayna.Edwards@kitchener.ca>

Cc: Debbie Chapman <Debbie.Chapman@kitchener.ca>

Subject: [EXTERNAL] Re: thank you & post engagement survey

Hi Dayna,

I would certainly be interested in the Spaces and Places study you mentioned. Is this an internal study or will there be an opportunity to have a community forum or charrette? There is a lot of concern about the public realm, as the chat and questions showed. You may not have time to read community responses, but Facebook posts also show a lot of dismay at the proposed development.

In short, there is a lot of hesitation to have such a large tower on such a small space.... unless the city commits to balancing density with additional open spaces. In other words, approval might be forthcoming but only if there is balance. Density drives planning but we need to plan for amenity proximity.

I am more in favour of the type of development at Station Park, where limited open space is included in the proposal. Also, the Station Park proposal is a mixed development with commercial space, even a grocery if the developers can convince a chain to go there.

The Francis street developer talks about amenities on site for residents, but these are a place on the podium, bike racks, etc. People do not remain in their apartments, so there needs to be a balance there as well. We need to design our city centre so that residents can get what they need (food, medicine) within a 15 minute walk. People who live in high rises need such services and they do not appear on their own without planning for them. The developer also mentions how the proposed high rise is close to Victoria Park. That is fine, but developments elsewhere in the downtown are also within a short walk of the park, which is already crowded. Covid has exacerbated the crowding, but then we may have more pandemics in the future. Plan for them and increase public spaces.

As a delegation to one meeting put it, we are responding to proposals as we must; however, what we need is for planners to offer proposals and see who can come up with the best plan. I realize that such planning is difficult, but it is being done in other places as I have discovered at C40 and 80 Cities, to cite only two examples.

Gail

On Thu, Jun 3, 2021 at 1:54 PM Dayna Edwards <Dayna.Edwards@kitchener.ca> wrote:

Good Afternoon,

I would like to extend my sincerest gratitude to you for taking the time to attend and share feedback at last night's neighbourhood meeting for the proposed development at 30 Francis Street South. It is through public input early on in the planning process that we are able to work together to achieve high quality new development here in Kitchener.

As mentioned last night, I am attaching a link to a post-meeting survey for your consideration. Filling this out will help us improve upon our community sessions. [Planning - Public Engagement Survey | EngageWR](#)

This is not the last opportunity to provide feedback, and we will be in touch in the coming months with respect to future opportunities for engagement.

In the meantime, a copy of the presentation, the recording of the session and any additional information will be provided in the coming days at www.kitchener.ca/planningapplications

Any additional feedback or comments can be provided to myself via this email,

Let me know if you have any questions,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca



Craig Dumart

From: Gail Pool < >
Sent: Friday, April 23, 2021 11:48 AM
To: Dayna Edwards
Subject: [EXTERNAL] 30 Francis St South OPA21/001/F/DE

Hi Dayna,

I would like to be kept informed about this development... Can you tell me what is being requested for the setbacks and density requirements? Can anybody view the details about this proposal before the meeting?

Secondly, is an HIA required since the Lang Tannery is on the non-designated registry?

Thanks, Gail


(Mr) Gail Pool

Kitchener, ON N2G 1Z5



From: J Brook
Sent: Wednesday, May 5, 2021 3:49 PM
To: Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] 30 Francis S & 20 Queen Street

Dear Ms. Chapman,

I received your newsletter yesterday and was heartened to hear about neighbourhood and pilots projects in our ward that make our ward so livable and vibrant.

I am contacting you regarding two new proposed developments in the downtown core, 30 Francis S & 20 Queen Street. These are proposed to be 44 and 34 storeys tall respectively.

When my spouse and I decided to settle in downtown Kitchener in 2009 we were attracted to the community spirit in the core, the incremental and thoughtful revitalization that was occurring such as the resurfacing of the King St in the downtown, development of old industrial buildings like the Kaufman lofts, the Tannery, the Arrow Lofts, 72 Victoria St S, and affordable but livable housing options like the Bread and Roses Cooperative housing and made for rental towers with large floor plans like the Iron Horse towers and Victoria Park Towers.

In the time we've been here, the revitalization has continued with investments in transportation (e.g. downtown cycling network, ION, transportation hub), and investment in the community (e.g. new central public library building, public washrooms in Victoria Park, and a commitment to updating and maintaining neighbourhood parks).

We are proud to live in Kitchener, a City that seems committed to do things differently than other growing communities in southern Ontario. In the last couple years though, there has been a worrying trend of allowing very large glass condo towers consisting of predominantly small one bedroom apartments to be built in our core. Every new proposed tower seems to be asking to be built taller with smaller units. We now have an inconsistent and unpleasing juxtaposition of 2-4 storey buildings standing beside the 18-20 storey glass towers. These buildings are being built in the name of densification of the urban core, but I contend that they do not do so in a desirable way and they are changing our city's skyline permanently.

Unaesthetic Cityscape

I expect that it is the rare person who drives through downtown Mississauga or the westside of Toronto along the Gardner and Lakeshore and thinks "*What a great place, I wished I lived here!*". Although there are beautiful examples of apartment towers in built up cities across the world, the best we seem to be able to hope for in Southern Ontario is "not that ugly".

While towers will reasonably be part of the cityscape in Kitchener, we need to consider how high is too high. For example 20 Francis St S, at 44 storeys high would be more than double the height of One Victoria next door (18 storeys high), which is already very high compared to its neighbouring properties (the pharmacy building and Kofman lofts). Similarly, 20 Queen Street, proposes capping an existing low rise building with a tower 30 storeys above all the low rise mixed-use buildings surrounding it on Queen Street.

Small units do not allow for diverse households

Other than being inconsistent and non complementary to our existing cityscape, these buildings are far from providing vibrant and live-able mixed housing options like some of our existing rental towers.

Consider that the financial objectives of rental towers are to maximize occupancy and mitigate turnover; they want people to stick around and consistently pay rent. These are generally well aligned with the place making objectives of a City, and so the type of building they construct is aligned with place making as well. Victoria Park towers, for example provides 1-3 bedroom units (with many 2 bedroom units), varying between 781 to 1258 square feet (Sq.Ft.). Such buildings allow residents with various family compositions to stay in the same place through various stages of life.

In contrast 20 Francis, is currently proposing that nearly 3/4 of the units be one bedroom apartments, which limits to the type of household who can happily occupy the building. This building is designed to maximize profits for the developer, and it's objective is not well aligned with the objective to the greater community. In a one bedroom apartment singles cannot comfortably share their space and cost with a roommate, and one bedrooms apartments are not ideal options for families or even downsizing couples. If the goal is densification, we need to consider the quality of the units not just the number of the units. This type of construction will not alleviate the current housing crunch we are experiencing in this City as it does not appeal to diverse households, and is not a viable alternative to detached and semi-detached homes.

Although it is understood that land is at a premium in the core which leads to proposals that try to maximize the amount of units on a property's footprint. We (residents of Kitchener) will be living with these towers for a very long time, so we cannot let short term goals such as fast densification and maximizing the profitability of developers be the leading concerns in considering such developments. We need to make sure that these towers contribute positively to the livability of our City. This problem has been repeated in major cities around Canada, these towers are often partially vacant, or used as short term rental and do not contribute to the community as promised. We should learn from their mistakes and make better choices when considering new development, especially since the City is effectively subsidizing some of these developments by waiving development fees. If the City is subsidizing these developments it should have real demands of the developers of the type of buildings it wants to have built.

Throwaway buildings

Another concern with these towers is that they are proposing to use glass wall construction, which provides a sexy exterior, great views and is cheap to build, but has a high cost for the owners as it has a short life cycle and is not energy efficient. Consider that condo towers are often built with glass walls (cheap with a short life cycle), but rental towers are mostly built with masonry walls and conventional windows (more expensive but a long life cycle). In summary when a developer is committed to a building long term as a rental property they don't choose glass walls, and when they aren't committed to a building longterm unsuspecting owners that get stuck footing the bill for this cheap design in perpetuity. We should not be allowing this kind of unsustainable construction in our community! Here is a cbc article on the subject: <https://www.cbc.ca/news/canada/toronto/throw-away-buildings-toronto-s-glass-condos-1.1073319>

Place making along with densification

My last objections to the towers being proposed, and also tall towers in general, is that they change the City's demographics very quickly. At this rate it is changing faster than the City is building new amenities for the new residents such as green spaces, trails, parks, squares, schools, and daycares. By concentrating so much development in one place without equal investment in amenities, we risk not building neighbourhoods, we will have the overuse of existing amenities, and in this case we also risk creating sleeper towers for people working in the GTA. This is not the Kitchener my spouse and I were drawn to.

Sales materials for new condos often list all the amenities that new residents can take advantage of, but these large developments should ideally be contributing to place making in our street scapes not just taking advantage of our existing places. The Bauer Lofts are a great example of condo development including placemaking in their design. We need more thoughtful design like the Bauer Lofts integrated in its lower storeys.

Conclusions/or Request

- Just because some less than ideal towers have been constructed or broken ground does not mean that we should continue to allow this type of construction to proceed throughout the City with each getting bigger and less livable than the last. We especially should not be subsidizing these developments by waiving development fees. If our City is to subsidize construction of towers, it should be to encourage larger 2-3 bedroom affordable apartments not luxury 1 bedroom apartments.
- The proposed heights of 30 Francis S & 20 Queen Street are too high. 30 Francis should be capped to the height of the neighbouring property at Victoria One (18 storeys) maximum. At 20 Queen Street, 34 storeys will look incredibly out of place and is a ridiculous proposition. To be in keeping with the aesthetic nearby a 5-8 storeys seems much more reasonable.
- If the City is wants to encourage densification, it also needs to create more common space in the form of parks, small green spaces, squares, trails, and it also needs to encourage more amenities to be established in the core like grocery stores, health services, merchants, and day cares.
- We should try to achieve more densification through changes to zoning, such as the CRoZBY initiative, allowing and encouraging more small apartment buildings, duplexes and triplexes to be built in existing neighbourhoods, and encourage mid rise building instead of single family dwellings in new developments.
- If we subsidize large developers could we not subsidize small scale developers like people who might split their lot to make infills?

Yours truly,

Jacqueline

Craig Dumart

From:
Sent: Wednesday, June 2, 2021 10:35 AM
To: Dayna Edwards
Subject: [EXTERNAL] public meeting tonight

Good morning. My husband and I would like to watch this meeting. We are very interested in this issue as we live on Michael Street. We have been living in a construction zone for several years. We also don't want Kitchener to keep on the path that Waterloo has taken with its large number of highrises. We are aware of the fact that one of the condos on Victoria Street (across from Oak Street) was 75% to 80% sold to investors - not people who actually live there.

Please send us the link to the meeting tonight.

Thanks

Jane Harding and Michael Canivet

Craig Dumart

From: Jeffrey Bennett
Sent: Thursday, June 10, 2021 3:13 PM
To: Dayna Edwards
Cc: Debbie Chapman
Subject: [EXTERNAL] RE: RE: 30 Francis Street South at Charles

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Good afternoon, Dayna.

Thank you for sending me the three documents that I had requested in my June 2, 2021 email (below).

I have just now checked the City's web pages for the Supporting Documents (for both OPA and ZBA applications) and note that none of these three documents have been posted there yet.

While I appreciated receiving the documents directly, my expectation was that these three documents would soon also be posted on the City's website so that they form part of the public record for these applications and, thus, would be available for other interested parties to see.

Please advise when these documents will be posted on the Supporting Documents web page.

At this time, I have two additional document requests:

- Record of Pre-Submission Consultation Meeting (held August 11, 2020);
 - o Both the OPA and ZBA Applications indicate this document was included as part of the applications package, but I did not notice the Record on either of the Supporting Documents web pages.
- Phase One ESA report.
 - o Perhaps the Record of Pre-Submission Consultation Meeting will speak to this matter, but given that the location of the 30 Francis St S property is relatively close to areas where there have been environmental remediation efforts (i.e. removal of coal tar) and other warehouse/manufacturing operations that I suspect would have been sources of ground pollution (e.g. tanneries, gas station, etc.), I would have expected a Phase One ESA to have been prepared for this site.

Thanks for your assistance.

Jeffrey Bennett

From: Dayna Edwards [mailto:Dayna.Edwards@kitchener.ca]
Sent: Thursday, June 03, 2021 11:51
To: 'Jeffrey Bennett'
Cc: Debbie Chapman
Subject: RE: RE: 30 Francis Street South at Charles

Hi Jeffrey,

My apologies, the items you requested were not posted online. I have attached them for your review. The remaining items as part of the submission have been posted at www.kitchener.ca/planningapplications

Let me know if you have any additional questions,

Dayna Edwards, M.PL, MCIP, RPP

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca

From: Jeffrey Bennett
Sent: Wednesday, June 2, 2021 12:55 PM
To: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Cc: Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] RE: 30 Francis Street South at Charles

Dayna, I followed that link and was unable to identify those documents - either on the page that appeared or in the Supporting Documents page that was accessible through the first page.

Please advise how I can find these documents.

Please call, if that would be most effective in answering this matter.

Thank you.

Jeffrey Bennett

From: Dayna Edwards [<mailto:Dayna.Edwards@kitchener.ca>]
Sent: Wednesday, June 02, 2021 12:20
To: Jeffrey Bennett
Cc: Debbie Chapman
Subject: Re: 30 Francis Street South at Charles

Hi Jeffrey,

They should all be posted here www.kitchener.ca/planningapplications.

Happy to hear you are able to attend tonight's meeting,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca



From: Jeffrey Bennett <jeffrey.bennett@summit2.ca>
Date: Wednesday, June 2, 2021 at 12:16 PM
To: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Cc: Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] 30 Francis Street South at Charles

Hello, Dayna.

I have received a link, from Tara, for this evening's meeting. Thank you.

Please provide a link to a page on the City's website where I can retrieve the following documents:

- Official Plan Amendment Application
- Zoning By-law Amendment Application
- Cover letter from GSP Group that was provided when the OPA & ZBA Applications, and other supporting documents, were presented to the Planning Division.

I was unable to find these items on the "Supporting Documents" page for this proposal.

Thank you.

Jeffrey Bennett

From: Jeffrey Bennett

Sent: Wednesday, June 02, 2021 10:50

To: 'Dayna.Edwards@kitchener.ca'

Subject: Please forward link for Zoom information meeting tonight regarding proposed development at Francis and Charles.

Please forward link for Zoom information meeting tonight regarding proposed development at Francis and Charles.

Thank you.

Jeffrey Bennett

Craig Dumart

From: Jeremy Chamilliard
Sent: Thursday, June 3, 2021 6:02 PM
To: Dayna Edwards
Subject: [EXTERNAL] Re: thank you & post engagement survey

Follow Up Flag: Follow Up
Flag Status: Completed

Hi Dayna,

Thank you for organizing the neighbourhood meeting last night. I thought it was excellent and Richard did a great job moderating and keeping it on schedule.

To make the next one even better, I thought that the purpose and scope of the meeting might have been clarified so we didn't spend so much time debating city and region policies that were not specific to 30 Francis.

My personal interests are for more discussion of the impacts to 1 Victoria in subsequent meetings about the project.

Hope that helps!

--
Regards,
Jeremy

On Thu, Jun 3, 2021 at 1:54 PM Dayna Edwards <Dayna.Edwards@kitchener.ca> wrote:

Good Afternoon,

I would like to extend my sincerest gratitude to you for taking the time to attend and share feedback at last night's neighbourhood meeting for the proposed development at 30 Francis Street South. It is through public input early on in the planning process that we are able to work together to achieve high quality new development here in Kitchener.

As mentioned last night, I am attaching a link to a post-meeting survey for your consideration. Filling this out will help us improve upon our community sessions. [Planning - Public Engagement Survey | EngageWR](#)

This is not the last opportunity to provide feedback, and we will be in touch in the coming months with respect to future opportunities for engagement.

In the meantime, a copy of the presentation, the recording of the session and any additional information will be provided in the coming days at www.kitchener.ca/planningapplications

Any additional feedback or comments can be provided to myself via this email,

Let me know if you have any questions,

Dayna Edwards

Craig Dumart

From: John MacDonald
Sent: Monday, May 31, 2021 2:37 PM
To: Dayna Edwards
Cc: Tara Zhang
Subject: [EXTERNAL] Re: 30 Francis Street South IN8 Developments 44-storey Proposal - June 2nd neighbourhood meeting

Thanks Dayna

You are ahead of us, and that's great.

John

On May 31, 2021, at 10:08 AM, Dayna Edwards <Dayna.Edwards@kitchener.ca> wrote:

Hi John,

Thank you in advance for attending Wednesday's meeting and for your comments and feedback. The circulation was indeed expanded (somewhat) on this application, how the City is looking at process improvements that would increase the circulation on these files. I would agree with you, that this is not a statutory public meeting and therefore the circulation should be 'above and beyond' what is required in the Planning Act. This is a work in progress and I'm optimistic we will see positive change in this regard in the future.

The local neighbourhood association was circulated on this application,

Looking forward to Wednesday night's meeting,

Thanks,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca

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<image006.png> <image007.png> <image008.png>

From: John MacDonald

Date: Friday, May 28, 2021 at 7:32 AM

To: Tara Zhang <Tara.Zhang@kitchener.ca>

Cc: Dayna Edwards <Dayna.Edwards@kitchener.ca>

Subject: [EXTERNAL] 30 Francis Street South IN8 Developments 44-storey Proposal - June 2nd neighbourhood meeting

Tara,

Please register me for the upcoming June 2nd 7 pm online neighbourhood meeting regarding this project.

John MacDonald

John MacDonald

john@kitchener.ca

As I live exactly two blocks from this project but haven't received any notice of the meeting, I'd ask that the City please ensure that notice is distributed beyond the owners of the parking lots and a strict Planning Act radius. As the meeting is not "necessary" under the Planning Act (as I understand) then the notification also need not be strictly according to a radius.

Such a development affects neighbourhoods both in and surrounding the downtown, for the pressure it will put on scant public amenities in the Downtown and surrounding neighbourhoods. Can the DTK neighbourhood representatives please be notified, as well as all Neighbourhood Associations surrounding the Downtown?

Thanks kindly

Craig Dumart

From: Dayna Edwards
Sent: Wednesday, June 9, 2021 10:38 AM
To: john Stannard
Subject: Re: [EXTERNAL] Re: thank you & post engagement survey

Good Morning John,

I appreciate you taking the time to attend the virtual public meeting and to share your experience with me. I will be reviewing your comments and feedback, in conjunction with others received, and studies provided in support of this development, when providing a planning position to Council. Your comments (without your name or address or anything that identifies you personally) will be included in the City's record and will be provided to Planning Committee and Council with staff's recommendation on this development.

The wind study, in addition to all of the other studies have been posted online at www.kitchener.ca/planningapplications. The 2023 construction commencement date is a target at the moment. The project is in the early stages of the planning process and approvals by the City/Region have not been granted.

Sincerely,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca



From: john Stannard
Date: Monday, June 7, 2021 at 8:20 AM
To: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Subject: [EXTERNAL] Re: thank you & post engagement survey

Dear Ms. Edwards,

Thank you for the virtual meeting this week and the opportunity to provide feedback on the proposed development. Our concerns are somewhat different than those expressed at the meeting and are largely concerning the real world impacts of being a very close neighbour across Hall's Lane at 417 King St. West. In general we are in favour of the development and were impressed by some of the design features shown in the presentation. The proposed interior pick up and drop off area at ground level will alleviate issues on Hall's Lane to some extent and appears to be a new innovation in Waterloo Region. Our major concerns are listed below and are a result of experience with our close proximity to Victoria 1.

1) Our building is completely dependent on Hall's Lane and any impediment to access will be difficult for the 5 downtown businesses in the building which employ 30 people and have a constant flow of customers and clients.

2) Related to this the proposed development has a "Zero Lot Line " footprint, this poses huge problems during construction. Where are the cranes and other equipment going to be positioned, where is access for supplies, concrete trucks etc.

3) During construction of Victoria 1 our parking lot was showered with debris and on 1 occasion a piece of steel pipe was dropped from 11 stories up and went right through the hood of a car belonging to an employee of the Ziggy's Store. If it had hit her it would have been fatal. There are technologies in use in Toronto where a shroud is placed around the building as it goes up. This would avoid a potential disaster and a lot of blowing garbage in the downtown.

4) One continuing impact of the building is access for the lifetime of the building for trades and service people who are engaged either in maintenance activities, deliveries or upgrades. Many of their vehicles are too high to go inside or fit under the overhangs. The result is that they park illegally in our lot and displace people who need to be there, or block Hall's Lane. Over the years this has led to a great deal of friction and unpleasant exchanges with trades people who just want to get their job done. Attention to the detail, particularly height clearance of the ground floor could avoid most of this and reduce the number of calls to Bylaw.

5) There will be some impact of wind at ground level. The Victoria 1 tower has resulted in a huge increase in wind speed in the area of our building. We have had to replace, repair or upgrade the doors on the back of the building several times and customers have had doors pulled out of their hands, very alarming. The presentation referred to a study by RWDI, is that available for review?

6) In the discussion period a start date of 2023 was mentioned. Is there a schedule for the construction? We realise we are at an early stage and things will change as the process evolves.

Thank you again for involving us in the process and we look forward to some feedback on our concerns.

Best Regards

John Stannard and Margaret Pachnik

On Thursday, June 3, 2021, 01:54:12 p.m. EDT, Dayna Edwards <dayna.edwards@kitchener.ca> wrote:

Good Afternoon,

I would like to extend my sincerest gratitude to you for taking the time to attend and share feedback at last night's neighbourhood meeting for the proposed development at 30 Francis Street South. It is through public input early on in the planning process that we are able to work together to achieve high quality new development here in Kitchener.

As mentioned last night, I am attaching a link to a post-meeting survey for your consideration. Filling this out will help us improve upon our community sessions. [Planning - Public Engagement Survey | EngageWR](#)

This is not the last opportunity to provide feedback, and we will be in touch in the coming months with respect to future opportunities for engagement.

Craig Dumart

From: KATHY STORRING 1>
Sent: Monday, June 7, 2021 3:23 PM
To: Dayna Edwards
Cc: Debbie Chapman
Subject: [EXTERNAL] Francis Street condos

Good afternoon Dayna:

Thank you for hosting the recent public meeting on the Francis Street condos and for accepting feedback.

First, I wish to echo some of the overall concerns brought up by meeting participants, mainly:

- Victoria Park really is getting close to exhaustion, even off-season. As well, at many times of the day, Jubilee Drive is a busy thruway rather than a cruise through a beautiful park. The Francis Street development – plus Charlie West – will push the park to the brink.
- Affordable housing has become a huge issue downtown. Family-sized housing is yet another matter. Our condo frenzy is a missed opportunity to address that. (At the very least, why can't the ever-present promise of main floor commercial space be housing units?) We keep hearing about how condos are going to create a vibrant DTK – let's make sure the "ordinary people" who work in restaurants, retail, charities or support jobs are still welcome.
- Is 44 storeys too high? Of course, it is and the city's FSR proves it. Surely, the last thing the city needs is a "my condo is bigger than your condo..." competition.

Overall:

I can't help but wonder why city planners and council are still catering to developers as if we are desperate for their business.

In the beginning that was true, and the City rightly waived fees to attract new growth. But now the tables have turned as demonstrated by the runaway push for development. The City should realize that and take back control:

- The official plan – presumably created in good faith to balance the mantra of "density" with a DTK vision we can be proud of – should be an ..."official plan," not the lowest rung in the negotiations with developers. It was clear at the meeting that the Francis Street developer has nothing but contempt for the rules set out in the official plan. His explanation was that the other guys have broken the rules big time, so he should be able to do that too. Wow.
- And IF a developer has a solid reason for breaking the official plan, why are the penalties not clear cut? (And yes, they should be framed up as penalties, not bonusing.) The Francis consultant fed the public a message about a commitment to affordable housing, but would not be pinned down – this from a developer who could describe the building inch-by-inch. This should not be a matter of future negotiation – or worse still, platitudes. If the tradeoff for this development is affordable housing, THE CITY should be telling HIM what that means.

The development frenzy is changing our streetscape rapidly and forever. Residents need to know that the City is in control and has a clear vision of where we are heading.

Kathy Storring

Craig Dumart

From: Kyla Abbott
Sent: Wednesday, April 28, 2021 1:05 PM
To: Dayna Edwards
Subject: [EXTERNAL] OPA21/001/F/DE amendment application ZBA21/002/F/DE

Follow Up Flag: Follow Up
Flag Status: Flagged

Hello Dayna,
we are all for new develops in the downtown Kitchener core.
The only concern is the proposed height. 44 stories is much too high.
I think 24 stories is much more reasonable.
1 Victoria St. S is around 20 stories
100 Victoria St. S is around 20 stories
Going up to 44 stories all in the same area - in a downtown core that doesnt have such high rises.would be very out of place.
It will also have a great impact on the area given the much larger number of units proposed.

Thank you for asking for feedback

Kyla



Craig Dumart

From: Michael Brisson
Sent: Thursday, May 6, 2021 7:01 PM
To: Dayna Edwards
Subject: [EXTERNAL] Fwd: Charles & Francis

Follow Up Flag: Follow Up
Flag Status: Flagged

Hi Dana,

High water table towers were underway in Calgary in the late '60s
Ask the architects & developer to call
Jeremy Sturgess in Calgary. I am sure somebody has built a parking podium wrapped with units there - it is 2021 !
Jeremy will be able to direct you.

Say hi to Jeremy - he is a smart & helpful guy .

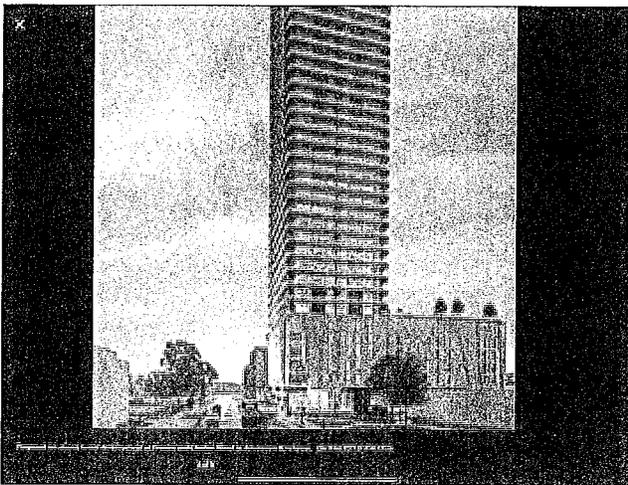
Cheers

Michael

Sent from my iPhone

Begin forwarded message:

From: Michael Brisson n>
Date: May 5, 2021 at 12:43:53 PM EDT
To: Debbie Chapman <Debbie.Chapman@kitchener.ca>, Debbie Chapman
<Debbie.Chapman@kitchener.ca>
Subject: Charles & Francis



Hi Debbie,

This is the worst developer in the region . The differences between the images shown for approval & the final results on their Waterloo Northdale & their DTK tower on the former church site on Frederick are

astounding.

The issue here is not height - it is butt ugliness of the parking podium (see the garage facade opposite the court house square) & most importantly no eyes on the street in the first six stories. A wrap of very shallow units around the parking in the first six stories with balconies is needed. If it makes the parking have to be more stories that does not matter - inhabited spaces in the lower stories are critical. The developer is right - the tower height will not be noticed . The blank uninhabited poorly designed disgusting parking box at the bottom ****will**** be - and no eyes on the street will build an unsafe streetscape. Offer whatever height they want ****only**** if they wrap the parking base with shallow units with balconies.

Cheers

Michael

Sent from my iPhone

Craig Dumart

From: Tara Zhang
Sent: Wednesday, June 2, 2021 6:13 PM
To: Dayna Edwards
Subject: FW: [EXTERNAL] Re: Re: Today: 30 Francis St. South - Neighbourhood Information Meeting on Zoom

Follow Up Flag: Follow Up
Flag Status: Flagged

Hi Dayna,

Please see below.

Tara

From: MARY PAPPERT
Sent: Wednesday, June 2, 2021 5:56 PM
To: Tara Zhang <Tara.Zhang@kitchener.ca>
Subject: [EXTERNAL] Re: Re: Today: 30 Francis St. South - Neighbourhood Information Meeting on Zoom

Hello Tara,

I'm very disappointed that this meeting will not include comments from those who attend. I have attended many "information meetings" over the years and even with person attendance I find them very unsatisfactory. I think I'll give this Zoom meeting a "pass", but I've written some of my thoughts below for you to pass on to Dayna Edwards as you suggested.

I believe it is not enough to inform the public. This discussion should include more than building heights, number of units and the floor space ratio regarding the measurement of the building's total floor area in relation to the land it sits on.

No one is discussing the Human Element: There will be hundreds of people living in very close quarters, without green space, trees, sufficient parking for visiting family and friends, narrow streets and increased traffic from these hundreds of residents. No one considers the fact that builders build these towers, sell off the units and leave town. They leave hundreds of unit owners who must create a Condo Management Board of owners, have annual meetings, prepare annual financial reports, finance any maintenance or improvements to the common areas of the building - and ultimately require owners to pay special fees for exceptionally expensive repairs. The effects Covid-19 have proved how valuable the human element is to maintaining a good quality of life.

No one appears to consider that within a few years the Senior Population in our community is predicted to reach approximately 25% . How can Seniors navigate these buildings when the elevators are out? I know that Condo's are advertised as ideal housing for young IT employees, but young people are known for producing families! Is there any consideration for this human element?

No one is discussing City Services: Sewer systems, water pressure, Electrical capacity, Emergency access for ambulance and fire personnel to navigate the streets and the building itself. Council does not seem to be

concerned that all the streets surrounding the multitude of high rise buildings being build in Kitchener downtown, are so narrow that emergency access could be virtually impossible.

No one is discussing Basic Construction and Maintenance of these extremely high buildings: Are there enough qualified electrical, plumbing and elevator service people to service and maintain all the high condominiums being built in such close proximity in downtown Kitchener. I live in a 19 floor condominium and when the elevator is out of service, the water or power is turned off for maintenance, or some tenant's careless leaking of water, it effects hundreds of people - and this is just a 19 floor condo! Seniors are trapped in their units!

Last but not least: The whole complexion of our city Kitchener has drastically changed in the 91 years I have lived here. I know the city needs sufficient tax base to function, and I understand that we must intensify and infill to prevent the encroachment on our precious farm land surrounding our communities; but we must proceed considering the effects that this intensification will have on our population who have lived here and paid their taxes for many years, value their homes and do their best to keep our city an excellent place to live. Their concerns are valid and must be considered.

Many years ago we demolished the Kitchener City Hall which now would be revered a Heritage Building. It was a beautifully built structure where I walked many, many times and we no longer can enjoy. Lets not replace it with ugly, towers surrounded by a concrete jungle.

Please pass these comments on to Dayna Edwards, Planning Division City of Kitchener. I look forward to her reply and comments. I am available to talk to her by telephone if she is available.

Thank you

Wednesday, June 2, 2021, 2:38:28 p.m. EDT, Tara Zhang <tara.zhang@kitchener.ca> wrote:

Hi Mary,

I believe this meeting is more of an information meeting and you can ask the questions at the end of the session. I will be in a meeting at 6:45pm but I will check emails if you have questions regarding Zoom. If you have questions about the development proposal, it would be best to contact Dayna.

Tara

From: MARY PAPPERT <mary.pappert@kitchener.ca>
Sent: Wednesday, June 2, 2021, 1:05 PM
To: Tara Zhang <Tara.Zhang@kitchener.ca>
Subject: [EXTERNAL] Re: Today: 30 Francis St. South - Neighbourhood Information Meeting on Zoom

Hello Tara,

Thank you for your reply and confirmation.

I probably will have difficulty participating in the discussion. I have never participated in Zoom meetings before, but I have so many concerns with regard to the height and intensification going on in the Kitchener downtown that I would like to introduce these topics into the discussion.

I may contact you just before the 6:45 pm time you suggested if I have any difficulties.

Thank you,

Mary Pappert

On Wednesday, June 2, 2021, 12:20:11 p.m. EDT, Tara Zhang <tara.zhang@kitchener.ca> wrote:

From: Tara Zhang

Sent: Wednesday, June 2, 2021 9:12 AM

To: Tara Zhang <Tara.Zhang@kitchener.ca>

Cc: Dayna Edwards <Dayna.Edwards@kitchener.ca>

Subject: Today: 30 Francis St. South - Neighbourhood Information Meeting on Zoom

Good Morning,

Thank you for registering to our virtual Neighbourhood Information Meeting today at **7:00 pm Wednesday, June 2nd, 2021.**

Please see the link below to access the meeting. It is recommended to join at 6:55pm to avoid any technical difficulties.

Zoom link: <https://kitchener-ca.zoom.us/j/85022645682>

Should you have any questions or difficulty joining in the virtual meeting, please email me at tara.zhang@kitchener.ca

Best, Tara Zhang

Technical Assistant | Planning Division | City of Kitchener
519-741-2200 ext. 7760 | TTY 1-866-969-9994 | tara.zhang@kitchener.ca



Craig Dumart

From: Matthew Kesselring a>
Sent: Wednesday, June 2, 2021 11:02 AM
To: Dayna Edwards
Subject: [EXTERNAL] Proposal for 44 Story Tower at Francis and Charles

Follow Up Flag: Follow Up
Flag Status: Completed

Good morning Dayna,

I am emailing you not to RSVP to the meeting today at 7pm, but rather to voice my concern about why this meeting wasn't made easier to attend.

After looking for some more articles or press release about the public meeting, the only place I found out about it was on Reddit when someone posted an article published TODAY from The Record.

My concerns are:

1. This announcement is behind a paywall making it near impossible for anyone without a paid subscription to The Record to know about.
2. The press release is on the same day that the meeting is being held and you must reserve your spot by Noon.

To me, this whole thing feels like a way to prevent anyone from voicing their concerns about the development. It feels sneaky and I am very disappointed with the lack of transparency about these sort of things.

There is an obvious issue with affordable housing and the city keeps prioritizing their economic growth agenda over the livability of its people.

I have lived in KW my whole life, and It's sad to see the region make slimy moves and show a complete lack of care for anything but economic growth.

Burying public meetings in this manner is very suspect and it's very disappointing to know such tactics are being used in a place like Canada.

I fail to see how building massive high-rises that will cost way more than they're worth will in any way benefit the community. We need affordable housing, not cheaply made condos that investors will eat up and pass the cost onto people who struggle to afford anything but cost of shelter.

I'd appreciate you putting me in contact with someone so I can voice these concerns.

Matthew Kesselring

Craig Dumart

From: Michael Brisson
Sent: Thursday, June 3, 2021 2:16 PM
To: Dayna Edwards
Subject: [EXTERNAL] Re: 30 Francis

Hi Dayna,

Great - perhaps something like "5 times the FSR increases the need for an active base by a factor of 5" - math is so handy sometimes ;) !

Have a good weekend.

Michael

Sent from my iPhone

On Jun 3, 2021, at 2:05 PM, Dayna Edwards <Dayna.Edwards@kitchener.ca> wrote:

Hi Michael,
Thanks.

The zoning is Warehouse District --D-6 (and hasn't been updated since the OP was approved in 2014). The OP designation is Innovation District (the term innovation district is replacing the old term of 'warehouse district'). The lack of update on the zoning also explains the mis-match between the permitted maximum FSR of 3.0 in the OP and 2.0 in the zoning.

Good question. I will be asking the applicant to respond to these exact policies in my comments on the application. I am hoping this will assist me with negotiating a more active ground floor and building base.

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca

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From: Michael Brisson <

Date: Thursday, June 3, 2021 at 11:12 AM

To: Dayna Edwards <Dayna.Edwards@kitchener.ca>

Subject: [EXTERNAL] 30 Francis

Hi Dayna,

Thanks for last night - a lot of innovative work by you guys during Covid to hold a Zoom public meeting - it worked well !

I need to improve my understanding of the background - the zoning is Warehouse District - is that now Innovation District under a new OP ?

How do the goals set out in the attached part of a section of the OP apply to this project ?

Thanks

Michael

<image009.png>

Sent from my iPhone

Craig Dumart

From: Dayna Edwards
Sent: Wednesday, June 9, 2021 12:05 PM
To: Neal Moogk-Soulis
Cc: Debbie Chapman
Subject: Re: [EXTERNAL] Comments re 30 Francis St. South

Hi Neal,

You raised some great points. While I don't know at this time what the deepest parking structure is in the downtown, I will be reviewing these building elevations with the geotechnical report to see if space exists to move additional parking below grade. I would agree with your point, that more parking below grade, the more opportunity exists to secure an active streetscape.

In addition, I appreciate you taking the time to attend the virtual public meeting and to share your experience with me. Your feedback is thoughtful and provides me with many items to consider moving forward.

I will be reviewing your comments and feedback, in conjunction with others received, and studies provided in support of this development, when providing a planning position to Council. Your comments (without your name or address or anything that identifies you personally) will be included in the City's record and will be provided to Planning Committee and Council with staff's recommendation on this development.

I hope you are able to join us in future engagement events related to this project in the coming months,

Sincerely,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca



From: Neal Moogk-Soulis
Date: Monday, June 7, 2021 at 3:44 PM
To: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Cc: Debbie Chapman <Debbie.Chapman@kitchener.ca>
Subject: [EXTERNAL] Comments re 30 Francis St. South

Dear Ms. Edwards,

I am sending you this email as a follow-up to the public meeting which was held last week with respect to the proposed 30 Francis St. S project.

My family owns a house walking distance of the Charles and Francis intersection. This property has been in our family since 1913 and previous generations of our family lived at the corner of Joseph and Francis Streets. Through multiple generations we have watched Kitchener continue to grow and evolve. In fact, the 1913 house was built on a field that our family used to pasture their animals on before it was subdivided into housing lots!

I have some specific questions about the 30 Francis St S project that also apply more generally to Kitchener's urban design guidelines.

1. The number of aboveground parking levels

What is the deepest parking structure in the downtown core? I know that Waterloo Region in general has a high water table and from reading the geotechnical report for this project, the groundwater at this location is approximately 7m below grade. I can think of several examples, where deeper parking structures have been built where a higher water table was present including the Bauer Lofts and Barrelyards in Waterloo, Kitchener City Hall and likely the parking garage at the Kitchener Public Library. How feasible is it to require the majority of parking structures to be underground? A parking podium, no matter how well it is disguised, it still a relatively blank wall in the urban fabric. Lowering the parking structure would also allow some of the upper floors to be tucked into the podium and potentially lowering the height of the tower overall.

2. Downtown development and the Places & Spaces report

As was mentioned several times at public meeting, Victoria Park is a very lively space that borders at times on the overcrowding of certain amenities. While this is a sign of a popular park, it runs the risk of becoming overrun at peak times to the detriment of the space. When comparing a comparable urban green space with nearby increasing residential density, Waterloo Park is 111 acres while Victoria Park is just under 60 acres. I am concerned that continuing to approve density increases in the downtown core without the updated Places & Spaces report nor concrete plans that are financially supported by development charges or some other tool will leave downtown Kitchener with less green and open space than is ideal. Furthermore, by allowing construction with zero setbacks, it removes any possibility of building occupants to enjoy their immediate neighbourhood, whether for an informal gathering, or simply a place to sit without the need to walk further afield. While the upper floor amenity space allows for some outdoor time, it still segregates these occupants from the rest of the neighbourhood. Adding zero setbacks transforms the streetfront into simply a place to pass through from point A to B, rather than a place to linger, visit and create community.

3. "Past activity predicts future activity"

I am concerned that at one point in the meeting, one of the proponents' representatives suggested that since other projects had been allowed to proceed with similar adjustments that their project should be allowed to proceed as well. I believe that this is a wrong approach to take, particularly if Kitchener has found a better way to do things since those other projects were approved.

4. Zero setbacks limit municipal flexibility in the future

One need only look at the Lang Tannery building across the street to see what challenges are left for the urban fabric by having a building that abuts the municipal street. I understand from my grandmother, whose family lived on Francis St immediately across from what was then a newly built building, that the building left no room for any kind of pedestrian access along its frontage. I also wonder whether allowing zero setbacks will limit the ability to expand our City streetscape (for instance wider sidewalks, multi-use bicycle trails etc). For instance, what is the current capacity rating for the sidewalk that fronts this lot? Should similar buildings be built in the immediate neighbourhood (ie within this block, or touching the Francis & Charles intersection), will the sidewalk be able to handle the number of anticipated pedestrians? If not, how can it be expanded if there are zero setbacks?

5. Zero setbacks limit the ability for a green streetscape

Many studies point to the benefit of trees to provide a shaded and healthy streetscape. There are also many examples of urban streetscapes that combine density and trees. I am concerned that with zero setbacks that there will not be enough space to provide trees to provide a pleasant and healthy pedestrian experience. While the proponents' concept sketches showed smaller trees more or less tucked under the overhang of the building, they will not provide meaningful shade, nor will they likely be allowed the space to mature to a useful size.

I will follow this project with interest. If you have any questions, please let me know.

Sincerely,

Craig Dumart

From: Pamela ORourke
Sent: Sunday, June 13, 2021 8:29 PM
To: Dayna Edwards
Subject: [EXTERNAL] Re: thank you & post engagement survey

Thank you Dayna,
That was a well run meeting.
I have shared the main points with many people who were talking about this high rise project.
Thank you for reaching out to me immediately when I could not access your meeting site.
That was also important to me

Thank you
pam orourke

On Thu, Jun 3, 2021 at 1:54 PM Dayna Edwards <Dayna.Edwards@kitchener.ca> wrote:

Good Afternoon,

I would like to extend my sincerest gratitude to you for taking the time to attend and share feedback at last night's neighbourhood meeting for the proposed development at 30 Francis Street South. It is through public input early on in the planning process that we are able to work together to achieve high quality new development here in Kitchener.

As mentioned last night, I am attaching a link to a post-meeting survey for your consideration. Filling this out will help us improve upon our community sessions. [Planning - Public Engagement Survey | EngageWR](#)

This is not the last opportunity to provide feedback, and we will be in touch in the coming months with respect to future opportunities for engagement.

In the meantime, a copy of the presentation, the recording of the session and any additional information will be provided in the coming days at www.kitchener.ca/planningapplications

Any additional feedback or comments can be provided to myself via this email,

Let me know if you have any questions,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca



Craig Dumart

From: Dayna Edwards
Sent: Wednesday, June 9, 2021 10:52 AM
To: Sam Nabi
Subject: Re: [EXTERNAL] 30 Francis - feedback

Hi Sam,

I appreciate you taking the time to attend the virtual public meeting and to share your experience with me. Your feedback is thoughtful and provides me with many items to consider moving forward.

I will be reviewing your comments and feedback, in conjunction with others received, and studies provided in support of this development, when providing a planning position to Council. Your comments (without your name or address or anything that identifies you personally) will be included in the City's record and will be provided to Planning Committee and Council with staff's recommendation on this development. I hope you are able to join us in future engagement events related to this project in the coming months,

Sincerely,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca



From: Sam Nabi
Date: Monday, June 7, 2021 at 3:30 PM
To: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Subject: [EXTERNAL] 30 Francis - feedback

Hello Dayna,

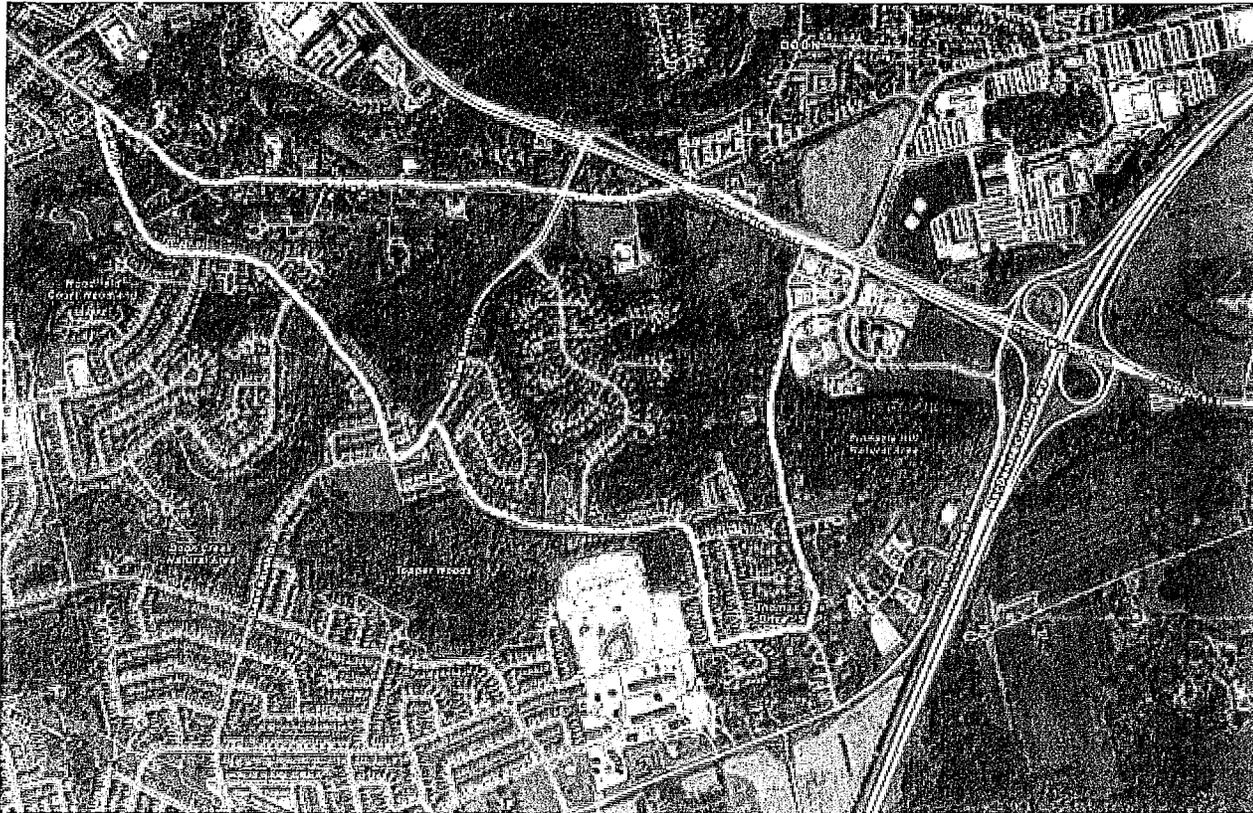
Thank you for answering the public's questions in last week's meeting, and I'm very happy that the discussion didn't get stuck on shadows and wind 😊

Although I already presented some thoughts verbally, I would like to submit this email to you as my written feedback.

I have no issue with intensification, and we need more of it within growth centres to avoid expanding the countryside line and create vibrant urban communities. This is a project that has the potential to contribute to the downtown neighbourhood, but it also risks being a tool for financial speculation without regard to the street life of downtown Kitchener or the diverse needs of residents.

The proposed building is a mix of 1-bedroom (~75%) and 2-bedroom (~25%) units. There are a total of 532 units, which is a lot of households! I can understand a smaller project getting away with only one or two types of units, but for a building this big, it's worth thinking about it as a small neighbourhood — as a complete community in an of itself.

For comparison purposes, this yellow highlighted area in Doon has a similar number of dwellings. There are singles, semis, towns, commercial uses, and green space. It has a way to go before it can be called a complete community, but I show it as an illustration of how 500+ people can be housed in this city.



Doon represents one extreme, and the first draft of this 30 Francis proposal represents the other extreme: micro-apartments geared to single people and couples, with no commercial uses or public-facing services. The rooftop terrace is nice, but it's essentially a gated community. I'd like to see the ground floor amenity areas be built out to accommodate future commercial tenants; even if the economy is not poised to handle those tenants right now, it would be a loss for this corner to become dead frontage forever.

The topic of affordability is my biggest concern. In the applicant's planning justification report, they were asked to respond to the Planning Act, PPS, Places to Grow, Regional OP, and City of Kitchener OP, all of which highlight the need to affordable housing.

In each instance, the PJR did not mention affordability at all and instead tried to justify that it was contributing to a "full range of housing" by virtue of providing 1- and 2-bedroom apartment units. This PJR should earn a failing grade.

I look forward to many more details about how the developer proposes to include affordable housing in the project.

- I would like to see affordable units provided within the building, rather than cash in lieu;
- I would like to see units purchased by non-profit or charitable organizations, with agreements registered on title with the Region to guarantee affordability for whoever lives there (simply selling a unit at below-market rate one time may meet some definitions of affordability, but that's a very low bar);
- I would like to see affordable housing guaranteed in perpetuity, rather than a time-bound requirement like 10 or 20 years.

As more tall buildings get built in downtown, I encourage you and the Planning department in general to be firm with these Section 37 agreements. Sooner or later, the provision of affordable housing will become a requirement, not a negotiation. But until then you have a lot of power to make sure our increased density will benefit the population as a whole.

Best regards,

Sam Nabi

37

On Jun 3, 2021, at 13:53, Dayna Edwards <Dayna.Edwards@kitchener.ca> wrote:

Good Afternoon,

I would like to extend my sincerest gratitude to you for taking the time to attend and share feedback at last night's neighbourhood meeting for the proposed development at 30 Francis Street South. It is through public input early on in the planning process that we are able to work together to achieve high quality new development here in Kitchener.

As mentioned last night, I am attaching a link to a post-meeting survey for your consideration. Filling this out will help us improve upon our community sessions. [Planning - Public Engagement Survey | EngageWR](#)

This is not the last opportunity to provide feedback, and we will be in touch in the coming months with respect to future opportunities for engagement.

In the meantime, a copy of the presentation, the recording of the session and any additional information will be provided in the coming days at www.kitchener.ca/planningapplications

Any additional feedback or comments can be provided to myself via this email,

Let me know if you have any questions,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener

519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca

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<image005.png> <image006.png> <image007.png> <image008.png>

Craig Dumart

From: Dayna Edwards
Sent: Monday, June 7, 2021 10:08 AM
To: Sharon Lamont
Subject: Re: [EXTERNAL] RE: thank you & post engagement survey (30 Francis St South)

Hi Sharon,

I appreciate you taking the time to attend the virtual public meeting and to share your experience with me. I will be reviewing your comments and feedback, in conjunction with others received, and studies provided in support of this development, when providing a planning position to Council. Your comments (without your name or address or anything that identifies you personally) will be included in the City's record and will be provided to Planning Committee and Council with staff's recommendation on this development.

I will indeed ensure you are added to the mailing list,

Many thanks,
Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca



From: Sharon Lamont
Date: Thursday, June 3, 2021 at 3:50 PM
To: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Cc: Sharon Lamont <
Subject: [EXTERNAL] RE: thank you & post engagement survey (30 Francis St South)

Hi, Dayna

Thanks for providing yesterday's session. I really liked that I could participate virtually. I would have also enjoyed a more usual in-person event where I could study the information more easily and ask questions but certainly understand why that is not possible these days.

I was surprised to discover the building would be condos. For some reason, I had assumed rental units. The whole concept of 'affordable housing' was not well explained in my opinion. I get that the govt defines the criteria but someone should be able to explain to us how that would be manifest in this specific project. The concern someone raised about investors buying many units and then controlling rents seemed to me to be an issue of real concern.

I'm 64 yrs old so very much of a 'self-owned vehicle' generation. I hope that the world is able to be less dependent upon cars; however in a country where snow is on the ground for about half the year, the idea that we have parking spots for less than half the units seems problematic. I assume that ride share programs would be encouraged by having ready access. Hopefully forced public transit strategies work over time.

I also support the idea of some larger units. We have loved living in the Victoria Park area for 30+ years and would happily downsize to a one floor residence. The idea of so much smaller seemed problematic.

I would appreciate being on a mailing list for any community participation in this project as we live one block away.
Thanks, Dayna.

Sharon

Ki

From: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Sent: Thursday, June 3, 2021 1:54 PM
To: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Subject: thank you & post engagement survey

Good Afternoon,

I would like to extend my sincerest gratitude to you for taking the time to attend and share feedback at last night's neighbourhood meeting for the proposed development at 30 Francis Street South. It is through public input early on in the planning process that we are able to work together to achieve high quality new development here in Kitchener.

As mentioned last night, I am attaching a link to a post-meeting survey for your consideration. Filling this out will help us improve upon our community sessions. [Planning - Public Engagement Survey | EngageWR](#)

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Any additional feedback or comments can be provided to myself via this email,

Let me know if you have any questions,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca



Craig Dumart

From: Dayna Edwards
Sent: Wednesday, June 9, 2021 10:41 AM
To: Tara Olheiser
Cc: Graham Moore
Subject: Re: [EXTERNAL] 30 Francis Street South

Good Morning Tara,

I appreciate you taking the time to attend the virtual public meeting and to share your experience with me. I will be reviewing your comments and feedback, in conjunction with others received, and studies provided in support of this development, when providing a planning position to Council. Your comments (without your name or address or anything that identifies you personally) will be included in the City's record and will be provided to Planning Committee and Council with staff's recommendation on this development. I hope you are able to join us in future engagement events related to this project in the coming months,

Sincerely,

Dayna Edwards

Senior Planner (Urban Design) | Planning Division | City of Kitchener
519-741-2200 ext. 7324 | TTY 1-866-969-9994 | dayna.edwards@kitchener.ca



From: Tara Olheiser <Tara.Olheiser@kitchener.ca>
Date: Tuesday, June 8, 2021 at 9:43 AM
To: Dayna Edwards <Dayna.Edwards@kitchener.ca>
Cc: Graham Moore <Graham.Moore@toyota.com>
Subject: [EXTERNAL] 30 Francis Street South

Hi Dayna,

My apologies in the delay for this response to your letter sent out regarding the 30 Francis Street South proposal.

I tried to locate the June 2nd meeting minutes but wasn't able to find them. What was the outcome? The kitchener.ca/planningapplications site still has the status as 'notice of development sent and feedback requested'

As I'm sure you have heard from other community members, my biggest concern is around the 44 storeys. I think the One Victoria building and the City Centre building are around the 20 storey mark, and staying around that height seems reasonable. I'm not sure what the highrises are in Waterloo, but 44 storeys seems like it would be the tallest in the region and set precedence for future high-rise development. Does having a downtown core similar to ones in the GTA align with Kitchener's vision?

Thanks,
Tara

Craig Dumart

From: Tara Rush
Sent: Thursday, April 29, 2021 12:30 PM
To: Dayna Edwards
Subject: [EXTERNAL] Amendment Application OPA21/001/F/DE // Application ZBA21/002.F/DE - feedback

Follow Up Flag: Follow Up
Flag Status: Flagged

Ms. Edwards,

I received your letter in the mail yesterday regarding the application for development at 30 Francis St, and I am taking the opportunity to provide comments about this proposal.

I am adamantly against this proposal as the building as such (44 storeys) is completely out of sync with the surrounding neighbourhood. 1 Victoria St is the closest tall building, and it stands at 19 storeys. The proposal for 44 storeys would completely change the landscape of the surrounding area. It would block the view from my terrace of the horizon. It would block sunlight. I do not support this at all.

In addition, the traffic from 532 additional units within the downtown area is not sustainable! There is already too much traffic in the downtown core (King / Water / Francis / Duke / Victoria) all being one-lane roads.

I would strongly urge you to reconsider something more appropriate sized-wise within the structure of KW. We are not downtown Toronto, nor Manhattan, nor do I wish to aspire to live there. Should this building go ahead, I will certainly consider a move to uptown Waterloo whereby the heights of the buildings are reasonable, and one can expect to see the horizon and have sunlight.

Sincerely,
Tara Rush

City of Kitchener
200 King Street West
Kitchener, ON N2G 4G7

February 2, 2022

Dear Craig

As a component of the community benefits package being offered by IN8 Developments, in connection with its project at 30 Francis St, IN8 will be donating \$300k to St. Peter's Lutheran Church.

This money will be used to help fund the development and construction of 40 affordable housing units at Queen St N in Kitchener.

Sincerely,



Darryl Firsten
President



CREATING AFFORDABLE SUPPORTIVE HOUSING

ST. PETER'S LUTHERAN CHURCH

49 Queen Street North, Kitchener

Opening 2024

Indwell is a Christian charity that creates affordable housing communities for people seeking health, wellness and belonging.

PROJECT DETAILS

- Addresses the affordable housing crisis in the Region of Waterloo
- Creates 40 studio and one-bedroom apartments including 8 barrier free units; plus community space and commercial kitchen
- High quality construction; built to Passive House standards
- Deeply affordable units with integrated health supports and services for tenants
- Indwell professional property management and permanent affordability
- Part of a regional strategy that includes a minimum of five Indwell communities throughout Waterloo Region and at least 250 units

indwell.ca/st-peters

BUDGET

Projected Cost \$17,300,000

FUNDING AND FINANCING OVERVIEW

CMHC Seed Funding	\$100,000
CMHC Co-Investment Fund (To Be Requested)	\$3,150,000
CMHC Financing (To Be Requested)	\$5,250,000
Development Fees (To be Waived)	\$943,000
Regional Funding (To Be Requested)	\$4,500,000
Indwell Financing	\$993,000
HST Rebate	\$1,364,000
Community Support	\$1,000,000

Our Funding Model



1430 Main St E
Hamilton ON L8K 1C3

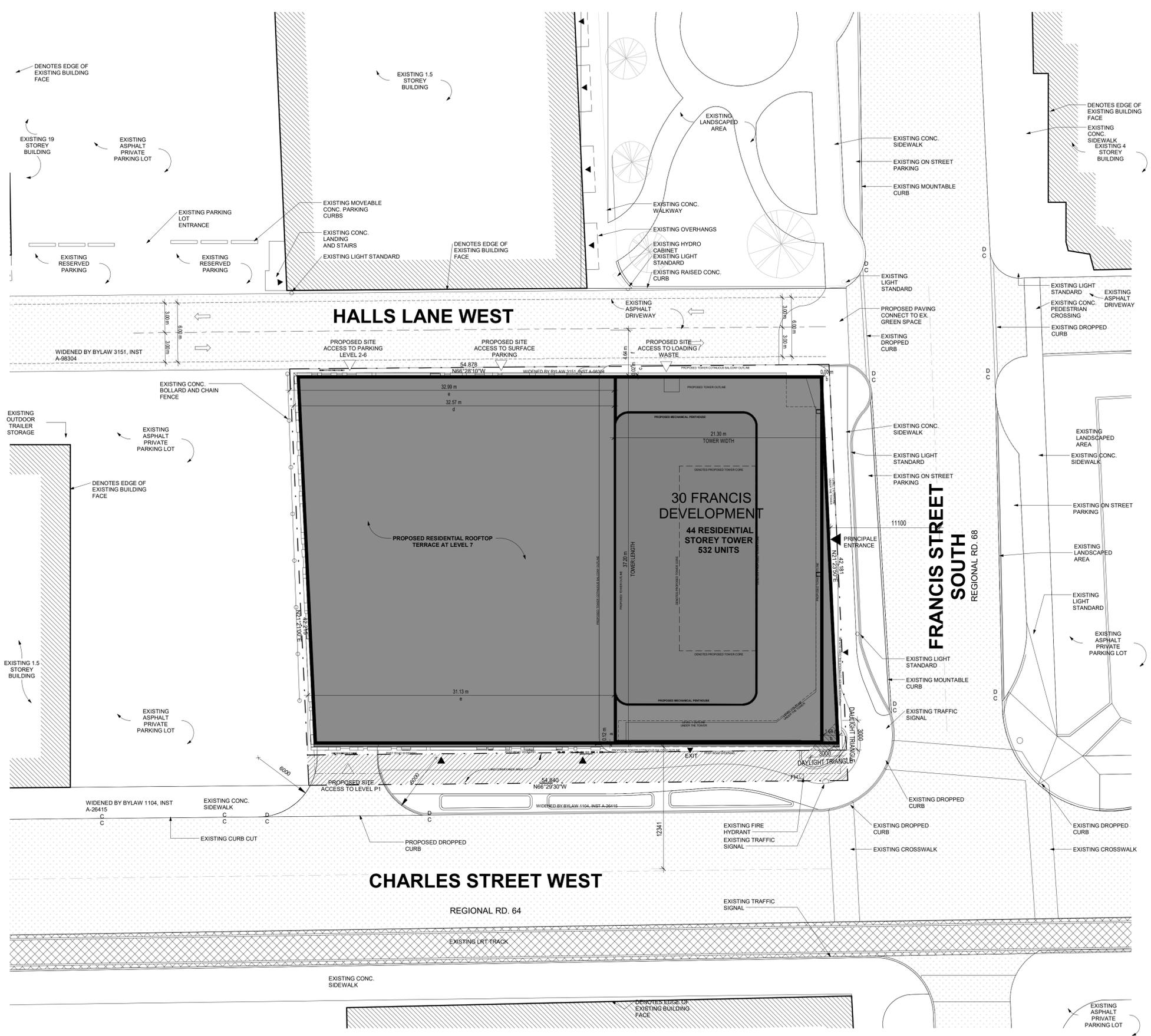
1-866-529-0454
info@indwell.ca



30 FRANCIS



C:\Users\king\Documents\20041 - Charles & Francis\IN8 - Kitchener (2021) - v2 - kimgz\ZKID.rvt



SITE DATA

CHARLES AND FRANCIS, KITCHENER, ONTARIO			
DATA	REQUIRED	PROVIDED	
ZONING	CURRENT ZONING - D6		
LOT AREA (m ²) - PRE-LAND CONVEYANCE	2,314m ²		
PODIUMS	FRONT YARD - CHARLES	--	0m
	INTERIOR YARD - WEST	--	0m
	EXTERIOR YARD - FRANCIS	--	0m
	REAR YARD - HALLS LN.	--	0m
TOWERS	FRONT YARD - CHARLES	--	12-13m +/-
	INTERIOR SIDE - WEST	--	8-10m +/-
	EXTERIOR SIDE - FRANCIS	--	3-5m +/-
	REAR YARD - HALLS LN.	--	6-7m +/-

BUILDING DATA

DATA	REQUIRED	PROVIDED
TOTAL DENSITY	--	532 UNITS
BUILDING AREA	--	21,651 SF/ 2,011m ²
GROSS FLOOR AREA*	--	374,264 SF/ 34,770 m ²
GROSS CONSTRUCTION AREA	--	492,143 SF/ 45,722 m ²
FLOOR SPACE RATIO**	--	18.3
NUMBER OF STOREYS	--	44
BUILDING HEIGHT	--	139.5m +/-
INDOOR AMENITY AREA	--	2,400 SF/ 223 m ²
COMMERCIAL AREA	--	1,814 SF/ 169 m ²
LOCKER UNITS	--	273 units

VEHICLE PARKING DATA

DATA	REQUIRED	PROVIDED
RESIDENTIAL PARKING		
LEVEL P2		16
LEVEL P1	531m ² 385 X 0 165 = 64	34
LEVEL 1	>51m ² 147 X 1 = 147	11
LEVEL 2-4		108
LEVEL 5		36
LEVEL 6		36
BARRIER FREE PARKING	2 + 2% of total required = 7	13
VISITOR PARKING	NA	0
COMMERCIAL PARKING	/	0
TOTAL	211	241

BICYCLE PARKING DATA

DATA	REQUIRED	PROVIDED
RESIDENTIAL BICYCLE PARKING	10% required=	TYPE A: 135 TYPE B: 6
	22	
TOTAL		141

UNIT TYPE BREAKDOWN

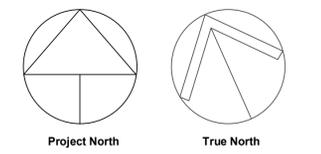
TYPE	NUMBER	%	NET AREA* (m ²)
1 BEDROOM UNIT	176	33.1 %	32.8 - 49.3
1 BEDROOM BF UNIT	15	2.8 %	43.2
1 BEDROOM + DEN UNIT	151	28.4 %	43.8 - 54.6
1 BEDROOM + DEN BF UNIT	43	8.1 %	59.6
2 BEDROOM UNIT	76	14.3 %	53.6 - 60.9
2 BEDROOM BF UNIT	38	7.1 %	59.0
2 BEDROOM INBOUND UNIT	23	4.3 %	54.6
2 BEDROOM INBOUND + DEN UNIT	5	1.0 %	59.6
3 BEDROOM BF UNIT	5	1.0 %	68.0
TOTAL	532		

TOWER DATA

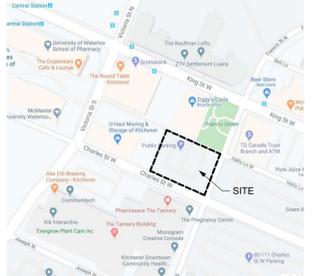
DATA	PROVIDED
TOWER FLOORPLATE (m ²)	793.14 m ²
TOWER HEIGHT (m)	+/-134.7m
LENGTH OF TOWER FLOORPLATE (m)	37.2 m
WIDTH OF TOWER FLOORPLATE (m)	21.3 m
TOWER STEPBACK FROM PODIUM ALONG CHARLES, FRANCIS(AVERAGE), HALLS LANE, AND FROM UHAUL SITE (m)	CHARLES(A): 0.42 m FRANCIS(AVERAGE)(B): 0.82 m HALLS LANE(C): 0.00 m UHAUL SITE(D): 31.66 m
DISTANCE FROM TOWER TO UHAUL PROPERTY (m)	(e): 32.06 m
DISTANCE FROM TOWER TO CENTREPOINT OF HALLS LANE (m)	(f): 4.64 m

AREA BREAKDOWN

TYPE	AREA (m ²)	AREA (ft ²)
INDOOR AMENITY	169.46	1,824.03
COMMERCIAL	234.00	2,518.66
COMMON	2,556.12	27,513.84
RESIDENTIAL	26,924.38	289,811.60
SERVICES	1,710.35	18,410.06
VERTICAL CIRCULATION	3,084.25	33,198.82
PARKING	7,697.10	82,850.88
BUILDING FLOOR AREA*	42,375.65	456,127.70
FLOOR SPACE RATIO**	18.3	



- GENERAL NOTES**
- DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.
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No.	Date	Revision
9	2021-11-05	Re-Issued For OPA-ZBA
8	2021-10-26	Issued For Coordination
7	2021-03-15	Issued For Internal Review
6	2021-01-21	Issued For OPA-ZBA
5	2021-01-08	Issued For Coordination
4	2020-12-11	Issued For Coordination
3	2020-12-07	Issued For Coordination
2	2020-11-17	Issued For Coordination
1	2020-09-30	Issued For OPA-ZBA Coordination

Project No: 20041
Issue Date: 2021-11-05
Drawn by: FKF
Checked by: MS
Plot Date / Time: 2021-11-03 3:17:07 PM

srm
ARCHITECTS INC.

IN8
30 Francis St.

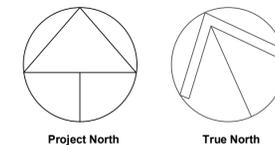
SITE PLAN

Drawing Scale: As indicated
Status:

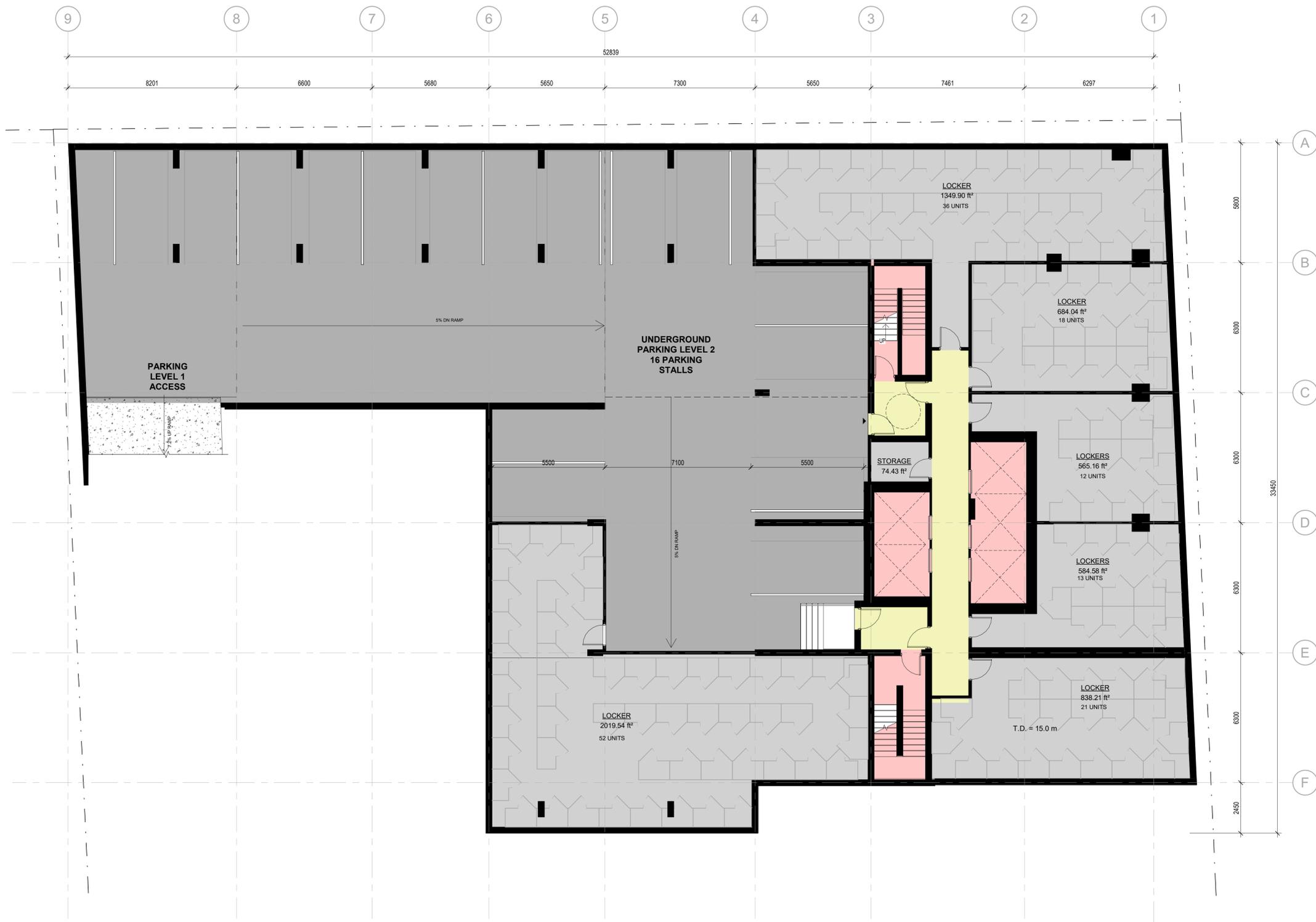
RE-ISSUED FOR OPA / ZBA
Drawing No. Revision No.

SPA1.1 - r9

1 SITE PLAN
1:200



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1 01 D2 UNDERGROUND PARKING LEVEL 2
1 : 100

No.	Date	Revision
2	2021-11-05	Re-issued For OPA/ZBA
1	2021-10-26	Issued For Coordination

srm ARCHITECTS INC.

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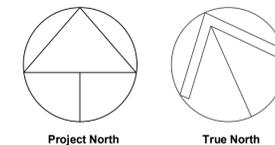
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UNDERGROUND PARKING LEVEL 2

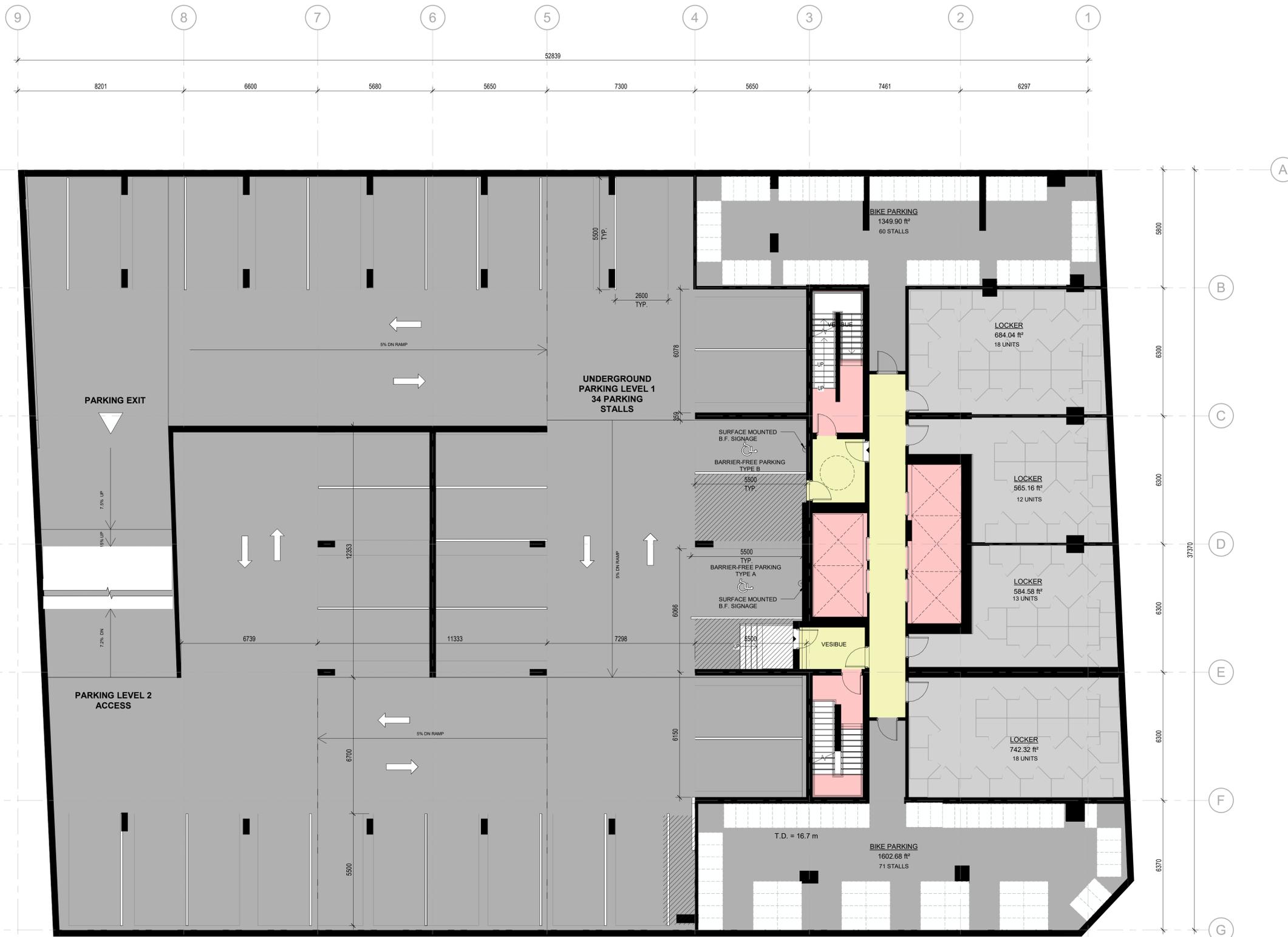
Drawing Scale: 1 : 100
Status:

RE-ISSUED FOR OPA / ZBA
Drawing No. Revision No.

SPA2.0 - r2



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No.	Date	Revision
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srm
ARCHITECTS INC.

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30 Francis St.

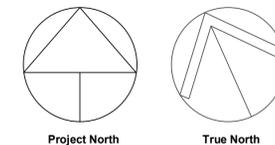
**UNDERGROUND
PARKING LEVEL 1**

Drawing Scale 1 : 100
Status

RE-ISSUED
FOR OPA / ZBA
Drawing No. Revision No.

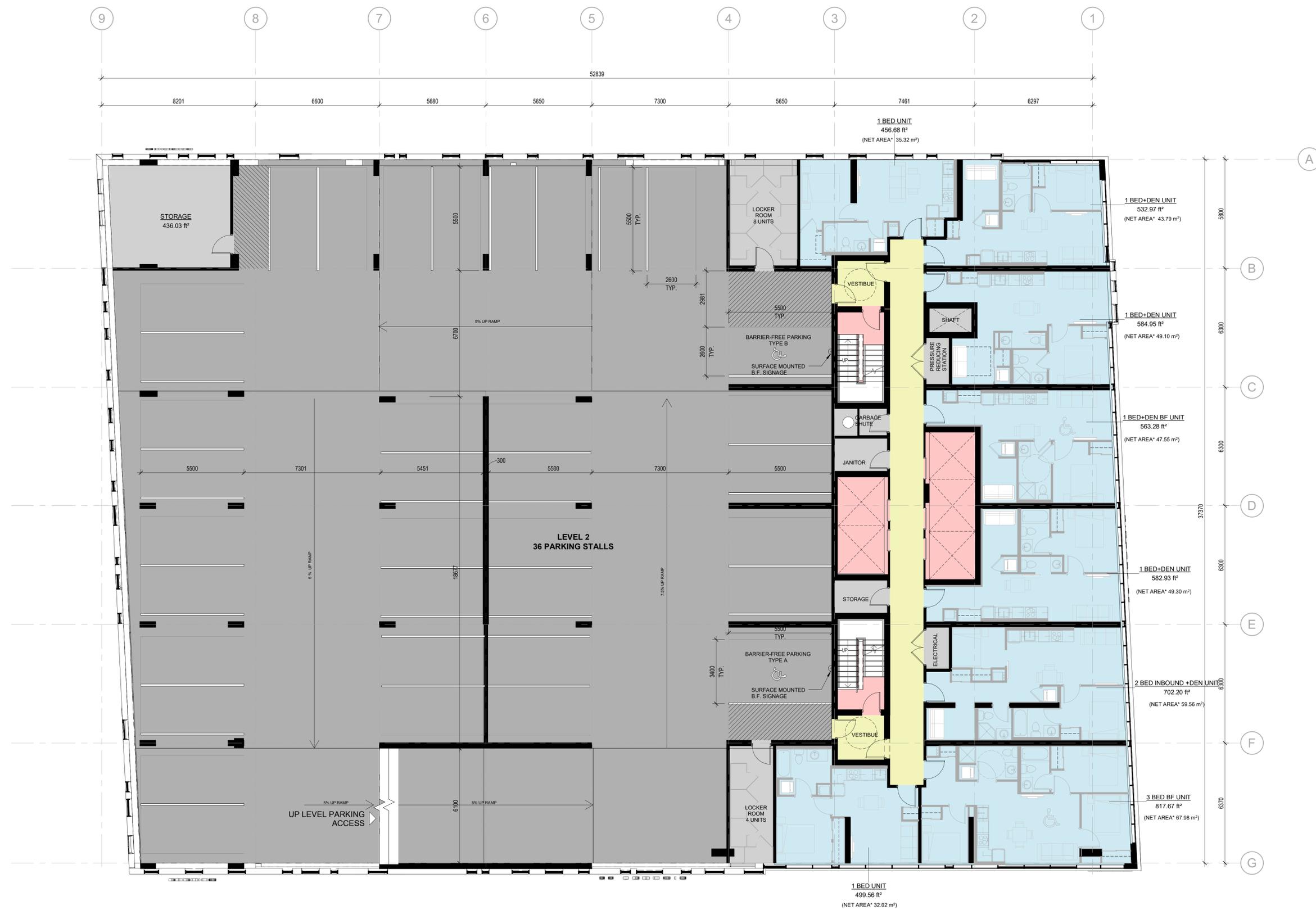
SPA2.1 - r9

1 UNDERGROUND PARKING LEVEL 1
1 : 100



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1 TYPICAL LEVEL 2 - 5
1 : 100

9	2021-11-05	Re-Issued For OPA-ZBA
8	2021-10-26	Issued For Coordination
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6	2021-01-21	Issued For OPA-ZBA
5	2021-01-08	Issued For Coordination
4	2020-12-11	Issued For Coordination
3	2020-12-07	Issued For Coordination
2	2020-11-17	Issued For Coordination
1	2020-09-30	Issued For OPA-ZBA Coordination

No.	Date	Revision
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 Drawn by: FKF
 Checked by: MS
 Plot Date / Time: 2021-11-04 11:01:44 AM

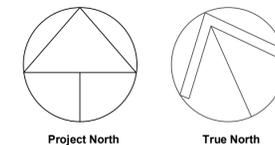
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30 Francis St.

TYPICAL LEVEL 2-5

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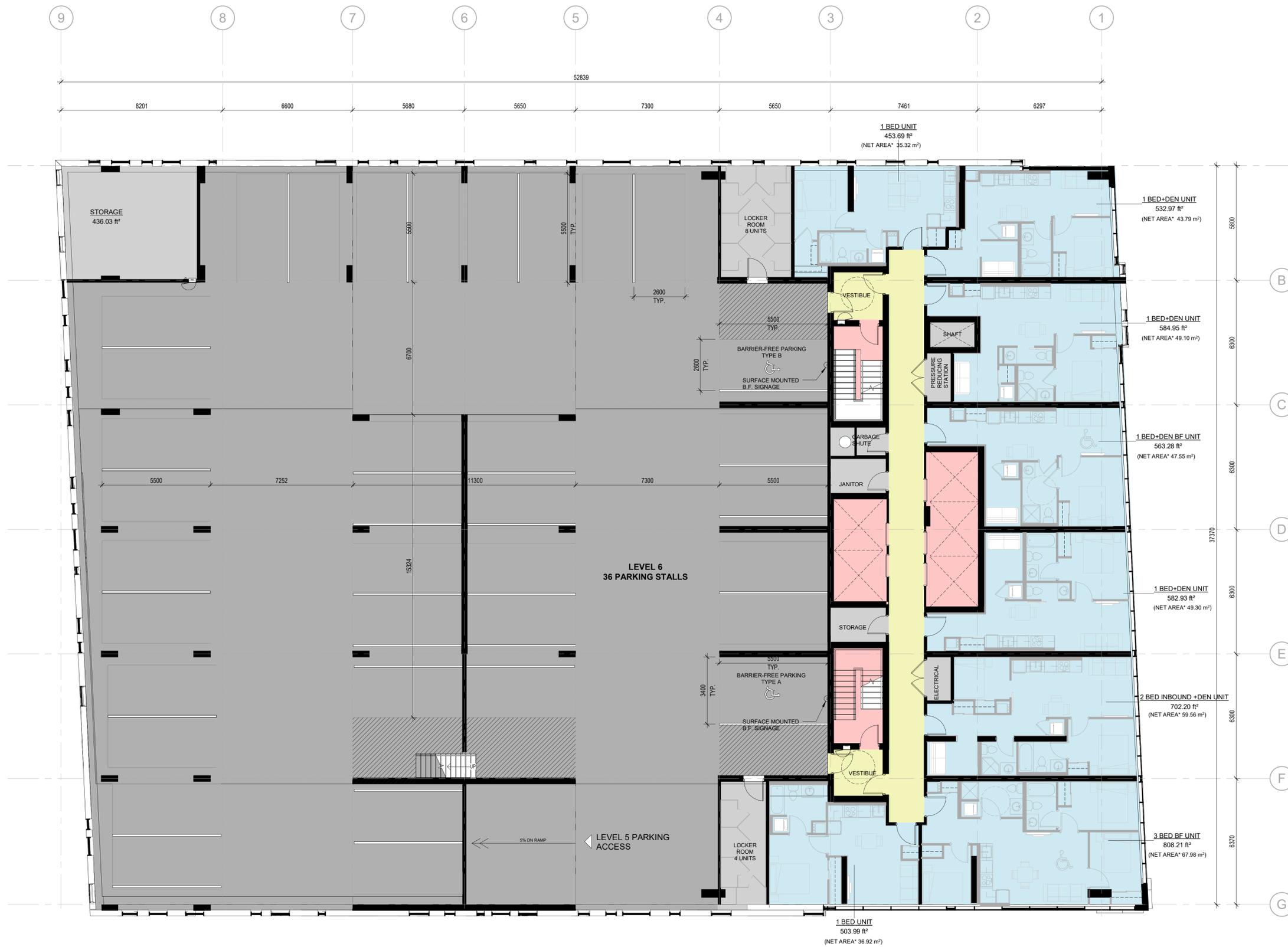
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 Drawing No. Revision No.

SPA2.3 - r9



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No.	Date	Revision
8	2021-11-05	Re-Issued For OPA-ZBA
7	2021-10-28	Issued For Coordination
6	2021-03-15	Issued For Internal Review
5	2021-01-21	Issued For OPA-ZBA
4	2021-01-08	Issued For Coordination
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2	2020-12-07	Issued For Coordination
1	2020-11-17	Issued For Coordination

No.	Date	Revision
Project No.	20041	
Issue Date	2021-11-05	
Drawn by	FKF	
Checked by	MVY	
Plot Date / Time	2021-11-03 3:17:19 PM	

IN8
30 Francis St.

LEVEL 6

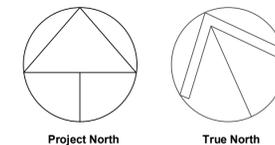
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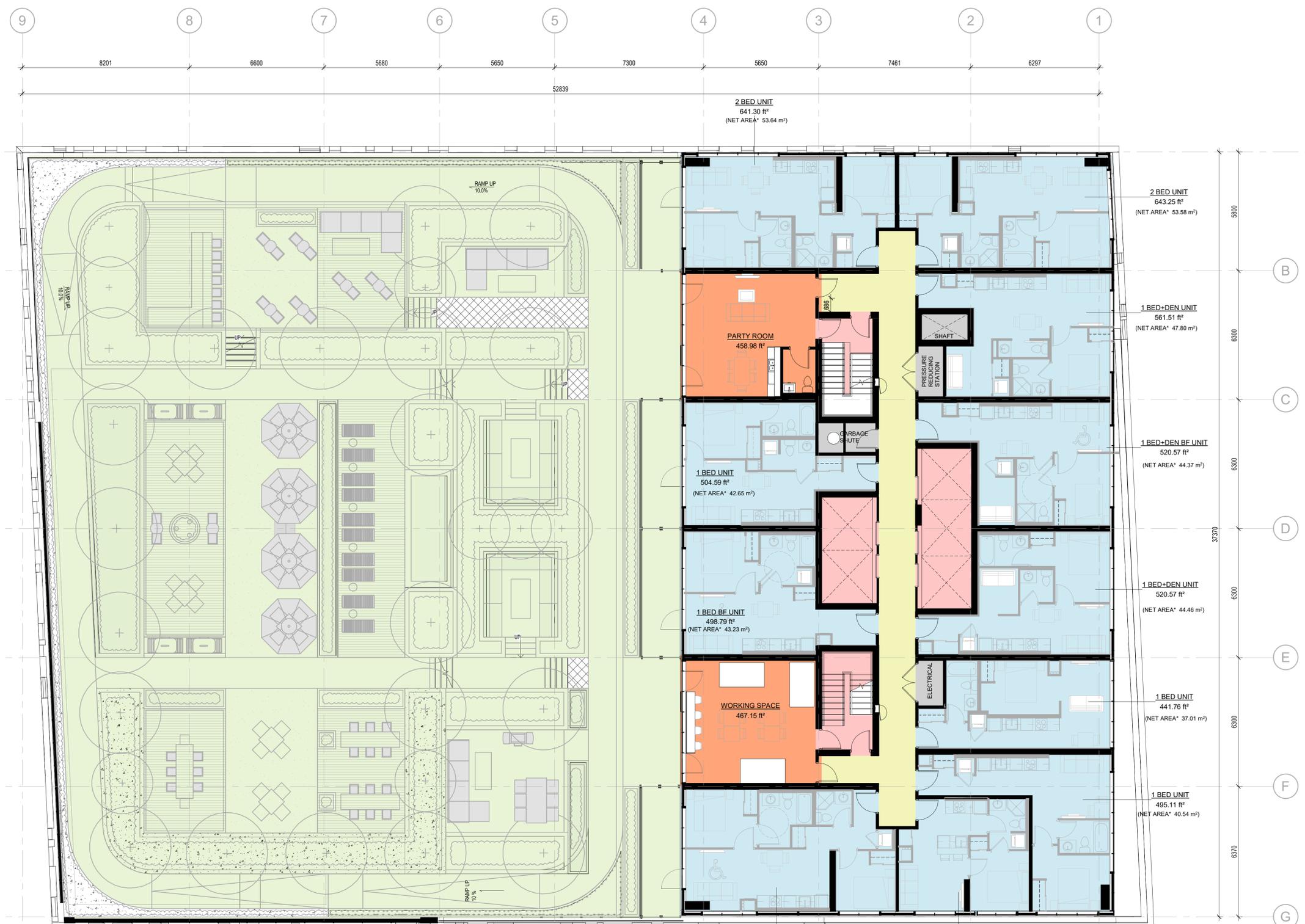
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Drawing No. Revision No.

SPA2.4 - r8

1 LEVEL 6
1 : 100



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No.	Date	Revision

srm
ARCHITECTS INC.

Project No: 20041
Issue Date: 2021-11-05
Drawn by: FKF
Checked by: MES
Plot Date / Time: 2021-11-03 3:17:23 PM

IN8
30 Francis St.

LEVEL 7

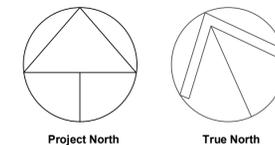
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RE-ISSUED FOR OPA / ZBA
Drawing No. _____ Revision No. _____

SPA2.5 - r9

1 LEVEL 7
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GENERAL NOTES

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 Drawn by: FKF
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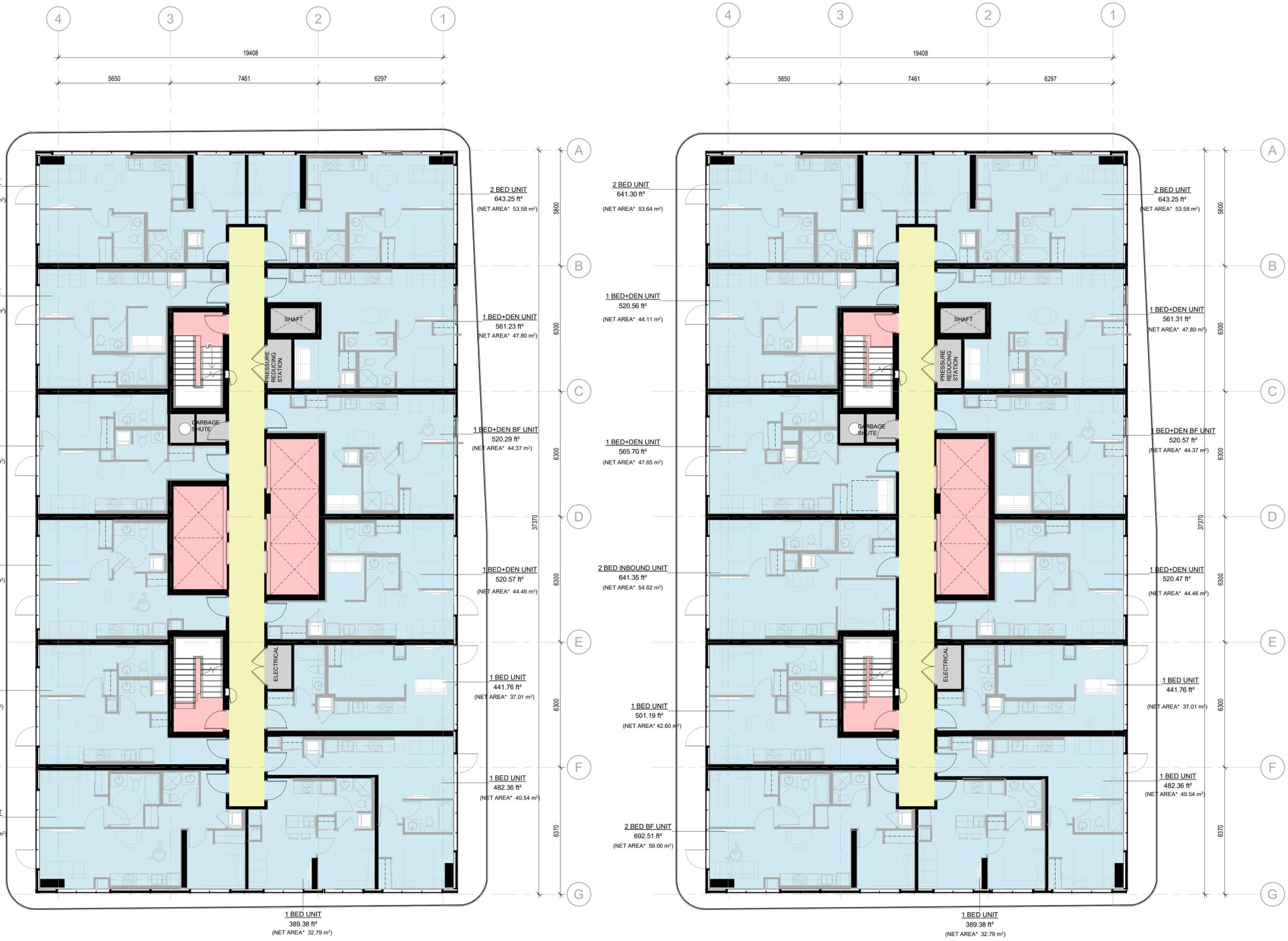
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 Drawing No. Revision No.

SPA2.6 - r9

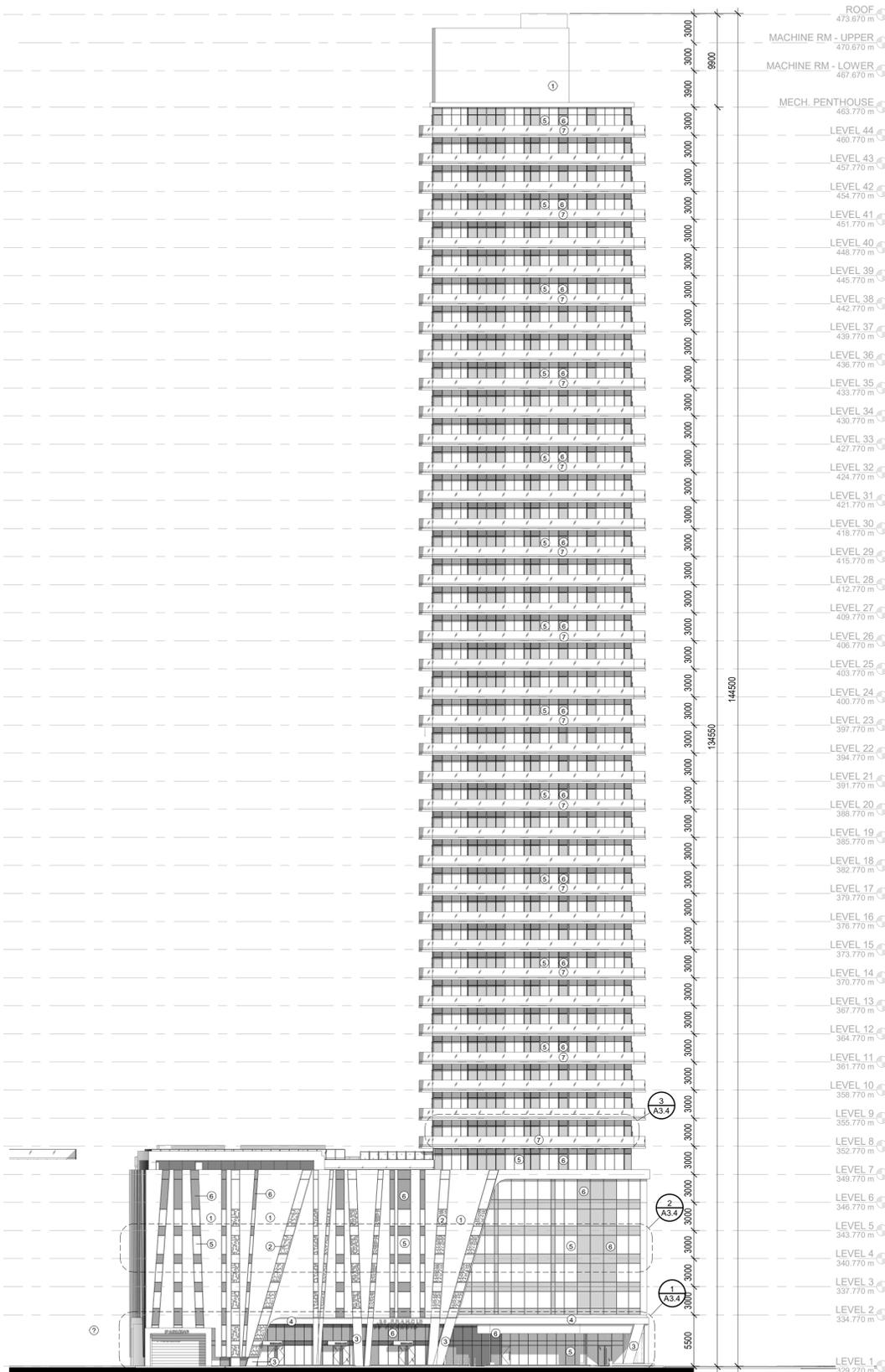
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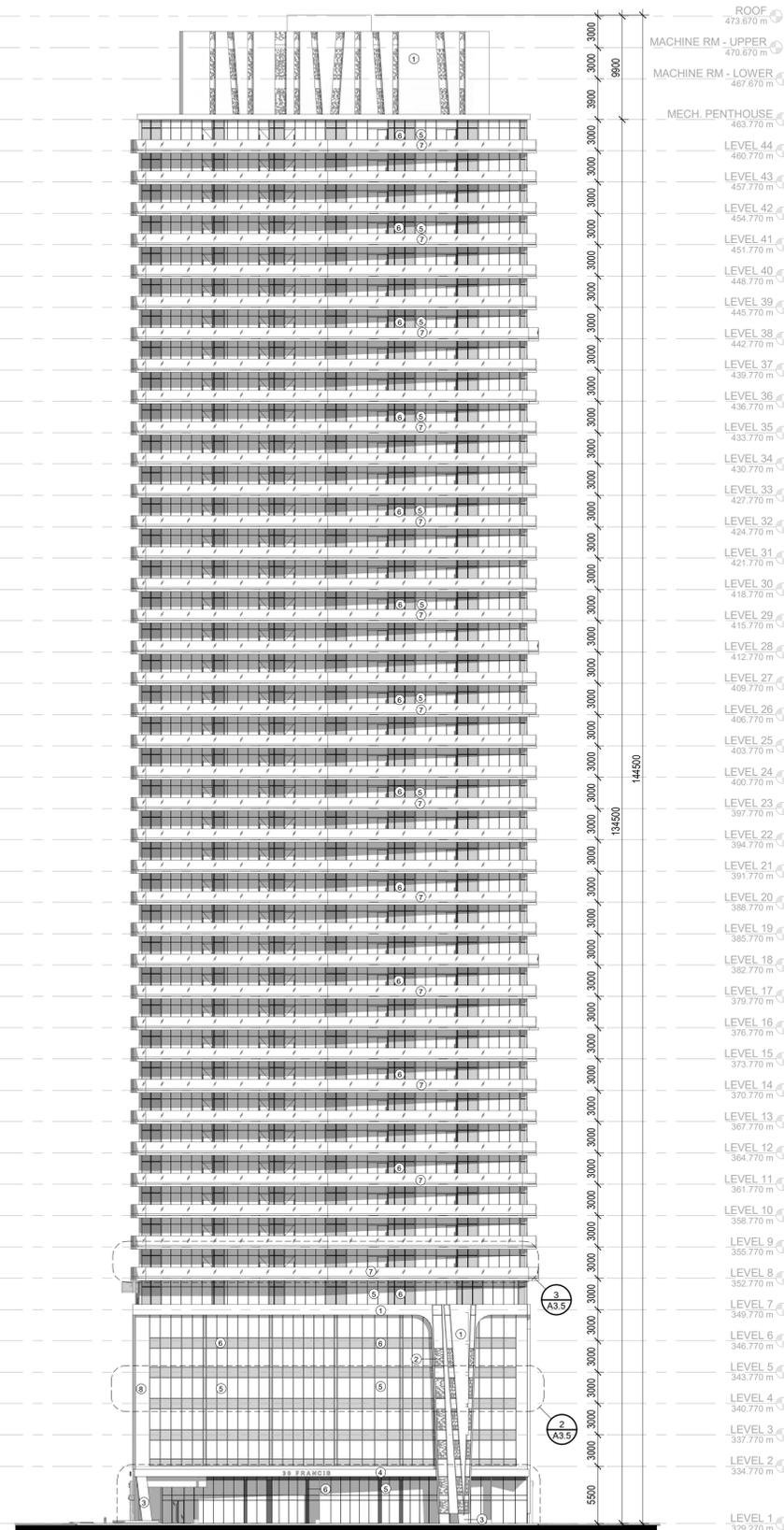
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2 TYPICAL TOWER LEVEL 22-44
 1:100

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1 Charles St. Elevation
1:300



2 Francis Str. Elevation
1:300

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ELEVATION MATERIAL LEGEND

- 1 METAL PANEL - WHITE
- 2 GLAZING PANEL /W CERAMIC FRIT - WHITE
- 3 METAL PANEL - WOOD GRAIN
- 4 METAL PANEL - DARK CHARCOAL
- 5 GLAZING PANEL
- 6 SPANDREL PANEL
- 7 BALCONY GLAZING PANEL - FROSTED
- 8 METAL CLADDING - WHITE

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srm ARCHITECTS INC.

Project No: 20041
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IN8
30 Francis St.

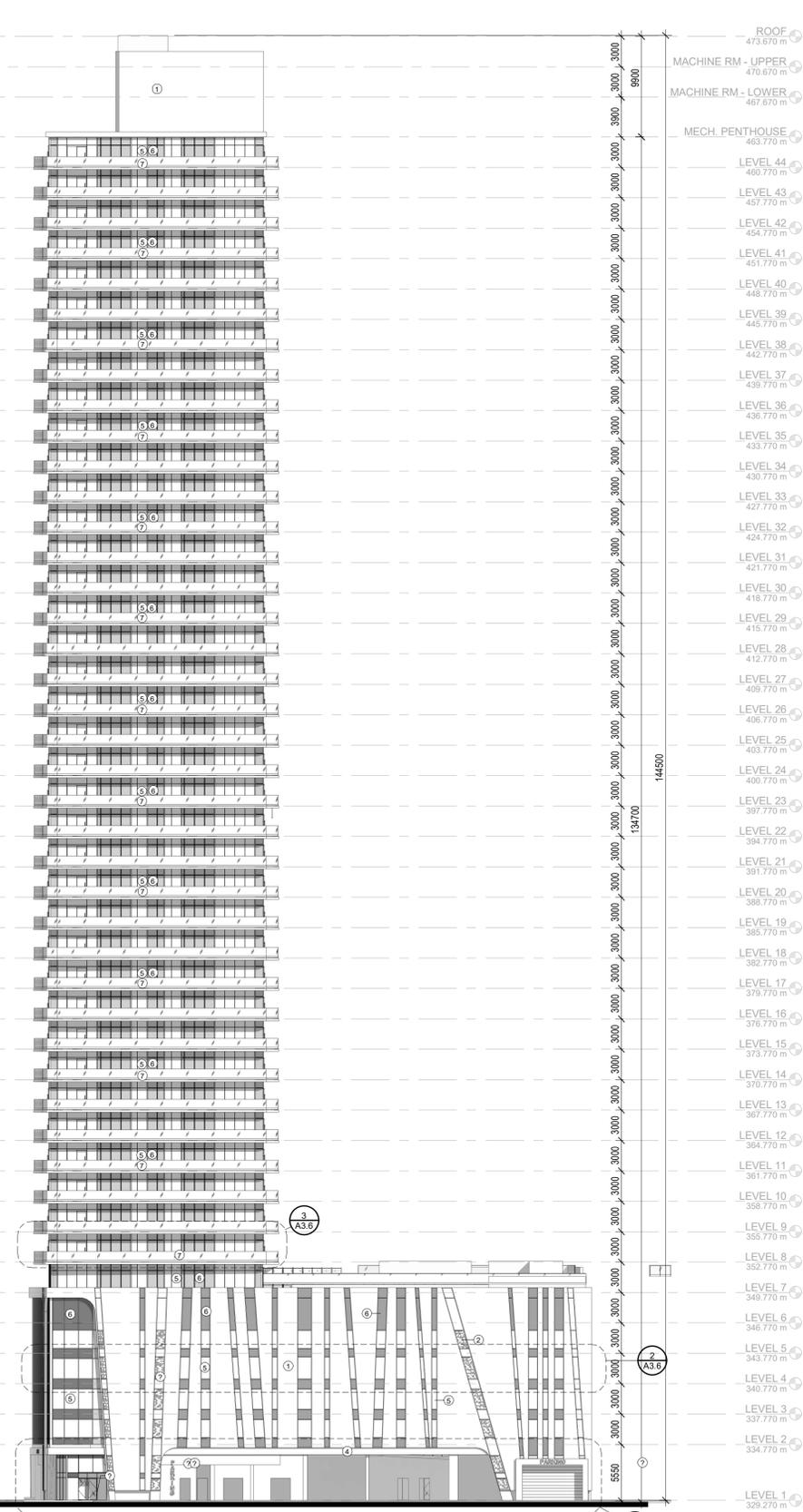
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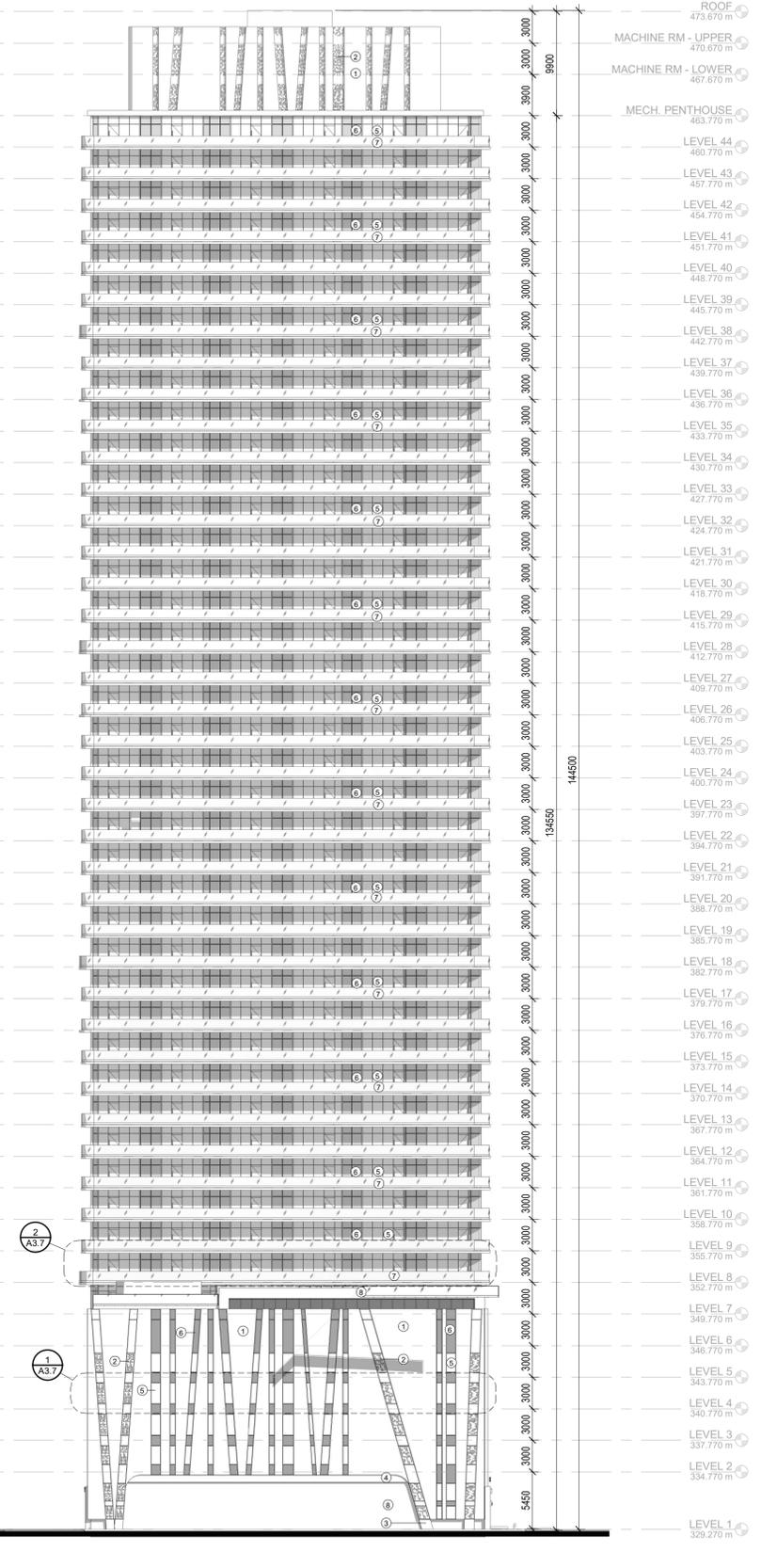
RE-ISSUED FOR OPA / ZBA
 Drawing No. Revision No.

SPA3.1 - r9

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1 North Elevation
1:300



2 West Elevation
1:300

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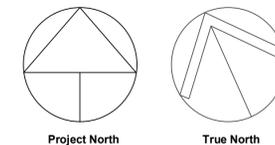
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30 Francis St.

ELEVATIONS

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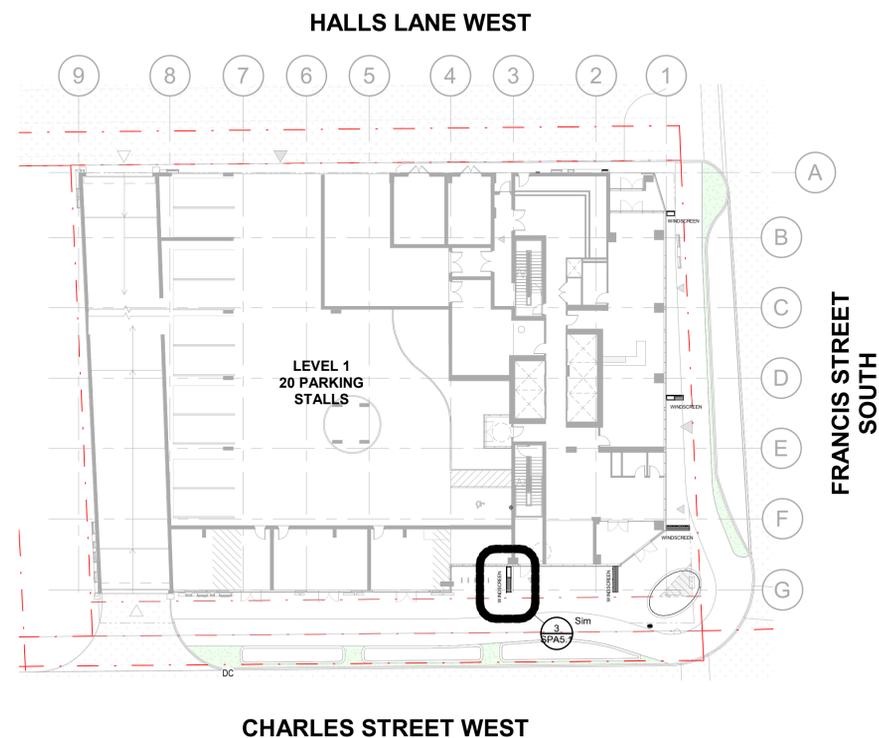
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SPA3.2 - r9

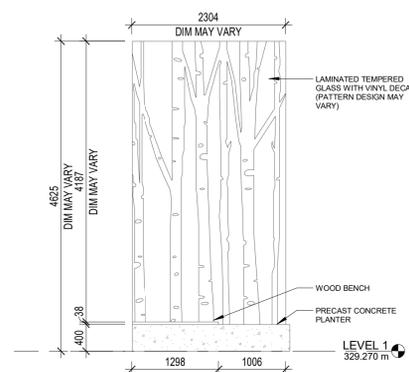


GENERAL NOTES

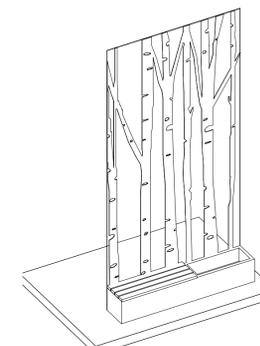
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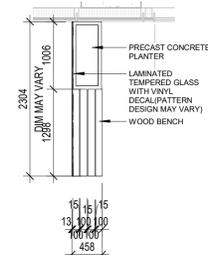
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2 WINDSCREEN ELEVATION - TYPE 1
1:50



4 WINDSCREEN ISOMETRIC - TYPE 1



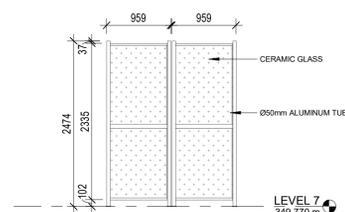
3 WINDSCREEN PLAN - TYPE 1
1:50



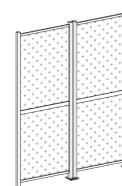
PERSPECTIVE VERW - TYPE 1



5 WINDSCREEN KEY MAP - LEVEL 7
1:300



6 WINDSCREEN ELEVATION - TYPE 2
1:50



7 WINDSCREEN ISOMETRIC - TYPE 2



PERSPECTIVE VERW - TYPE 2

6	2021-11-05	Re-Issued For OPA-ZBA
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Plot Date / Time 2021-11-03 3:25:39 PM

IN8
30 Francis St.

WINDSCREEN DETAILS

Drawing Scale As indicated
Status

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Drawing No. Revision No.

SPA5.1 - r6



30 FRANCIS





30 FRANCIS







30 FRANCIS

30 FRANCIS





PARKING

STORAGE

30 FRANCIS





REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: March 7, 2022

SUBMITTED BY: Bustamante, Rosa - Director of Planning, 519-741-2200 ext. 7319

PREPARED BY: Bateman, Brian – Senior Planner, 519-741-2200 ext. 7869

WARD INVOLVED: Ward 10

DATE OF REPORT: February 2, 2022

REPORT NO.: DSD-2022-089

SUBJECT: Official Plan Amendment OPA21/005/K/BB
Zoning By-law Amendment ZBA21/008/K/BB
890-900 King Street West
Cantiro King General Partner Ltd.

RECOMMENDATION:

- A. That Official Plan Amendment Application OPA21/005/K/BB for Cantiro King General Partner Ltd. requesting Special Policy Area 20 to permit a mixed-use development with a Floor Space Ratio of 10.1 on the parcel of land specified and illustrated on Schedule 'A', be adopted, in the form shown in the Official Plan Amendment attached to Report DSD-2022-089 as Appendix "A", and accordingly forwarded to the Region of Waterloo for approval; and
- B. That Zoning By-law Amendment Application ZBA21/008/K/BB for Cantiro King General Partner Ltd. be approved in the form shown in the "Proposed By-law" and "Map No. 1", and further
- C. That in accordance with Planning Act Regulation 45 (1.3 & 1.4) that applications for minor variances shall be permitted for lands subject to this Zoning By-law Amendment ZBA21/008/K/BB.

REPORT HIGHLIGHTS:

- The purpose of this report is to evaluate and provide a planning recommendation regarding an Official Plan Amendment and Zoning By-law Amendment application for subject lands located at 890-900 King Street West. It is Planning staff's recommendation that the applications be approved.
- Community engagement included:
 - circulation of a preliminary notice letter to owners of property within 120m of the subject site;
 - installation of billboard notice sign on the property;
 - a developer-led Neighbourhood Meeting (July 28, 2021)
 - a City-led Neighbourhood Meeting (October 6, 2021);
 - discussions with interested members of the public;

- notice letter advising of the public meeting was circulated to all property owners within 240 metres of the subject site, those who responded to the preliminary circulation and those who attended the Neighbourhood Information Meeting; and,
- notice of the public meeting was given in The Record on February 11, 2022.
- This report supports the delivery of core services.

EXECUTIVE SUMMARY:

Cantiro King General Partner Ltd. is seeking Official Plan and Zoning By-law amendments to build a proposed purpose-built rental development comprised of a 25 storey mixed use building with 231 residential units with retail/commercial proposed at grade and residential units above. The development proposes structured parking below grade (two levels) and above grade in the second level of the podium. A total of 108 parking spaces are proposed. The owner is seeking a partnership with the Grand River Hospital Foundation (GRHF) to provide several units for exclusive use of patient’s families while seeking care at the hospital.

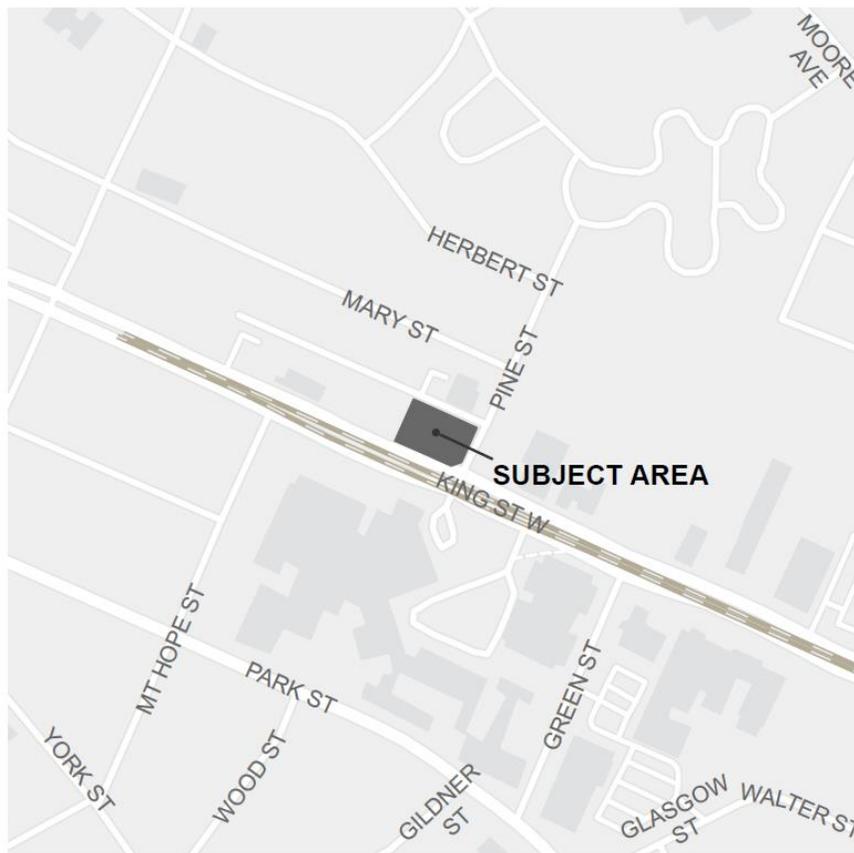


Figure 1 - Location Map: 890-900 King St. W.

REPORT:

The subject lands are located at the corner of Pine Street and King Street West, directly across the street from Grand River Hospital (see Figure 1). The subject lands are comprised of two separate properties (890 King Street West and 900 King Street West) which are proposed to be consolidated for the purpose of redevelopment. 890 King Street West was recently used as a private surface parking lot and prior to that, was formerly used as a gas station until 1993. 900 King Street West was a three storey walk up office building previously used as a medical office. This building has

since been demolished. The subject lands are contaminated and are being remediated through the Region of Waterloo's Brownfield Incentive program. The remediation work has commenced.

The surrounding area includes a mix of land uses including commercial, mixed use, residential and institutional. Surrounding land uses include a medical commercial building to the north, commercial buildings to the west, Pine Street to the east and Grand River Hospital located on the opposite site of King Street. Immediately adjacent to the subject lands, located within the King Street right-of-way, is the Grand River Hospital LRT ION transit stop.

Official Plan Amendment and Zoning By-law Amendment Applications

The purpose of this amendment is to add a Special Policy to the K-W Hospital Secondary Plan in the 1994 Official Plan and to amend Map 18 – K-W Hospital Secondary Plan to increase the maximum permitted density on the lands, municipally known as 890-900 King Street West, to facilitate the redevelopment for a 25 storey, mix use building with ground floor commercial, 231 residential units and 108 parking spaces.

To implement the proposed development, an Official Plan Amendment (OPA) is required. The OPA is requesting that the subject lands have a maximum Floor Space Ratio of 10.1 whereas policy 13.7.3.5 of the K-W Hospital Neighbourhood Secondary Plan limits density to a Floor Space Ratio (FSR) of 4.0.

In addition to the OPA, a Zoning By-law Amendment (ZBA) is required. The subject lands are zoned High Intensity Mixed Use Corridor Zone (MU-3) as per Schedule 75 of Zoning By-law 85-1.

To permit the proposed development the applicant is requesting to maintain the High Intensity Mixed Use Corridor Zone (MU-3), but add site-specific provisions to implement the proposed development. These include seeking permission to:

- amend Section 55.2.2.2 a) of Zoning By-law 85-1 to permit a rear yard setback from the west property line of 0.70m, whereas 14.0m is required.
- amend Section 55.2.2.2 a) of Zoning By-law 85-1 to permit a side yard setback from Dodds Lane of 0.60m, whereas 1.50 m is required.
- amend Section 55.2.1 of Zoning By-law 85-1 to permit a maximum Floor Space Ratio of 10.1 for the proposed building, whereas a maximum of 4.0 is permitted.
- amend Section 55.2.1 of Zoning By-law 85-1 to implement a maximum building height of 81.0 metres and 25 storeys, whereas the current by-law does not contain a maximum height restriction.
- amend Section 6.2.1 a) to permit parking at a rate of 0.71 per unit for Dwelling Units, greater than 51.0 sq.m. in size.
- amend Section 6.2.1 a) to permit parking at a rate of 0.165 per unit for Dwelling Units less than 51 sq.m. in size.
- amend Section 6.2.1 b) vi) B) to permit Visitor Parking at a rate of 10% of required parking. Visitor parking is to be shared with commercial uses.
- amend Section 6.2.1 a) to allow non-residential uses without a minimum parking requirement; and
- allow for canopies and stairs within 0.0 metres from the King Street property line.

Development Concept

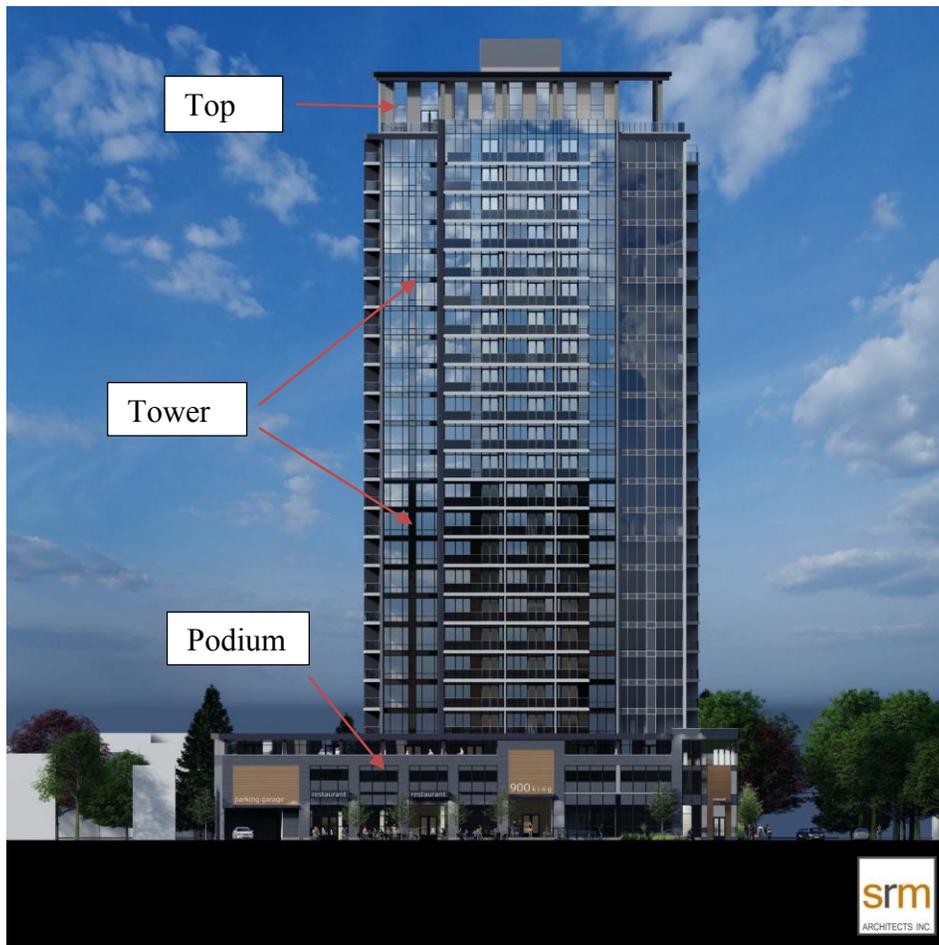


Figure 2 – Concept Plan of King Street Elevations

The conceptual plan is illustrated in Figure 2 above. It consists of a base/podium, tower and top.

The podium is 3 storeys in height and covers most of the site. The first floor is proposed to consist of retail/commercial uses at grade along the frontage of King Street West and Pine Street. Several entry points to commercial units are along King Street, at the corner of King Street West and Pine Street, and along a portion of the Pine Street frontage. The main floor has a 4.5m interior ceiling height with large windows along most of the frontage of King and Pine Streets. Elements such as rolling garage doors are being considered along the frontage to allow the businesses to spill out onto the outdoor patio/landscaped area along the King Street West frontage. The main entryways to the commercial and residential component of the development will be clearly defined with signage, alternative exterior finishes and canopy structures over each pedestrian entrance.

The main access to the residential component of the development is off King Street. The lobby area includes access to elevators, a parcel room, mail room, common amenity area and an office area. Also on the main level are garbage and recycling areas (with collection off of Dodds Lane). The garbage/recycling pick up area will double as a loading area for residents moving in and out of the building and to service the commercial/retail units. Service areas and the building transformer are located at the back of the building and screened from view from King and Pine Streets. Storage lockers, bike maintenance, a dog washing station and mechanical room are also provided on the main level of the podium.

The primary vehicular access leading to the underground parking garage is from King Street. Bicycle parking is provided in a secure room for residents on the main level as well as in the second level of the podium. Bicycle parking for public use will be included on the site plan during the detailed Site Plan process.

The second storey of the podium is for parking. Vehicular access to the second storey parking is from Dodds Lane. There are 34 parking spaces along with a bike room that are accessed by residents either through an internal staircase or elevators. Large windows are extended up to the top of the second floor and provide views out of the building. Parking planned on the second-floor podium will be screened so it is not seen from the street.

The third storey of the podium level is for several hospital foundation units as well as office and amenity/lounge space. The hospital foundation units would house family members of those seeking overnight or extended care at the hospital.

Floors four through twenty-four make up the compact point tower portion which is stepped backed from the podium and offset to be closer to the corner of Pine and King Streets. The tower contains 231 residential units. A mix of unit sizes are proposed including studios, one-bedroom and two-bedroom units. Each unit is proposed to have a private balcony. All units are proposed to be rental tenure.

The twenty fifth storey is the top of the tower. The floorplate of the twenty fifth storey is stepped back, and it provides a common amenity space for all residents of the building. The common amenity space consists of a fitness room and lounge/café/kitchen. A covered outdoor terrace is planned to overlook King and Pine streets and provides views overlooking the hospital and residential areas to the west of the site and to the south towards downtown Kitchener. The proposed development prioritizes shared communal space (indoor and outdoor) which will provide residents with an opportunity to socialize.

Planning Analysis:

Provincial Policy Statement, 2020:

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets out policies to consider in building strong healthy communities. The PPS is supportive of efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term and communities that accommodate an appropriate range and mix of land uses, while promoting compact and efficient development patterns that minimize land consumption and make better use of infrastructure.

The goal of the Provincial Policy Statement (PPS) is to provide a vision for land use planning in Ontario that encourages the efficient use of land, resources and public investment in infrastructure. A mix of land uses are encouraged to provide choice and diversity. A variety of transportation modes that will facilitate pedestrian movement, require less reliance on the automobile, and increase use of public transit is encouraged as a means of creating more sustainable, livable and healthy communities. The PPS encourages development that will provide for long-term prosperity, environmental health and social well-being.

The PPS provides that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources.

The PPS requires municipalities to promote healthy, livable, and safe communities by accommodating an appropriate range and mix of residential, park and other uses to meet the long term needs of the community and to encourage compact, mixed-use development that incorporates compatible employment uses to support liveable communities.

Provincial land use policies establish a framework that supports transit supportive development within Urban Areas of the Region. Sections 1.1.3.2 and 1.4.3 of the PPS require land use patterns within settlement areas to be based on densities and a mix of land uses that make efficient use of land and resources, which are transit-supportive and support active transportation, and provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents. Moreover, 1.4.3e) directs municipalities to require transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Planning staff is of the opinion that the proposed applications are consistent with the PPS as they will facilitate the redevelopment of the subject property with a compact mixed-use development that is located within the Midtown Major Transit Station Area (MTSA), an identified intensification area in the Official Plan (OP). The property is adjacent to the Grand River Hospital LRT station. No new public roads will be required for the proposed development and Engineering staff has confirmed there is capacity in existing infrastructure to support the proposed development. This proposal better utilizes the subject lands as it will bring in a range of uses, including a new purpose-built rental housing option, in a form that is transit supportive and included active uses at grade, secured bicycle parking, and reduced parking rates.

Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2020

The Growth Plan identified and delineated built up areas as key focus areas for intensification to make efficient use of land and infrastructure to support transit viability and provide flexibility to capitalize on new economic and employment opportunities while ensuring the provision of a full range of housing options to accommodate a range of incomes and household sizes all as part of a *complete community*.

Growth within settlement areas is focused on locations with existing or planned transit, with a priority on higher order transit where it exists or is planned. Complete communities feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities. They also have convenient access to a range of transportation options, including options for the safe, comfortable, and convenient use of active transportation. Within complete communities, developments must be of a high quality compact built form with an attractive and vibrant public realm which includes public open spaces.

Furthermore, Section 2.2.4 of the PPS requires MTSA's to be planned for a minimum density of 160 residents and jobs combined per hectare for those that are served by light rail transit. The ION light rail transit system is a Priority Transit Corridor. The subject lands are within several metres the Grand River Hospital ION station.

Within all MTSA's, development will be supported, where appropriate, by planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels; by providing alternative development standards, such as reduced parking standards; and by prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. Lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and should be comprised of a range of uses and activities.

It is the opinion of staff that the proposed applications are in conformity with the Growth Plan. The development of the subject lands with a high density mixed-use building - including partnering with Grand River Hospital to provide a suite of rooms for families of loved ones needing care from out of town - will contribute to the number of jobs and housing options within the MTSA and near the City's Urban Growth Centre, Uptown Waterloo, and Grand River Hospital. An underutilized surface parking lot will be redeveloped with an intensive mix of land uses, including a new housing option. The redevelopment of these lands will make better use of existing and new infrastructure such as the ION light rail transit, and is appropriate for a MTSA. The proposed development is located within an area planned for intensification. The Growth Plan prioritizes intensification within strategic growth areas which include both Major Transit Station Areas and brownfield sites, both of which applies to the subject lands. The proposed development meets the criteria of the Places to Grow Policy by planning a development for intensification within a Major Transit Station Area that is of an appropriate scale to support the transit infrastructure and utilizes existing services.

Regional Official Plan (ROP):

The Regional Official Plan (ROP) supports a Planned Community Structure based on a system of Nodes, Corridors and other areas that are linked via an integrated transportation system (ROP objective 2.1 and 2.2). Components of the Planned Community Structure include the Urban Area, nodes, corridors, and other development areas including Urban Growth Centers (UGC) and MTSAs. The subject lands are within a MTSA and in the Midtown PARTS plan area of the City of Kitchener. Increased densities in the form of a mix of residential, office, institutional and commercial development is encouraged within the MTSAs. The Region is supportive of the increase in density on site and the mixed-use nature of the proposal.

This area contains the physical infrastructure and community infrastructure to support major growth, including transportation networks, municipal drinking-water supply systems and municipal wastewater systems, and a broad range of social and public health services. It is also well-served by the existing public transportation system including bus and light rail rapid transit, including a transit station stop immediately in front of the property on King Street. For these reasons, lands within the Urban Area have the greatest capacity to accommodate growth and serve as the primary focus for employment, housing, cultural and recreational opportunities in the region.

Within the Urban Area, most of the Region's future growth will be directed to Urban Growth Centres, MTSAs, Reurbanization Corridors, Major Local Nodes and Urban Designated Greenfield Areas. In general, these areas will be planned to create a more compact urban form with a greater mix of employment, housing, and services in close proximity to each other. The proposed mix of residential, office, and commercial uses are proposed at a density that will support transit and make more efficient use of the subject lands than an underutilized parking lot and former office building would.

MTSAs are planned to be developed to achieve increased densities that support and ensure the viability of existing and planned rapid transit service levels and a mix of residential, office, institutional and commercial development, wherever appropriate. Regional Planning staff has no objections to the proposed applications.

The Region is currently undergoing a review of its Official Plan including the delineation of MTSA boundaries, which have been endorsed by Regional Council. The subject lands are within the draft MTSA boundaries that will be outlined in the ROP.

Planning staff is of the opinion that the applications conform with the ROP as this site is appropriate for the increases in density being sought due to its proximity to the Grand River Hospital Transit ION station.

City Policy Considerations:

City Official Plan (OP)

The subject lands, 890-900 King Street West, are located at the north easterly corner of King Street West and Pine Street. The subject lands are located within the designated Built-Up Area and are also located within a Major Transit Station Area. The lands are designated Mixed Use Corridor in the K-W Hospital Secondary Plan, which forms part of the 1994 Official Plan. The Mixed-Use Corridor designation in the K-W Hospital Secondary Plan encourages higher density, mixed use development and redevelopment.

Major Transit Station Area (MTSA) Official Plan

The OP establishes an Urban Structure for the City of Kitchener. Policies direct growth and development within this intensification area. Intensification areas are targeted as the primary locations to accommodate most of the development or redevelopment within the City. According to Section 3.C.2.3 of the OP, Primary Intensification Areas include MTSA's. These intensification areas have been identified as the areas targeted to provide a range and mix of uses at higher densities than adjacent areas.

The subject lands are located within a MTSA which include lands that are generally within a ten-minute walking radius around the location of an ION station.

Section 3.C.2.17 of the OP indicates that the planned function of MTSA's is to support transit and rapid transit. This is a key principle when focusing on where to accommodate growth through development, as growth is intended to support existing and planned transit including rapid transit service levels. The MTSA is integral in providing connectivity of various modes of transportation to the transit system; achieving a mix of residential, office and commercial development, and achieving streetscapes with a built form that is pedestrian-friendly and transit-oriented.

In the opinion of staff, the proposed mixed-use development supports the planned function of a MTSA. The proposed uses will result in intensification of a currently underutilized parcel of land near a range of transit options, including ION. Supporting transit usage is a key objective for lands within the MTSA, and as such the proposed development has been designed at a density to support higher order transit. The site will contain several Transportation Demand Management (TDM) measures which encourage other modes of transportation, besides the automobile, with a focus on active transportation including walking and cycling. As a predominant location between Uptown Waterloo and Downtown Kitchener and along the ION transit route, the site is also located within a Mixed Use Corridor which has also been identified for intensification to direct development away from surrounding low rise residential neighbourhoods and into the station areas.

In accordance with Section 3.C.2.19 of the OP, the Midtown PARTS Plan has been adopted by Council, but has not been implemented through an OPA. However, the City is currently in the process of conducting its Neighbourhood Planning Review (NPR) which is intended to implement the recommendations of the PARTS Plan. It is important to note that the NPR project has commenced but has not been finalized as this is closely tied to the ROP Review and the final delineation of the MTSA's in the ROP. Therefore, this study is on hold until the ROP review is completed.

Until such time as Station Area Plans are completed, any development application submitted within a MTSA will be reviewed generally in accordance with the Station Study Areas contained in the City's PARTS Project Plan and Background Report. Section 3.C.2.22 of the OP establishes criteria for development within a MTSA. The proposed high-density mixed-use development supports the planned function of the MTSA by employing several TDM measures, is within proximity to existing public transit facilities, provides on-site amenities together with intensive residential, office and

commercial uses that will activate the streetscapes and that are both pedestrian and transit friendly. The proposed development is at a scale and intensity that is appropriate for lands located within a MTSA.

Urban Structure

The planned function of a MTSA, in order to support transit and rapid transit, is to:

- a) provide a focus for accommodating growth through development to support existing and planned transit and rapid transit service levels;
- b) provide connectivity of various modes of transportation to the transit system;
- c) achieve a mix of residential, office (including major office), institutional (including major institutional) and commercial development (including retail commercial centres), wherever appropriate; and,
- d) have streetscapes and a built form that is pedestrian-friendly and transit-oriented.

In addition, MTSA on priority transit station corridors shall be planned with a minimum density target of 160 residents and jobs combined per hectare for those served by light rail transit. Planning staff are recommending approval of these applications as these types of redevelopment proposals will help achieve minimum target levels.

Housing

Section 4.1.1 of the OP, as one of the City's objectives concerning the provision of housing options, directs staff to provide for an appropriate range, variety and mix of housing types and styles, densities, tenure, and affordability to satisfy the varying needs of our community through all stages of life. The application for the high-density mixed-use development will provide for a variety of housing options including rentals of studio, one-, and two-bedroom units thereby meeting this policy direction of the OP.

Section 4.1.4 also directs the location and integration of housing opportunities with local stores and services that are accessible by active transportation and public transit. The subject lands will integrate office and retail uses with the proposed residential uses. The site is located within a MTSA and therefore has access to higher order transit and will also provide for active transportation through the provision of bicycle storage and pedestrian and cycling linkages to nearby trails and the neighbourhood at large.

Urban Design

Chapter 11 of the City's OP outlines policies with respect to the direction and criteria used for urban design. To address these policies, a checklist was submitted in support of the development proposal.

Policy 11C.1.30 provides direction for the Site Plan Control process for elements that must be incorporated into the site design. These include a design that provides for a high-quality public realm, safe site circulation for all modes of transportation, site servicing components are functional but screened from view from the public realm, landscaping, site signage be integrated into the design, nighttime visibility, and safety.

Policy 11.C.1.31. directs that new buildings are designed to enhance pedestrian usability, respect, and reinforce human scale, create attractive streetscapes, and contribute to rich and vibrant urban places.

Policy 11.C.1.32 states that the City will require special design consideration for buildings located at priority locations.

Policy 11.C.1.33. encourages attractive building forms, compatible with surrounding buildings, infill development that contributes to the neighbourhood character, architectural innovation, and a high standard of building designs for buildings located at priority locations.

In the opinion of staff, the proposed development satisfies the criteria outlined in Section 11 of the OP. the criterion for evaluation includes Streetscape; Skyline; Safety; Universal Design; Priority Locations; Site Design; and Building Design, Massing and Scale Design. The proposal includes upgrades and improvements to adjacent streetscapes to improve the public realm. The proposal includes a high-rise tower that has been evaluated with respect to the Guidelines for Tall Building Design (Urban Design Manual) and the 25 storey height of the building will provide visual interest and variation which is consistent with other high-rise proposals that have either been approved or are under evaluation with respect to the City's skyline. The floor plate is smaller to mitigate the effects of shadow. Safety and universal design are principles always considered in good site design. Given the location of the subject site within the LRT corridor a higher level of urban design is expected and has been incorporated in the overall site and building design. Wind, Shadow and Traffic Impact and Tall Buildings analyses have all been undertaken to inform building, site design, massing, and scale design of the site to promote compatibility and good planning. Final design considerations will be confirmed through the site plan approval process.

Policy Framework

Policy 16.D.1.4 of the OP directs that certain policies of the OP are applicable in Secondary Plan areas. Parts A, B, C, E and F of the OP are applicable policies that apply to lands within a Secondary Plan. Therefore, although the Secondary Plans have not been updated as part of the OP in the 2014, all Secondary Plans listed in Policy 16.D.1.3 including the K-W Hospital Secondary Plan, which affects these lands, are still subject to these Sections of the OP which means that the OP policies also apply to the Secondary Plan areas.

K-W Hospital Secondary Plan

The subject lands are currently designated as Mixed Use Corridor in the K-W Hospital Secondary Plan, which forms part of the Official Plan.

Secondary Plans that are originally part of the 1994 OP, were not revised as part of the adoption of the OP in 2014 and are currently under review as part of the Neighbourhood Planning Review (NPR) with the intention of being revised as part of a separate comprehensive planning process. Therefore, the Secondary Plan policies of the K-W Hospital Secondary Plan continue to apply to the subject lands and will be amended through this process.

The Mixed Use Corridor land use designation in the K-W Secondary Plan currently permits a maximum FSR of 4.0. Lands within this designation are primarily intended to serve the adjacent residential neighbourhoods and employment areas and allow for intensive transit supportive development such as the development proposed by the applicant, which will include a mix of office and commercial and retail uses together with a variety of residential uses and tenure types including affordable housing, as well as rental and condominium development. The intensification of this and other sites within the corridor is intended to support higher order transit. The high intensity mixed use development proposed for the subject lands will implement this policy direction of the K-W Secondary Plan through its provision of residential use as well as the commercial/retail employment uses on the lands that are being proposed for higher densities that will support transit.

Mixed Use Corridors generally have strong pedestrian linkages to and from the surrounding residential neighbourhoods and this development proposes to support those linkages. The subject lands have the benefit of being in proximity to Uptown Waterloo and Downtown Kitchener meaning the full range of amenities are available within walking or biking distance. This includes:

- Major employers (Grand River Hospital, Sun Life, etc.);
- Food stores (Central Fresh Market – 700 m; Vincenzo's – 700 m; Valu-Mart, 1.3 km);

- Schools (King Edward Public School, Kitchener Waterloo Collegiate and Vocational School);
- Trails;
- Restaurants;
- Retail; and
- Recreation.

The current policy framework of the City under the K-W Hospital Plan permits mixed development at floor space ratio of 4.0 whereas the proponent is requesting 10.1. These policies pre-date a number of policy documents including the current Provincial Policy Statement, the current Growth Plan, the current Regional Official Plan and the 2014 City of Kitchener Official Plan. When the City's Official Plan was updated in 2014, the Secondary Plans, including the K-W Hospital Plan, were deferred in order to complete more detailed PARTS planning and the related Neighbourhood Review process. These Secondary Plans are in the process of being updated, with final approval pending the Regional review of its Official Plan which is currently underway.

To implement the proposed mixed-use development, an amendment to the Secondary Plan is required to increase the Floor Space Ratio from 4.0 to 10.1. This increase is appropriate given the location within a Major Transit Station, the adjacency to the Grand River Hospital ION stop, the location along a major Regional Road, and the ability to design the site in a manner which minimizes impacts on surrounding development. The subject lands do not directly abut low-rise residential development and are separated from the closest low-rise residential properties by Dodds Lane and other non-residential uses. It has been demonstrated the increased density across from the ION stop is supportable and compatible with the objectives of the PARTS Plans. The proposed development is consistent with the Provincial Policy Statement and conforms to the Growth Plan and the Region of Waterloo Official Plan. The proposed development implements broader policy direction as it relates to implementation, and reflects the City's 2014 Official Plan, which identifies Major Transit Station Areas as primary intensification areas. The subject lands are also a Brownfield site. Brownfields are also considered priorities for redevelopment.

The City's intensification areas are intended to provide for a broad range and mix of uses in an area of higher density and activity than surrounding areas. As noted in Policy 3.C.2.17 of the Official Plan, the planned function of Major Transit Station Areas, in order to support transit and rapid transit, is to:

- a) provide a focus for accommodating growth through development to support existing and planned transit and rapid transit service levels;
- b) provide connectivity of various modes of transportation to the transit system;
- c) achieve a mix of residential, office (including major office), institutional (including major institutional) and commercial development (including retail commercial centres), wherever appropriate; and,
- d) have streetscapes and a built form that is pedestrian-friendly and transit oriented.

The proposed development will support existing rapid transit service levels by providing development immediately adjacent to an existing transit stop. The proposed development provides housing adjacent to a major employer (Grand River Hospital) allowing future residents to walk to work. The development incorporates bicycle parking and will support active transportation. The development includes a mix of uses and has a streetscape and built form that is pedestrian-friendly.

The Official Plan acknowledges that Major Transit Station Areas may include lands within stable residential neighbourhoods which are not the primary focus for intensification. The subject lands are outside of the stable residential neighbourhood and are already designated and zoned for high density development.

The City's Growth Management Strategy

The strategy outlines where new development will take place within our city to ensure it is complementary to our community priorities and aligned with our future infrastructure investments. As it relates to the subject lands, a Priority 'A' rating has been assigned, which means the City will actively work on applications towards an approval.

PARTS Midtown Plan

The subject lands are located within the PARTS Midtown Plan, which is a guiding document that made recommendations for land uses around rapid transit station areas. The Midtown Plan made recommendations for amendments to the Secondary Plans within the MTSA, which have not yet been implemented. One of the principal recommendations was to protect stable neighbourhoods by directing growth in the areas such as the Mixed-Use Corridors. As the subject lands are situated adjacent to the Grand River Hospital LRT station, higher density is appropriate, and it will help support transit use.

Additionally, the PARTS Midtown recommended that transition regulations be implemented in zoning by-laws to protect the transition of higher density development adjacent to stable neighbourhoods. One of the key strategies is to ensure buildings are scaled to integrate within their surroundings by locating taller elements closer to the transit stops. Create a smooth transition in height down to established neighbourhoods. The tower is designed to shift massing and height closest to the transit stop and directly opposite to the commercial building in behind which is located off Pine Street. This combined with a 3 storey podium ensures transition occurs between the proposed development, the commercial lands directly behind and the residential dwellings of the Mary/Pine neighbourhood.

Neighbourhood Planning Review Proposed Zoning

Properties located within Secondary Plans are undergoing Neighbourhood Planning Reviews which includes updates to the Official Plan/Secondary Plans and to the proposed Zoning By-law. The City of Kitchener's recently updated Zoning By-law (2019-051) does not include lands within anticipated MTSAs or within Secondary Plan areas. As part of the NPR, the city has prepared proposed amendments to the Zoning Bylaw 2019-051, but these have not yet been considered by Council and may be subject to change. The draft zoning regulations are available on the City of Kitchener website and the proposed development is identified as a MIX-3: Medium to High Rise Mixed Use Three Zone – which plans to accommodate a variety of uses within mixed use buildings and mixed-use developments at a medium to high density. If approved, it is anticipated that the site-specific zoning contemplated in the Zoning By-law Amendment to By-law 85-1, would be carried forward into a future stage of Zoning By-law 2019-051.

Urban Design Manual - Tall Buildings Guidelines

Tall Buildings Guidelines are in the Urban Design Manual. The objective of this document is to:

- achieve a positive relationship between high-rise buildings and their existing and planned context;
- create a built environment that respects and enhances the city's open space system, pedestrian, and cyclist amenities and streetscapes;
- create human-scaled pedestrian-friendly streets, and attractive public spaces that contribute to livable, safe, and healthy communities;
- promote tall buildings that contribute to the view of the skyline and enhance orientation, wayfinding and the image of the city;
- promote development that responds to the physical environment and microclimate and the natural environment through design, including four season design and sustainability; and

- promote tall building design excellence to help create visually and functionally pleasing buildings of architectural significance.

The proposed development has been designed with these objectives in mind. Urban Design staff has confirmed that the proposed tower is generally consistent with and meet the overall intent of the guidelines. Tower separation, wind, shadow analyses are acceptable and consistent with the UDM. Detailed design elements will be implemented at the site plan approval stage.

Zoning By-law Amendment

A Zoning By-law Amendment has been submitted with this report to rezone the subject lands from High Intensity Mixed Use Zone (MU-3) to High Intensity Mixed Use Zone (MU-3) with special regulation provision 775R to accommodate the proposed development. Each of the recommended site-specific zoning provision is discussed in greater detail below.

1. Reduced rear yard setback of 0.73 whereas 14.0 m is required

The applicant is seeking relief from Section 55.2.2.2 a) of the Zoning By-law to permit a rear yard setback from the west lot line of 0.73m. The setback applies to the 3 storey podium only as the tower is setback more than 17m from the property line. Tall mixed use developments are often comprised of a tower with a podium at the bottom. The intent of the rear yard setback is to create a separation from the neighbouring properties. Although the west property line is considered the rear yard in accordance with the Zoning By-law definition, it functions more as a side yard. The adjacent use at 904 King Street West is a Traction Powered Sub Station (TPSS). This land is owned by the Region of Waterloo and is a site that is required to power the LRT. As such, the TPSS provides additional separation between the proposed development and any development planned further west of the property.

2. Increased Floor Space Ratio of 10.1 whereas a maximum of 4.0 is permitted

The applicant is seeking permission to amend Section 55.2.1 of Zoning By-law 85-1 to permit a maximum Floor Space Ratio of 10.1 for the proposed building, whereas a maximum of 4.0 is permitted.

The increase to the Floor Space Ratio is appropriate for sites located within a MTSA and adjacent to an ION station. The additional Floor Space on site will accommodate additional floor area, which will be used for office, commercial, and residential uses. Concentrating high density developments adjacent to ION stations supports the significant investment that has been made in the Region of Waterloo's Rapid Transit System and is in alignment with Provincial, Regional and local policy that directs intensification to MTSA's as a priority.

3. A parking rate of 0.71 spaces per unit for Multiple Dwelling Units and 0.165 spaces per unit for Multiple Dwelling Units less than 51 sq. m

The applicant is seeking permission to amend Section 6.2.1 a) to permit parking at a rate of 0.71 per unit for Multiple Dwelling Units, and 0.165 spaces per unit for Multiple Dwelling Units less than 51 sq.m. in size.

The OP supports parking reductions for sites that are well served by transit and particularly by the LRT. Parking at a rate of 0.71 per unit is being requested due to the site being located adjacent to the Grand River Hospital ION station. It is anticipated that the residents will utilize existing transit and active transportation as primary modes of transportation. A Parking Justification Report has

been prepared and submitted to support the parking rate proposed as part of the ZBA and has been reviewed by Transportation staff.

The Zoning By-law permits reduced parking for units less than 51 sq.m. in size for a maximum of 40% of the total units. A special regulation is proposed that would allow the reduced rate to apply to all units less than 51 sq.m. in size. This increase is being recommended given the TDM measures and proximity to high order transit options.

5. A visitor parking rate of 10% of required parking.

The applicant is seeking permission to amend Section 6.2.1 b) vi) B) to permit Visitor Parking at a rate of 10% of required parking.

Visitor parking is to be shared with commercial uses. By-law 2019-051 – Kitchener’s new Zoning By-law – allows for shared parking arrangements in mixed use developments. The By-law does not apply to these lands, so the regulation does not apply. The 10% visitor rate is consistent with the required visitor parking for MIX zoned lands in By-law 2019-051. The City of Kitchener has also approved other applications seeking a 10% visitor parking rate. This is to recognize the fact that as overall parking is proposed to be reduced, it is appropriate to also consider reductions to visitor parking rates as visitors will be able to access the site through alternative modes of transportation.

6. Permitting commercial/retail uses without a minimum parking requirement.

The applicant is seeking permission to amend Section 6.2.1 a) to allow commercial/retail uses without a minimum parking requirement.

The visitor parking is proposed to be shared between the residential visitor and commercial uses as noted above. It is not anticipated that the ground floor commercial/retail area will generate a significant amount of vehicular traffic. Secure bike parking is proposed for employees of the commercial units and outdoor bicycle parking will be provided for public use.

7. Permitting Hotel Parking at a rate of 0 spaces per guest room.

The applicant is seeking permission to amend Section 6.2.1 a) to permit Hotel Parking at a rate of 0 spaces per guest room.

The owners are seeking a partnership with the Grand River Hospital Foundation (GRHF) for the provision of suites and office space for exclusive use by GRHF to accommodate family and caregivers for those seeking treatment at the Grand River Hospital. To that end, GRHF has confirmed that there is parking available at the hospital and that no parking is required at the subject lands. The GRHF residential units would be considered a Hotel use under the Zoning By-law.

In summary, to implement the proposed development plan, several site-specific regulations are being recommended given context, site location and proximity to the LRT. Staff recommend that the proposed Zoning By-law amendment be approved as shown in Appendix “C”.

Technical Analysis

Traffic Study/Transportation Demand Management (TDM) and Parking Reduction Justification

A Traffic Study, TDM and Parking Reduction Justification study was submitted to understand and assess the transportation context and infrastructure to support the proposed applications for the site.

The main conclusions reached are as follows:

1. During weekday morning and afternoon periods, the proposal is estimated to generate 50 and 45 vehicle trips, respectively;
2. The site is well located for travel by transit and active transportation;
3. Bicycle parking on-site will be provided beyond current requirements; and
4. TDM measures will be incorporated into the proposal to encourage travel alternatives by transit, walking and cycling including:
 - Indoor secure bike parking,
 - Unbundled parking, and
 - Inclusion of a carshare vehicle on-site.

In summary, based on the proposed TDM measures and the site context, the proposed development is well suited to serve pedestrians, cyclists, car share users and transit users, and as a result, the proposed parking justification is appropriate.

Shadow Impact Study

A Shadow Impact Analysis was completed to determine any impact that the proposed building design may have on nearby residential areas. The study provided an assessment for three periods during the day including 10:00am, 1:00pm and 4:00pm shadows for the months of March, June, September and December. The study identified that any proposed shadows cast by the tower fall within acceptable ranges for the three critical time periods of March, June, and September. During December, however, the effect of shadow is more apparent. This is a common occurrence at this time of year where the sun's angle is at its lowest and shadows cast further as a result. Winter is the least critical period because people spend most of their time indoors.

Additional shadow impact was undertaken to address concerns of residents. It, too, has shown that the effects are minimal.

Staff has considered the study and is generally satisfied with the results. At least five (5) hours of cumulative direct sunlight is maintained.

Wind Impact Study

A Pedestrian Wind Assessment was prepared for the subject lands by RWDI, dated March 26, 2021. RWDI utilized the local wind climate, surrounding buildings and experience with wind tunneling testing in their analysis. The study concluded that no unsafe or uncomfortable conditions are expected.

The Wind Assessment provides the following recommendations:

- Wind control concepts for the commercial entrances.
- Additional wind control measures to provide appropriate conditions for outdoor dining
- Rooftop terrace requires strategically located vertical wind screens and/or planters to protect the more sensitive passive use areas.
- A wind tunnel study is recommended to quantify these wind conditions and to refine any conceptual wind mitigation measures presented in the Wind Assessment.

This study has been reviewed and accepted by City staff. Any of the recommendations noted above are to be carried out as part of Site Plan approval.

Noise and Vibration Study

A Noise and Vibration Impact Study was prepared for the subject lands by RWDI. The following noise control measures are recommended for the proposed development: Installation of central air-conditioning; the inclusion of noise warning clauses; and suite bedroom window glazing with minimum sound isolation performance of STC 36 for the south façade.

The potential vibration impacts due to the adjacent Grand River Transit ION Light Rail line was evaluated. No mitigation measures for vibration are recommended as measured levels of the Light Rail Transit passes were below applicable limits.

The study recommends that the building design be further evaluated through detailed design to ensure that the acoustical design is adequately implemented to meet applicable criteria.

Regional staff has reviewed the study and concur with the recommendations to undertake a detailed assessment at the site plan stage. A holding provision has been proposed at the request of Regional staff. It will have to be lifted, prior to site plan approval.

Heritage Conservation

The subject lands are not identified as being of cultural heritage value or interest by the City of Kitchener and do not contain any significant built heritage resources which are designated or 'listed' under the Ontario Heritage Act.

Servicing Considerations

A Functional Servicing Report and Stormwater Management Report were prepared in support of the proposed redevelopment. The purpose of this report is to document servicing, grading and stormwater management opportunities and constraints for the subject lands. The conclusions of the study confirm that the proposed development can be adequately serviced by municipal water and sanitary infrastructure but there is no storm sewer. Plans are proposed to extend the storm sewer along Pine from Mary Street. Detailed design will be carried out as part of site plan approval. This conclusion has been corroborated by City Engineering staff.

Site Plan

Site Plan application SP22/011/K/BB to redevelop these lands with the concept described above was submitted in late 2021. The site plan was considered at SPRC Meeting of February 16, 2022. It is anticipated that approval in principle will be granted pending additional urban design review, overall improvements to building design, and pending Council's approval of the land use permissions. Staff has met with the project Architect, and the Project Planning Consultant on several occasions to provide input on the design of the site. Considerable improvements to the overall site and building design have occurred, including improved building elevations. Staff is generally satisfied with the building and site design.

Department and Agency Comments:

Preliminary circulation of the OPA and ZBA was undertaken on June 30, 2021, to applicable City departments and other review authorities. No major concerns were identified by any commenting City department or agency. Additional consideration will be addressed through the site development approval process. Copies of comments are found in Appendix 'D' of this report.

The following Reports and studies were considered as part of this proposed OPA and ZBA:

- Planning Justification Report
Prepared by: MHBC Planning, May 2021

- Functional Servicing Letter
Prepared by: Meritech Engineering, April 27, 2021
- Transportation Impact, Transportation Demand Management and Parking Justification Study
Prepared by: Salvini Consulting April, 2021
- Sustainability Statement
Prepared by SRM Architects Inc., April 16, 2021
- Noise & Vibration Study
Prepared by: RWDI, March 30, 2021
- Shadow Study
Prepared by: SRM Architects Inc., November 2, 2021
- Pedestrian Wind Assessment
Prepared by: RWDI, March 26, 2021

NEIGHBOURHOOD COMMENTS AND STAFF RESPONSE:

Planning staff received written submissions which are attached as Appendix “E”. Comments were received following the initial circulation in July 2021 and at a Neighbourhood Meeting (NM) that was held on October 6, 2021. Approximately 37 individuals, including members of the media, attended the NM. Additional information on the comments received from community members during the consultation on these applications is described in greater detail below.

Overall, comments received were generally understanding that development would take place but not at the scale and intensity being proposed. The primary issues raised were as follows:

- Traffic - impact to surrounding road network
- Parking – ensuring there is enough parking on-site
- Compatibility – height too tall
- Shadow impacts
- Loss of privacy and overlook concerns
- Affordable housing

Traffic

Traffic impacts associated with the development proposal was cited often by residents who live on Pine, Mary, and Herbert streets. To respond, the subject lands front onto both a Regional Road (King Street E.) and a Local Street (Pine Street). The principal access to the development is from King Street with a secondary access proposed off Dodd’s Lane into the parking structure for visitor parking only. As a result, it is anticipated that most of the traffic generated from this development will use King Street thus avoiding direct travel through adjacent residential areas. Having access to King and Dodds Lane allows a split of the total traffic, keeping the majority off Dodds Lane at the request of comments received. The vehicle access does not dominate the façade along King Street. The split ramp design limits ramping within the building on the ground floor, allowing more ground floor area to be used for active uses.

King Street is designed to accommodate large volumes of traffic and can support the additional traffic proposed. Regional Transportation Planning staff has no concerns. While it is anticipated surrounding residential streets may experience some traffic associated with this development,

Transportation Planning staff has considered proposed traffic movements and volumes and is confident the operational capacities of these surroundings local roadways will not be exceeded.

Parking

Residents expressed concerns and wanted to ensure that adequate visitor parking be provided on site to avoid spillover parking onto surrounding neighbourhood streets. This is a common concern and one that staff is always trying to balance by encouraging TDM to reduce vehicle trip generation (and a need for lots of parking spaces) in favour of public transportation, cycling or walking. Staff is of the opinion this development proposal strikes a balance of providing on-street parking spaces and supporting TDM measures. Although a parking reduction is being sought, a total of 109 parking spaces will be provided while incorporating a number of TDM measures to promote and incentivize using other forms of transportation such as providing unbundled parking, transit passes, indoor cycling storage, car share spaces and active uses at grade to offset the reduction. Moreover, the location of the subject lands relative to the Grand River Hospital ION station and other retail and employment opportunities combined with the fact this is a mixed use proposal, will lead to walking, cycling, or taking public transit more often than driving for future residents of this development. The objective of TDM is to encourage a shift in behaviour from a car dominated culture towards one of using public transportation, cycling, and walking. Limiting the amount of parking helps to drive this change in behaviour. Staff is of the opinion that there is a balance of supplying enough parking for the development while providing a number of TDM measures to encourage use of public transit, cycling, and walking as this area of the community evolves and grows over the longer term.

Compatibility

There were a number of comments expressing concern with the compatibility of the proposal. Staff can appreciate and understand this sentiment as the proposal represents change for the area. It is acknowledged that much of the area is presently developed with low-to-mid rise forms of commercial/residential land uses. That is changing as there are several new developments underway including ones located at 690 King Street (6 storeys) and 607 King Street (Station Park – 18 to 44 storeys). Development along the King Street West Mixed Use Corridor, including existing development, recently approved developments, and current development proposals reflect the presence of LRT and the importance of providing transit supportive densities in MTSAs.

Most of the lands situated within the King Street West Mixed Use Corridor have been targeted for planned growth, promoting a vision of mixed land uses of commercial/residential at a higher intensity, particularly for lands that have been consolidated into a larger parcel or do not directly back onto residentially zoned lands. The subject parcel of land would fall in the latter category as it backs onto a commercial zoned property developed with a six storey commercial building. The proximity of the subject lands to Grand River Hospital ION justifies higher density mixed-use developments to support the planned function of a MTSA. Moreover, despite the scale and density, the site has been designed to promote compatibility including a podium that is 3 storeys in height, pushed to the property edges and activated with commercial uses to provide a positive pedestrian-oriented streetscape and public realm. The tower will be step-backed from the podium so that the presence of height is minimized from the street level. The tower is shifted closer to the King and Pine Street intersection. The floor plate size of the tower is narrower to reduce impacts of wind and shadow, while promoting wayfinding and visual interest. The primary vehicular entrance/exit to the site is off King Street which is designed to carry large volumes of traffic thus vehicles do not have to travel directly through residential neighbourhoods.

Shadow Impacts

Given the proposed height of the building, many residents who live in the nearby residential neighbourhood are concerned with shadow impacts. The applicant prepared a Shadow Impact

Analysis, and this has been reviewed by the City's Urban Design staff. The study provided an assessment for three periods during the day including 10:00am, 1:00pm and 4:00pm shadows for the months of March, June, September and December. Additional shadow analysis was undertaken for earlier in the morning and into the evening hours at the request of residents. Staff has reviewed the data and support the findings of the analyses that shadow impact is minimal and acceptable based on evaluating criteria of the Tall Building Guidelines.

Loss of Privacy/Overlook Concerns

Some residents expressed concern for the potential of the loss of privacy with the introduction of a tall building to their community.

Staff understand the concern, but it is important to note that the existing zoning permissions would permit a building of approximately 11-12 storeys in height located 1.5 metres from Dodd's Lane. The potential for overlook would still occur under the existing permissions scenario. This proposal however shifts the tower closer to King/Pine and Dodds Lane to create separation between low rise residential and the proposed tower and it brings the tower more in line with the commercial building directly behind. This measure, combined with the podium blocking views at the lower levels while incorporating inset balconies at the higher levels, will help to limit views and mitigate the concern.

Affordable Housing

Some residents raised the question of the provision of affordable housing. The development includes 231 purpose-built rental units comprised of a mix of studio, one and two bedroom units that will provide an immediate supply of rental housing within an intensification area identified in the OP. The residential density achieved through this development provides for a more affordable housing option than many existing housing options within the City's central neighbourhoods. The units will appeal to a broad demographic range including singles, families and seniors. Additionally, the proposal also includes a much-needed partnership with the GRHF to provide housing to families from out of town seeking medical care at Grand River Hospital.

Planning Conclusions

In considering the foregoing, staff are supportive of the proposed Official Plan Amendment and Zoning By-law Amendment to permit 890-900 King Street E. to be developed with a mixed-use building 25 storeys in height. Staff is of the opinion that the subject applications are in keeping with the objectives of the KW Hospital Secondary Plan, are consistent with policies of the Provincial Policy Statement (2020), conform to Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, and the City of Kitchener Official Plan and represent good planning. Staff recommends that the applications be approved.

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

Capital Budget – The recommendation has no impact on the Capital Budget.

Operating Budget – The recommendation has no impact on the Operating Budget.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City's website with the agenda in advance of the Council / Committee meeting. Notice signs were posted on the property and information regarding the application posted to the City's website in the summer of 2021. Following the initial circulation

referenced below, an additional courtesy notice of the public meeting was circulated to all property owners within 240 metres of the subject lands, those responding to the preliminary circulation and who attended the Neighbourhood Meeting on October 6, 2021 and Notice of the Public Meeting was posted in The Record on February 11, 2022 (a copy of the Notice may be found in Appendix C).

CONSULT – The OPA and ZBA were originally circulated to property owners within 120 metres of the subject lands on June 19, 2021. In response to this circulation, staff received written responses from 38 households, which are included in Appendix ‘E’.

PREVIOUS REPORTS/AUTHORITIES:

- Municipal Act, 2001
- Planning Act, R.S.O. 1990, c. P.13
- Provincial Policy Statement, 2020
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020
- Regional Official Plan, 2010
- City of Kitchener Official Plan, 2014
- Kitchener Growth Management Strategy
- Zoning By-law 85-1 & 2019-051
- City of Kitchener Urban Design Manual

APPROVED BY: Readman, Justin - General Manager, Development Services

APPENDIX

- Appendix A – Proposed Official Plan Amendment
- Appendix B – Proposed Zoning By-law Amendment
- Appendix C – Newspaper Notice
- Appendix D – Department and Agency Comments
- Appendix E – Community Comments

**AMENDMENT NO. TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER**

**CITY OF KITCHENER
890-900 King Street West**

**AMENDMENT NO. TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER
890-900 King Street West**

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SECTION 2	PURPOSE OF THE AMENDMENT
SECTION 3	BASIS OF THE AMENDMENT
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AMENDMENT NO. TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER

SECTION 1 – TITLE AND COMPONENTS

This amendment shall be referred to as Amendment No. XX to the 1994 Official Plan of the City of Kitchener. This amendment is comprised of Sections 1 to 4 inclusive and Schedule 'A'.

SECTION 2 – PURPOSE OF THE AMENDMENT

The purpose of this amendment is to add a Special Policy to the K-W Hospital Secondary Plan in the 1994 Official Plan and to amend Map 18 – K-W Hospital Secondary Plan to increase the maximum permitted density on the lands, municipally known as 890-900 King Street West, to facilitate the redevelopment for a 25 storey, mix use building with ground floor commercial, 231 residential units and 108 parking spaces. The proposed development contains a single residential tower on top of a mixed use podium base. The tower has been oriented towards the intersection of King Street West and Pine Street. Ground floor commercial units are proposed facing King Street West and all parking is located underground or within the podium. The development contains a range of unit sizes and types. The primary vehicular access to the development will be from King Street West. A secondary vehicular access is provided from Dodds Lane which primarily provides access to the visitor parking. .

SECTION 3 – BASIS OF THE AMENDMENT

The subject lands, 890-900 King Street West, are located at the northeasterly corner of King Street West and Pine Street. The subject lands are located within the designated Built-Up Area and are also located within a Major Transit Station Area. The lands are designated Mixed Use Corridor in the K-W Hospital Secondary Plan, which forms part of the 1994 Official Plan. The Mixed-Use Corridor designation in the K-W Hospital Secondary Plan encourages higher density, mixed use development and redevelopment.

The proposed development has been reviewed relative to applicable Provincial and Regional Policies. These policy documents provide the following direction:

- The goals of the Provincial Policy Statement (PPS) is to provide a vision for land use planning in Ontario that encourages the efficient use of land, resources and public investment in infrastructure. A mix of land uses are encouraged to provide choice and diversity. A variety of transportation modes to facilitate pedestrian movement, less reliance on the automobile, and use of public transit is encouraged as a means of creating more sustainable, livable and healthy

communities. The PPS encourages development that will provide for long-term prosperity, environmental health and social well-being.

- The PPS provides that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources.
- The proposed development is located within an area planned for intensification. The Growth Plan prioritizes intensification within strategic growth areas which include both Major Transit Station Areas and brownfield sites, both of which applies to the subject lands. The proposed development meets the criteria of the Places to Grow Policy by planning a development for intensification within a Major Transit Station Area that is of an appropriate scale to support the transit infrastructure and utilizes existing services.
- The Region's Official Plan (ROP) states that most of the region's future growth should be directed to Urban Growth, Centres, Major Transit Station Areas, Reurbanization Corridors, Major Local Nodes and Urban Designated Greenfield areas. Generally, these areas should create a more compact urban form.
- The ROP promotes medium and higher density development as close as possible to the transit stop to support higher frequency transit service and optimize transit rider convenience;

The current policy framework of the City under the K-W Hospital Plan permits mixed development at floor space ratio of 4.0 whereas the proponent is requesting 10.1. These policies pre-date a number of policy documents including the current Provincial Policy Statement, the current Growth Plan, the current Regional Official Plan and the 2014 City of Kitchener Official Plan. When the City's Official Plan was updated in 2014 the Secondary Plans, including the K-W Hospital Plan, were deferred in order to complete more detailed PARTS planning and the related Neighbourhood Review process. These Secondary Plans are in the process of being updated, with final approval pending the Regional review of its Official Plan which is currently underway.

In order to implement the proposed mixed-use development, an amendment to the Secondary Plan is required to increase the Floor Space Ratio from 4.0 to 10.1. This increase is appropriate given the location within a Major Transit Station, the adjacency to the Grand River Hospital ION stop, the location along a major Regional Road, and the ability to design the site in manner which minimizes impacts on surrounding development. The subject lands do not directly abut low-rise residential development and are separated from the closest low-rise residential properties by Dodds Lane and other non-residential uses. It has been demonstrated the increased density across from the ION stop is supportable and compatible with the objectives of the PARTS Plans. The proposed development is consistent with the Provincial Policy Statement and conforms to the Growth Plan and the Region of Waterloo Official Plan. The proposed development implements broader policy direction as it relates to implementation, and reflect the City's 2014 Official Plan, which identifies Major Transit Station Areas as primary intensification areas. The subject land are also a Brownfield site. Brownfields are also considered priorities for redevelopment.

The City's intensification areas are intended to provide for a broad range and mix of uses in an area of higher density and activity than surrounding areas. As noted in Policy 3.C.2.17 of the Official Plan, the planned function of Major Transit Station Areas, in order to support transit and rapid transit, is to:

- a) provide a focus for accommodating growth through development to support existing and planned transit and rapid transit service levels;
- b) provide connectivity of various modes of transportation to the transit system;
- c) achieve a mix of residential, office (including major office), institutional (including major institutional) and commercial development (including retail commercial centres), wherever appropriate; and,
- d) have streetscapes and a built form that is pedestrian-friendly and transit oriented.

The proposed development will support existing rapid transit service levels by providing development immediately adjacent to an existing transit stop. The proposed development provides housing adjacent to a major employer (Grand River Hospital) allowing future residents to walk to work. The development incorporates bicycle parking and will support active transportation. The development includes a mix of uses and has a streetscape and built form that is pedestrian-friendly.

The Official Plan acknowledges that Major Transit Station Areas may include lands within stable residential neighbourhoods which are not the primary focus for intensification. The subject lands are outside of the stable residential neighbourhood and are already designated and zoned for high density development.

An Official Plan Amendment is required to add a Special Policy to allow a maximum Floor Space Ratio (FSR) of 10.1 to facilitate the redevelopment of the subject lands with a mixed use development, 25 storeys in height, having 231 dwelling units and ground floor commercial floor space. The increase in FSR is required in order to implement the mixed-use development concept for the lands. It is noted that the podium in its entirety contributes towards the maximum permitted FSR (despite not containing residential units) and as such the existing FSR does not provide for sufficient density to provide both structured parking, commercial units and a sufficient number of dwelling units. The site has been designed to minimize the impact of the increased density on surrounding properties. This includes an increased tower setback from Dodds Lane (whereas the current zoning by-law does not require a tower setback) and the positioning of the tower towards the intersection of King and Pine.

In summary, the subject lands are identified in the 2014 Official Plan as being within a Major Transit Station Area (MTSA) and are located directly across the street from Grand River Hospital and the Grand River Hospital ION Stop. The proposed development includes a high intensity mixed use development comprised of residential uses, ground floor commercial/retail uses, as well as other non-residential uses, all at a density to support both transit and active transportation. The site will include a variety of transportation demand management measures in order to encourage the use of alternative modes of transportation including public transit. To further encourage the use

of alternative modes of transportation, a parking reduction is proposed. This is consistent with Official Plan Policy 13.8.2 which encourages reduced parking space demand in support of active transportation and transit and potential redevelopment of surface parking lots especially in intensification areas. Policy 13.C.8.2 supports adjustments to parking requirements for properties within an area or areas, where the City is satisfied that adequate alternative parking facilities are available, where developments adopt transportation demand management (TDM) measures or where sufficient transit exists or is to be provided. The subject lands fulfill the criteria set out in Policy 13.C.8.2.

The proposed development will implement the vision as set out in the Official Plan for lands within a MTSA as being a compact, dense and transit supportive site that has been designed with consideration to the compatibility with the established neighbourhood to the northwest. The subject lands are strategically located within the Midtown Major Transit Station Area, within a Mixed Use Corridor just minutes from the downtown core and directly along the light rail transit route. Its prominent location makes it ideal for the density proposed.

The maximum Floor Space Ratio, building height, tower floor plate size, setbacks for the building, tower step backs, as well as on-site parking will be regulated in the site-specific amending zoning by-law to ensure urban design elements are implemented and onsite constraints are addressed.

The proposal is consistent with the Provincial Policy Statement, conforms to the Growth Plan and complies with the Regional Official Plan, as it promotes walkability, is transit-supportive, maximizes the use of existing and new infrastructure, and assists in development of this area as a compact and complete community through the broad range of uses. The proposed development implements the redevelopment vision for the Major Transit Station Area as prescribed in both the current and newly adopted Official Plan and is, therefore, good planning.

SECTION 4 – THE AMENDMENT

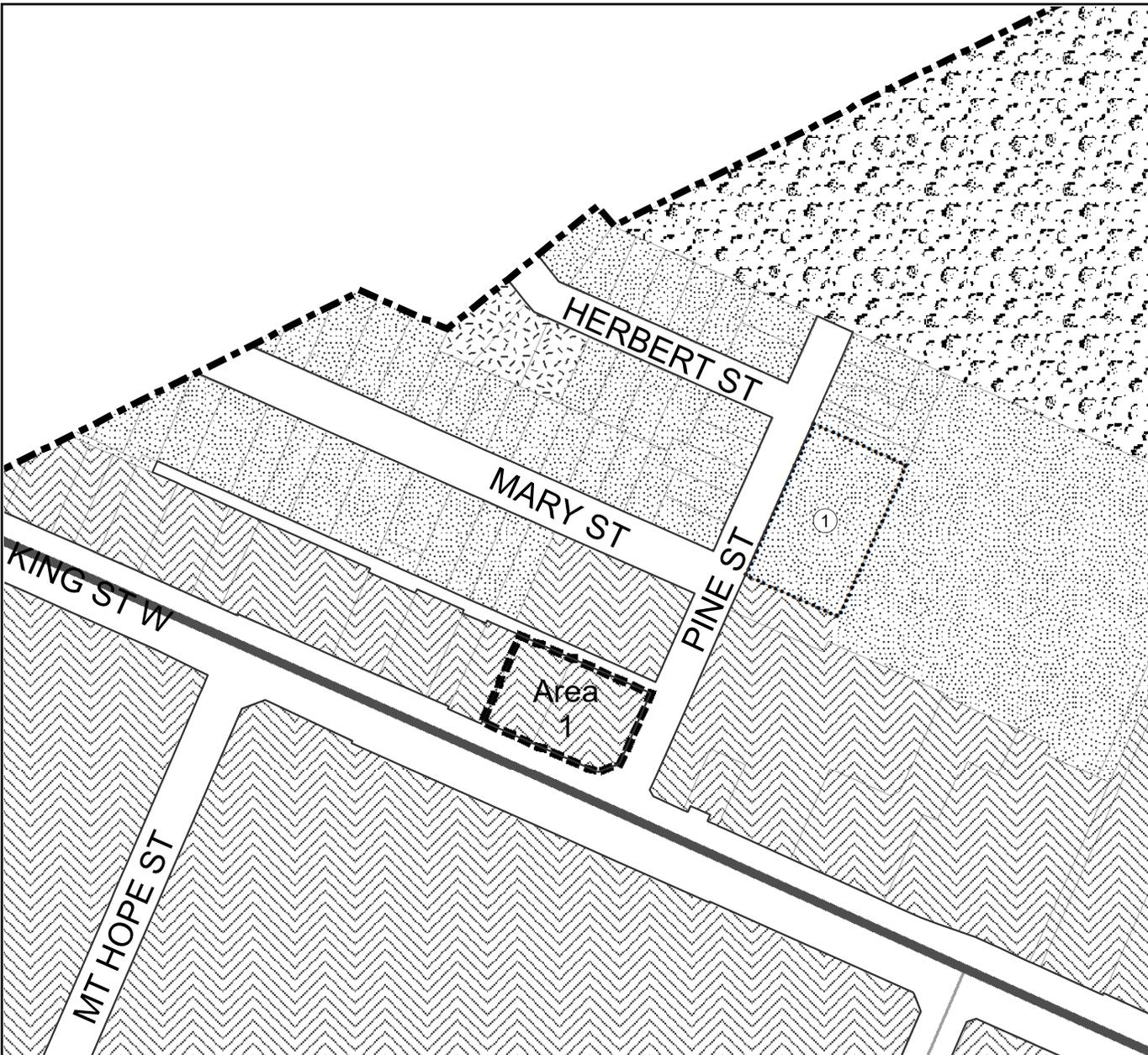
1. The 1994 City of Kitchener Official Plan is hereby amended as follows:
 - a) Part 3, Section 13.7.4 Special Policies is amended by adding new Section 13.7.4.20 thereto as follows:
 - “20. Notwithstanding the Mixed Use Corridor land use designation and policies for the lands addressed as 890-900 King Street West, the maximum permitted Floor Space Ratio shall be 10.1.
 - b) Map 18 – K-W Hospital Neighbourhood Plan for Land Use is amended by adding Special Policy Area No. 20 to the lands, municipally known as 890-900 King Street West, as shown on the attached Schedule A.

**CITY OF KITCHENER OFFICIAL PLAN
AMENDMENT TO MAP 18
K-W HOSPITAL
NEIGHBOURHOOD SECONDARY PLAN**



Legend

-  Low Rise Conservation
-  Low Density Multiple Residential
-  Mixed Use Corridor
-  Open Space
-  Special Policy Area
-  Boundary of Secondary Plan
-  Primary Arterial Road
-  Connector Road
-  Area 1
-  From Mixed Use Corridor
To Mixed Use Corridor
With Special Policy Area 20



SCHEDULE 'A'

CANTIRO KING GENERAL
PARTNER LTD.

890-900 KING ST W



SCALE 1:2,500

DATE: DECEMBER 17, 2021

REVISED:

OFFICIAL PLAN AMENDMENT OPA21/005/K/BB

ZONING BY-LAW AMENDMENT ZBA21/008/K/BB

City of Kitchener

Development Services Department, Planning

FILE:
OPA21005KBB_SCHA_18
.mxd

BY-LAW NUMBER _____

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to amend By-law No. 85-1, as amended,
known as the Zoning By-law for the City of Kitchener
– Cantiro King General Partner Ltd. – 890-900 King Street West)

WHEREAS it is deemed expedient to amend Zoning By-law 85-1;

NOW THEREFORE the Council of The Corporation of the City of Kitchener
enacts as follows:

1. Schedule Numbers 39 and 75 of Appendix “A” to By-law 85-1 are hereby amended by changing the zoning applicable to the parcel of land specified and illustrated as Area 1 on Map No. 1, in the City of Kitchener, attached hereto, from High Intensity Mixed Use Corridor Zone (MU-3) to High Intensity Mixed Use Corridor Zone MU-3 with Special Regulation Provision 775R.
2. Appendix “D” to By-law 85-1 is hereby amended by adding Section 775R thereto as follows:

“775.a) Notwithstanding Sections 5.6.1 and 5.6.2 of this By-law, for the lands zoned MU-3 as shown on Schedules 39 and 75 of Appendix “A”, the following additional regulations shall apply:

- i) canopies and stairs shall be subject to a 0.0 metres minimum setback in relation to the King Street lot line.
- b) Notwithstanding Section 6 of this By-law, for the lands zoned MU-3 as shown on Schedules 39 and 75 of Appendix “A”, the following additional regulations shall apply:
 - i) required off-street parking (including visitor parking) may be shared among the permitted uses;
 - ii) required off-street parking for multiple dwellings greater than 51.0

- square metres in size shall be provided at a rate of 0.71 spaces per unit;
- iii) required off-street parking for multiple dwellings less than 51.0 square metres in size shall be provided at a rate of 0.165 spaces per unit;
 - iv) required off-street visitor parking shall be provided at a rate of 10 per cent of the required parking for multiple residential uses;
 - v) no minimum off-street parking shall be required for non-residential uses;
 - vi) a minimum of 10% of the parking spaces required for multiple dwellings shall be designed to permit the future installation of electric vehicle supply equipment;
 - vii) where the calculation of the total required electric vehicle parking spaces or parking spaces designed to permit the future installation of electric vehicle supply equipment results in a fraction, then the requirement shall be the next lowest number;
 - viii) for Multiple Residential uses, the minimum requirement for Class A bicycle parking stalls shall be 0.5 Class A Bicycle Stalls per unit;
 - ix) for Multiple Residential uses, a minimum of 6 Class B Bicycle Stalls shall be provided, and these may be shared with non-residential uses;
 - x) no Class A bicycle spaces shall be required for non-residential uses;
and
 - xi) no shower and change facilities shall be required for non-residential uses.
- c) Notwithstanding Section 55 of this By-law, for the lands zoned MU-3, as shown on Schedules 39 and 75 of Appendix "A", the following additional regulations shall apply:
- i) the rear yard setback from the westerly lot line shall be 0.70 metres;
 - ii) the side yard setback along the northerly lot line (Dodds Lane) shall be 0.60 metres;
 - iii) the maximum Floor Space Ratio shall be 10.1;

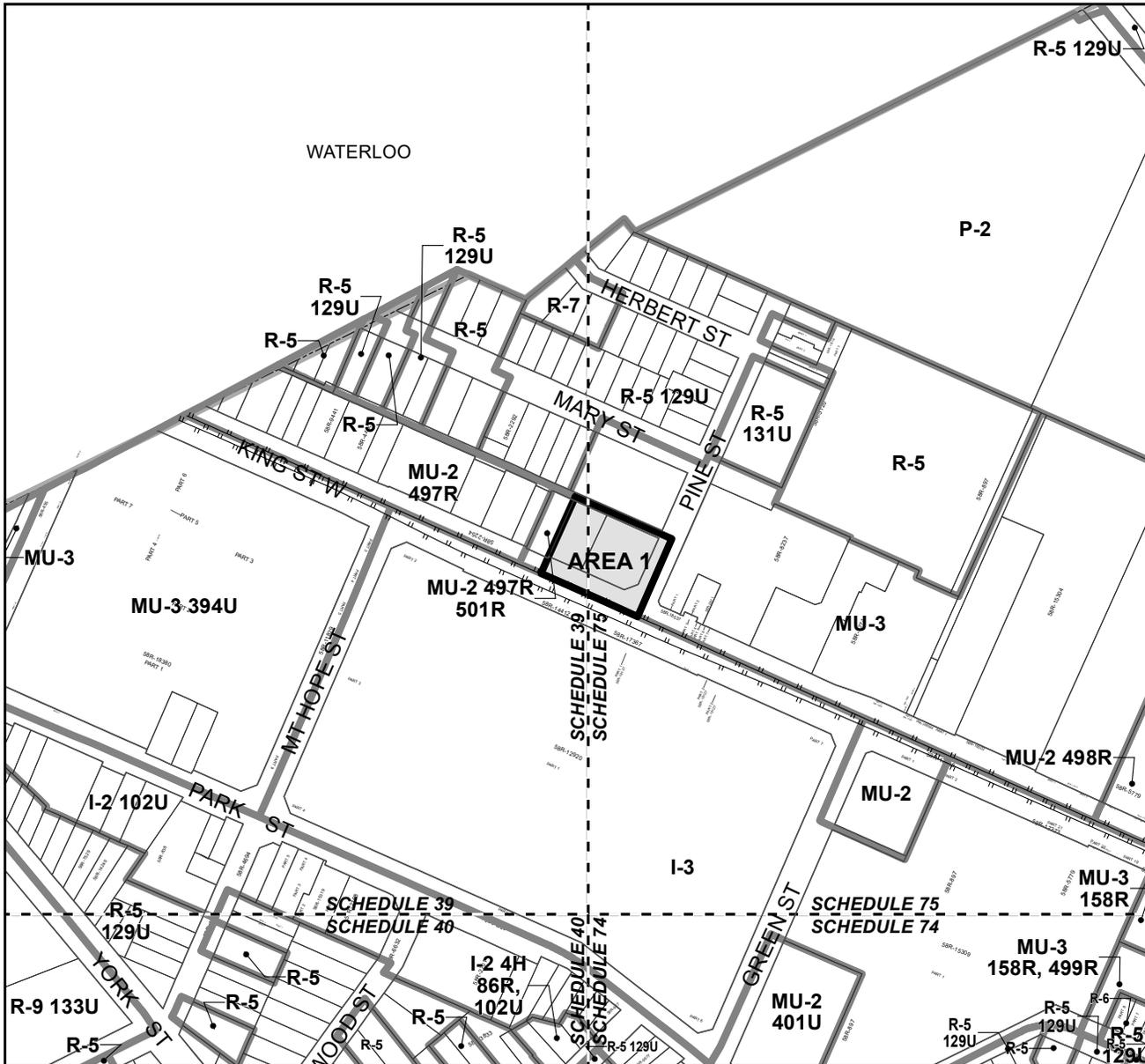
- iv) the minimum percentage of non-residential uses required shall be 0%;
- v) the minimum number of storeys in the *Base* of a *Tall Building* shall be 2 storeys or 7.0 metres;
- vi) the maximum number of storeys in the *Base* of a *Tall Building* shall be 6 storeys or 24 metres;
- vii) the minimum setback from Dodds Lane to the face of a building shall be 5.0 metres;
- viii) the maximum building height shall be 81 metres; and
- ix) the maximum number of storeys shall be 25 not including the mechanical penthouse.”

3. This By-law shall become effective at such time as Official Plan Amendment No. ___, 890-900 King Street West comes into effect, pursuant to Section 24(2) of The Planning Act, R.S.O. 1990, c. P.13, as amended.

PASSED at the Council Chambers in the City of Kitchener this _____ day of _____, 2022.

Mayor

Clerk



SUBJECT AREA(S)



AMENDMENT TO BY-LAW 85-1
AREA 1 -
 FROM HIGH INTENSITY MIXED USE
 CORRIDOR ZONE (MU-3)
 TO HIGH INTENSITY MIXED USE
 CORRIDOR ZONE (MU-3)
 WITH SPECIAL REGULATION PROVISION 775R

- BY-LAW 85-1**
- I-2 COMMUNITY INSTITUTIONAL ZONE
 - I-3 MAJOR INSTITUTIONAL ZONE
 - MU-2 MEDIUM INTENSITY MIXED USE CORRIDOR ZONE
 - MU-3 HIGH INTENSITY MIXED USE CORRIDOR ZONE
 - P-2 OPEN SPACE ZONE
 - R-5 RESIDENTIAL FIVE ZONE
 - R-6 RESIDENTIAL SIX ZONE
 - R-7 RESIDENTIAL SEVEN ZONE
 - R-9 RESIDENTIAL NINE ZONE

ZONE GRID REFERENCE
 SCHEDULE NO. 39 AND 75
 OF APPENDIX 'A'
 KITCHENER ZONING BY-LAW 85-1 AND 2019-051

— ZONE LIMITS



MAP NO. 1
 CANTIRO KING GENERAL PARTNER
 LTD.
 890-900 KING ST. W

0 50 100
 METRES
 SCALE 1:4,000
 DATE: DECEMBER 17, 2021

ZONING BY-LAW AMENDMENT ZBA21/008/K/BB
 OFFICIAL PLAN AMENDMENT OPA21/005/K/BB
City of Kitchener
 DEVELOPMENT SERVICES DEPARTMENT, PLANNING

FILE:
 ZBA21008KBB_MAP1
 .mxd

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood
890 - 900 King Street West



Concept drawing



10.1 Floor
Space Ratio



25 Storeys,
231 Units



Reduced Side
& Rear Yards

Have Your Voice Heard!

Date: **March 7, 2022**

Time: **6:00 p.m.**

Location: **Virtual Zoom Meeting**

To view the staff report, agenda,
find meeting details or to
appear as a delegation, visit:
kitchener.ca/meetings

To learn more about this project,
including information on your
appeal rights, visit:
**[www.kitchener.ca/
planningapplications](http://www.kitchener.ca/planningapplications)**

or contact:

Brian Bateman, Senior Planner

519.741.2200 x7869

brian.bateman@kitchener.ca

Applications for Official Plan and Zoning By-law Amendments will be considered to permit a 25 storey mixed use building consisting of 231 dwelling units and 108 parking spaces with a Floor Space Ratio of 10.1, reduced side and rear yard setbacks and other site-specific regulations.



Brian Bateman
Senior Planner (Urban Design)
DSD - Planning Division
Kitchener City Hall, 6th Floor
200 King Street West, P.O. Box 1118
Kitchener ON N2G 4G7
Phone: 519-741-2200 ext. 7869
TTY: 1-866-969-9994
Fax: 519-741-2624
brian.bateman@kitchener.ca

June 30, 2021

Dear City/Agency Commenting Staff:

Application #: Zoning By-law Amendment ZBA21/008/K/BB
Official Plan Amendment OPA21/005/K/BB
Address: 890-900 King Street W.
Owner: Cantiro
Ward: Ward 9

The City of Kitchener has received applications for Amendments to the Official Plan and Zoning By-law from IN8 Developments for the property located at 890-900 King Street W, directly across from Grand River Hospital. The subject lands are currently developed with a 3 storey commercial building and parking lot.

The application is requesting relief from setbacks, parking and density requirements to permit a 25-storey building, including an internal parking structure, rooftop amenity terrace and a total of 231 residential dwelling units. To facilitate the redevelopment, the owner has requested to add a special policy area to the Official Plan to permit a floor space ratio of 10.1 (as shown on the attached Schedule A), and that a special regulation provision be added to the zoning by-law to allow for the increase density, reduced building setbacks and parking requirements.

The following reports and studies have been provided in support of the application, and digital copies will be forwarded to commenting departments and agencies as requested through the Pre-Submission Consultation process.

- Planning Justification Report
- Urban Design Checklist
- Sustainability Statement
- Architectural Drawings
- Building Perspectives
- TIS & Parking Justification
- Servicing Letter
- Shadow and Wind Study
- Site Development Concept Plan
- Noise Feasibility Study

Before staff prepares a report on the requested Official Plan and Zoning By-law Amendments, an opportunity is being provided to City Departments and other Agencies to make comment. Written comments received prior to July 30, 2021 will be considered in the staff report.

NOTE: If you have no concerns or comments with respect to this application, please indicate this in an email to my attention (brian.bateman@kitchener.ca).

If a person or public body would otherwise have an ability to appeal the decision of the City of Kitchener to the local Planning Appeal Tribunal, but the person or public body does not make oral submissions at a public meeting or make written submission to the City of Kitchener prior to approval/refusal of the proposed Zoning By-law Amendment or Official Plan Amendment, the person or public body may not be entitled to appeal the decision.

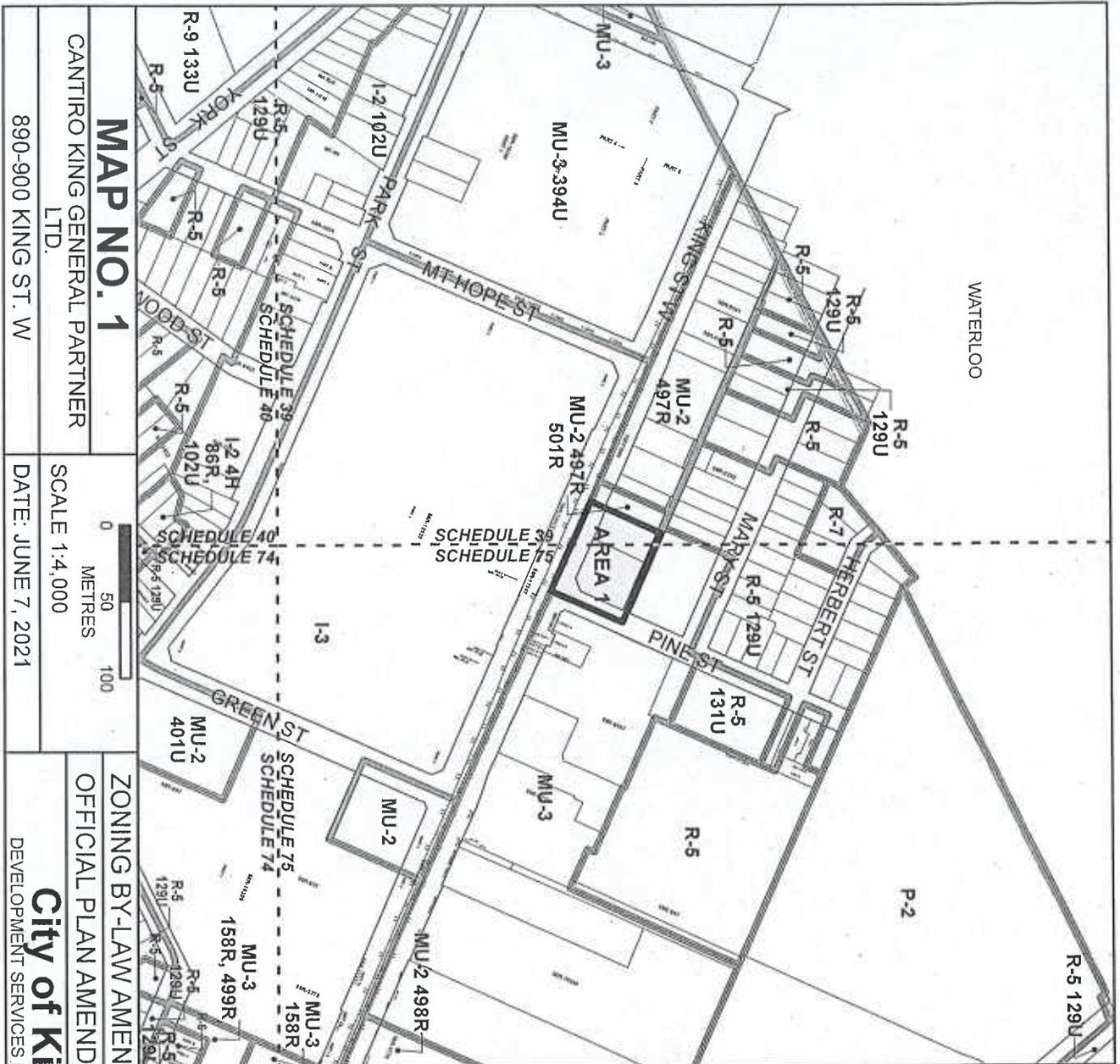
If you wish to be notified of the decision of the City of Kitchener with respect to applications, you must make a written request to City Clerk, Department of Corporate Services, 200 King Street West, P.O. Box 1118, Kitchener, Ontario, N2G 4G7.

If you have any questions or require clarification, please feel free to contact me at 519-741-2200 x7869.

Yours truly,

Brian Bateman, MCIP, RPP
Senior Planner

Attachments:
Proposed Official Plan Map
Proposed Zoning Map



WATERLOO



SUBJECT AREA(S)



AMENDMENT TO BY-LAW 85-1

AREA 1 -
FROM HIGH INTENSITY MIXED USE
CORRIDOR ZONE (MU-3)
TO HIGH INTENSITY MIXED USE
CORRIDOR ZONE (MU-3)
WITH A SPECIAL REGULATION PROVISION

BY-LAW 85-1

- I-2 COMMUNITY INSTITUTIONAL
- I-3 MAJOR INSTITUTIONAL ZONE
- MU-2 MEDIUM INTENSITY MIXED USE CORRIDOR ZONE
- MU-3 HIGH INTENSITY MIXED USE CORRIDOR ZONE
- P-2 OPEN SPACE ZONE
- R-5 RESIDENTIAL FIVE ZONE
- R-6 RESIDENTIAL SIX ZONE
- R-7 RESIDENTIAL SEVEN ZONE
- R-9 RESIDENTIAL NINE ZONE

ZONE GRID REFERENCE
SCHEDULE NO. 39 AND 75
OF APPENDIX 'A'

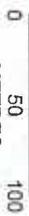
KITCHENER ZONING BY-LAW 85-1 AND 2019-051

ZONE LIMITS

MAP NO. 1

CANTIRO KING GENERAL PARTNER
LTD.

890-900 KING ST. W



SCALE 1:4,000

DATE: JUNE 7, 2021

ZONING BY-LAW AMENDMENT ZBA21/008/K/B

OFFICIAL PLAN AMENDMENT OPA21/005/K/B

City of Kitchener

DEVELOPMENT SERVICES DEPARTMENT, PLANNING

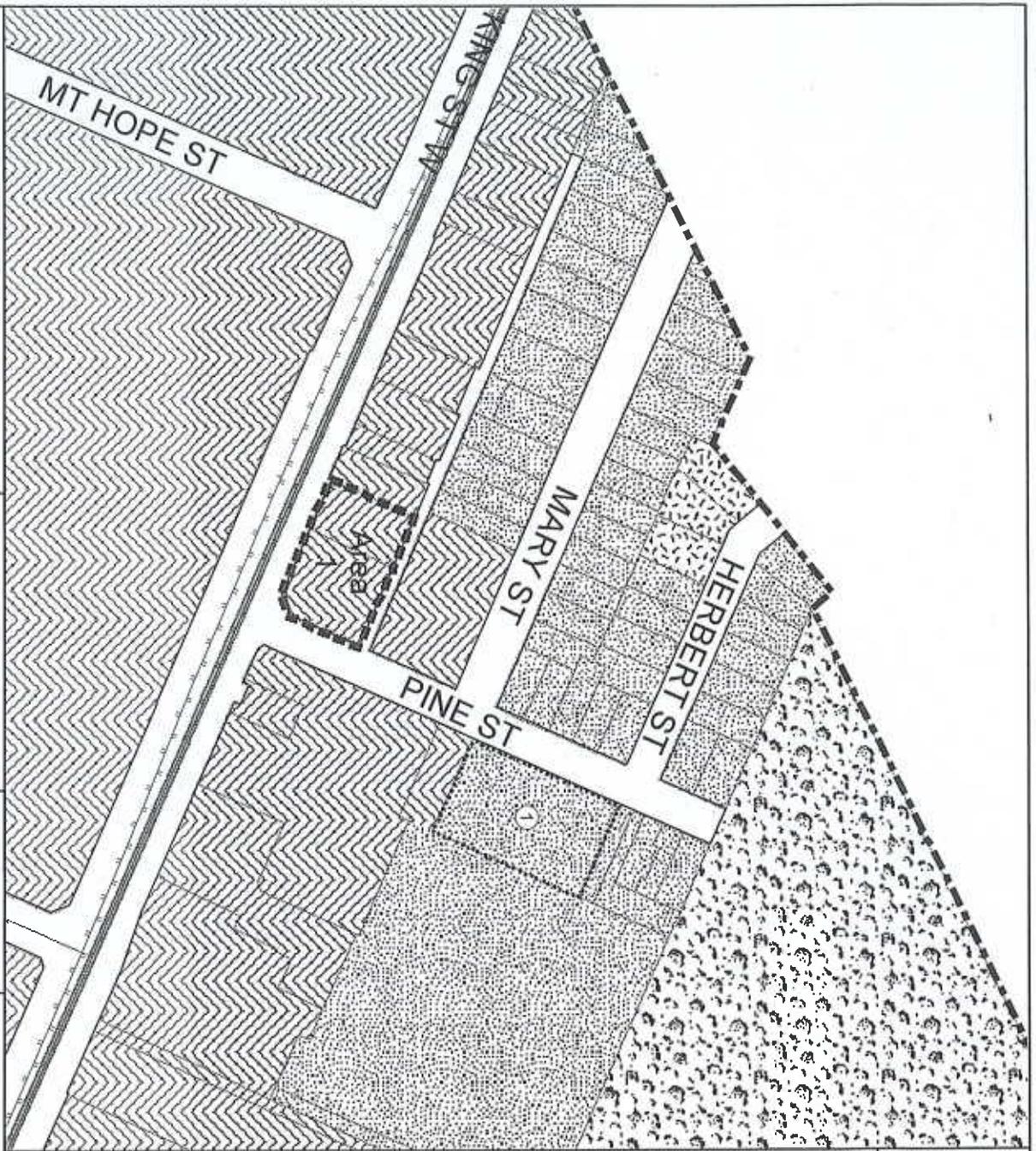
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**CITY OF KITCHENER OFFICIAL PLAN
 AMENDMENT TO MAP 18
 K-W HOSPITAL
 NEIGHBOURHOOD SECONDARY PLAN**



Legend

-  Low Rise Conservation
-  Low Rise Multiple Residential
-  Medium Density Multiple Residential
-  Neighbourhood Institutional
-  Mixed Use Corridor
-  Open Space
-  Special Policy Area
-  Boundary of Secondary Plan
-  Primary Arterial Road
-  Connector Road
-  Area 1
From Mixed Use Corridor
To Mixed Use Corridor
With a Special Policy Area



SCHEDULE 'A'

CANTIRO KING GENERAL
 PARTNER LTD.
 890-900 KING ST W



SCALE 1:2,500

DATE: JUNE 7, 2021

REVISED:

OFFICIAL PLAN AMENDMENT OPA21/005/K/BB

ZONING BY-LAW AMENDMENT ZBA21/008/K/BB

City of Kitchener
 Development Services Department, Planning

FILE: OPA21005KBB_SCHA_18
 .DWG

Christine Kompter

Administrative Assistant | Planning Division | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-741-2200 ext. 7425 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca



From: Christine Kompter

Sent: Monday, June 28, 2021 3:53 PM

To: Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; DSD - Planning Division <DSDPlanningDivision@kitchener.ca>; Feds <vped@feds.ca>; GRCA (North Kitchener) - Trevor Heywood <theywood@grandriver.ca>; GRCA (South Kitchener) - Chris Foster-Pengelly <cfosterpengelly@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; K-W Hydro - Greig Cameron <gcameron@kwhydro.on.ca>; Linda Cooper <Linda.Cooper@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Region - Planning <PlanningApplications@regionofwaterloo.ca>; Revenue <PropDataAdmin@kitchener.ca>; Robert Morgan <Robert.Morgan@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; UW - SA <Steven.amirikah@uwaterloo.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine_burns@wrdsb.ca) <elaine_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>

Cc: Brian Bateman <Brian.Bateman@kitchener.ca>

Subject: Circulation for Comment - OPA/ZBA (890-900 King Street West)

Please see attached. Comments or questions should be directed to **Brian Bateman**, Senior Planner (copied on this email).

Christine Kompter

Administrative Assistant | Planning Division | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-741-2200 ext. 7425 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca



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Brian Bateman

From: Planning <planning@wcdsb.ca>
Sent: Thursday, July 29, 2021 2:40 PM
To: Brian Bateman
Subject: [EXTERNAL] RE: Circulation for Comment - OPA/ZBA (890-900 King Street West)
Attachments: RE: Notice of (SP) Pre-submission Consultation Mtg - 890-900 King Street West

Good Afternoon Brian,

The Waterloo Catholic District School Board has reviewed the above application and have no further comments to add beyond the attached submitted for the Pre-submission Consultation.

If you require any further information, please contact me by e-mail at Jordan.Neale@wcdsb.ca.

Thank you,

Jordan Neale

Planning Technician, WCDSB
480 Dutton Dr, Waterloo, ON N2L 4C6
519-578-3660 ext. 2355

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Tuesday, June 29, 2021 4:40 PM
To: Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; DSD - Planning Division <DSDPlanningDivision@kitchener.ca>; 'Feds' <vped@feds.ca>; GRCA (North Kitchener) - Trevor Heywood <theywood@grandriver.ca>; GRCA (South Kitchener) - Chris Foster-Pengelly <cfosterpengelly@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; 'K-W Hydro - Greig Cameron' <gcameron@kwhydro.on.ca>; Linda Cooper <Linda.Cooper@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; 'Ontario Power Generation' <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Region - Planning <PlanningApplications@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Robert Morgan <Robert.Morgan@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; 'UW - SA' <Steven.amirikah@uwaterloo.ca>; Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine_burns@wrdsb.ca) <elaine_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>; Christine Goulet <Christine.Goulet@kitchener.ca>
Cc: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: RE: Circulation for Comment - OPA/ZBA (890-900 King Street West)

Caution - External Email - This Message comes from an external organization. Do NOT click on unrecognized links or provide your username and/or password.

Please see ShareFile link to view supporting documents -
<https://kitchener.sharefile.com/home/shared/foed48e6-0132-4743-afb5-c6c3fd9e5598>.

City of Kitchener
CONSULTATION COMMENT FORM

Project Address: 900 King Street East

Date of Meeting: No Meeting

Application Type: ZBA & OPA

Comments Of: Transportation Services

Commenter's Name: Steve Ryder

Email: steven.ryder@kitchener.ca

Phone: (519) 741 2200 ext. 7152

Date of Comments: July 26, 2021

- I plan to attend the meeting (questions/concerns/comments for discussion)
- I do NOT plan to attend the meeting (no concerns)
-

1. Site Specific Comments & Issues:

- Transportation Services offers the following comments on the Transportation Impact and Parking Study completed by Salvini Consulting:
- Traffic Impact Study:
 - The traffic impact study completed is satisfactory and indicates that there will be no adverse impact to the existing neighbourhood (including Pine St, Mary St and Herbert St);
 - The bulk of the trips generated by the proposed site will utilize King St as the main access to and from the site, thus minimizing the impact to the surrounding local roadways;
- Parking Assessment & TDM:
 - The TDM Checklist indicates that the subsidized transit passes to all occupants for two (2) years will be utilized, but the text indicates that it is a potential TDM measure;
 - Confirm whether or not this TDM measure is intended to be included in the justification as it will be implemented as part of an agreement on title for the site through the ZBA;
 - The total required parking as noted in Table 2 is calculated at 184 spaces, however, the TDM Checklist indicates the total required parking is 174 spaces;

- Confirm the discrepancy – is this just due to calculations about the units under 51sq.m?
- The proposed permitting system is useful for limiting the amount of people who may try to utilize the limited visitor/commercial parking on site;
- Given the proposed TDM measures, the proximity to existing alternative modes of travel – cycling, walking, LRT, GRT – and the supplementary parking assessment study, Transportation Services can support the requested reduction in parking regulations for the site;
- An agreement on title should be considered part of the ZBA application in order to ensure that the proposed measures to mitigate parking demand are implemented appropriately on the site.

2. Plans, Studies and Reports to submit as part of a complete Planning Act Application:

- N/A

3. Anticipated Requirements of full Site Plan Approval:

- None

4. Policies, Standards and Resources:

- N/A

5. Anticipated Fees:

- N/A

Brian Bateman

From: Melissa Mohr <MMohr@regionofwaterloo.ca>
Sent: Thursday, February 3, 2022 2:16 PM
To: Brian Bateman
Cc: Jason Wigglesworth
Subject: [EXTERNAL] transportation Road Noise Comments - 890-900 King Street West

Good Afternoon Brian,

Please see the following Comments related to Transportation Noise for 890-900 King Street West:

Regional Corridor Planning staff have reviewed the transportation noise aspect of the noise study entitled "900 King Street West, Kitchener, Ontario Noise and Vibration Impact Study" dated March 30, 2021 and completed by RWDI. **The noise study is acceptable to Regional Corridor Planning staff at the Official Plan and Zoning By-law Amendment stage. A and a detailed noise study will be required prior to Site Plan approval to address the transportation noise related noise sources.**

While the noise study is acceptable at this point a number of comments are identified below that must be addressed under the detailed noise study:

- It appears that RWDI used road traffic data (Appendix D) from the generic Region of Waterloo website and not via the approved Regional Transportation department which looks at the background traffic growth rates in the area and provides a formal traffic volume forecast. The study must be completed using the appropriate traffic data from the Region of Waterloo. This link (<https://rmow.permitcentral.ca/Permit/GroupApply?groupId=3>) will take you to the correct website location. Under the detailed noise study the correct traffic data must be used.
- The Owner's Statement and Consultant Statutory Declaration included in Appendix G of the Study are not dated and not signed.
- The noise study includes the out of date Region of Waterloo Noise Implementation Guidelines from 1999. The guidelines have been updated in 2019 (https://www.regionofwaterloo.ca/en/doing-business/resources/DOCS_ADMIN-3127473-v3-2019_Updated_Noise_Policy.pdf).

Please be advised that Regional Planning staff are recommending a Holding Zone to obtain the detailed noise study.

Should you have any questions regarding the above, please do not hesitate to ask.

Thanks in advance.

Kind Regards,

Melissa

Melissa Mohr, MCIP, RPP

Principal Planner

Planning, Development and Legislative Services

Region of Waterloo

150 Frederick Street, 8th Floor, Kitchener ON N2G 4J3

Cell: 1-226-752-8622

mmohr@regionofwaterloo.ca

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City of Kitchener
Zone Change Comment Form

Address: 890-900 King St W
Applicant: CANTIRO Homes
Application #: Zoning By-law Amendment

Comments Of: City of Kitchener – Urban Design- Planning
Commenter's Name: Pegah Fahimian
Email: Pegah.fahimian@kitchener.ca
Phone: 519-741-2200 Ext. 7342

Date of Comments: Feb, 07, 2022

- I plan to attend the meeting (questions/concerns/comments for discussion)
 No meeting to be held
 I do NOT plan to attend the meeting (no concerns)
-

1. Documents Reviewed:

- Cover Letter
- Planning Justification Report- MHBC Planning- May 2021
- Urban Design Brief- Scorecard
- Concept Plans and Elevations– SRM Architects
- Shadow Studies, SRM Architects, Nov, 2021
- Wind Study - Pedestrian Level Wind – Preliminary Impact Assessment. WRDI, March 26, 2021

2. Site-Specific Comments & Issues:

While the concept of residential intensification on this site is positive and many previous staff comments have been incorporated into the proposal, some design modifications must be addressed in the site plan application to create a development proposal that is well designed and appropriate for this site and neighbourhood.

3. Comments on Submitted Documents

Urban Design Brief Scorecard

- The tall building design guidelines are an excellent compatibility test for proposals exceeding their zoning permissions. The proposal meets the tall building guidelines, specifically with regards to separation.

Shadow Studies, SRM Architects, Nov, 2021

- The submitted shadow analysis is acceptable as it confirms that the proposal maintained access to at least 5 hours of cumulative direct sunlight to nearby sidewalks and open spaces.

City of Kitchener
Zone Change Comment Form

Wind Study - Pedestrian Level Wind Assessment- RWDI

The submitted preliminary Wind Study indicates that the commercial entrances are expected to have less than ideal conditions in the winter and wind control concepts should be provided. The grade-level patio on King Street would require additional wind control to provide appropriate conditions for outdoor dining. The roof-top terrace would also require strategically located vertical windscreens and /or planters to protect the more sensitive passive use areas.

A wind tunnel study should be provided at the site plan application stage to quantify these conditions and to refine any conceptual wind mitigation measures presented herein.

Concept Plans and Elevations– SRM Architects

Given the location of the building, the proposed tower will be a city landmark and have a significant impact on the neighborhood. Due to the importance of the project, the management team has reviewed the proposal and recommended further improvement to exterior design to enhance its positive contribution to the local urban context.

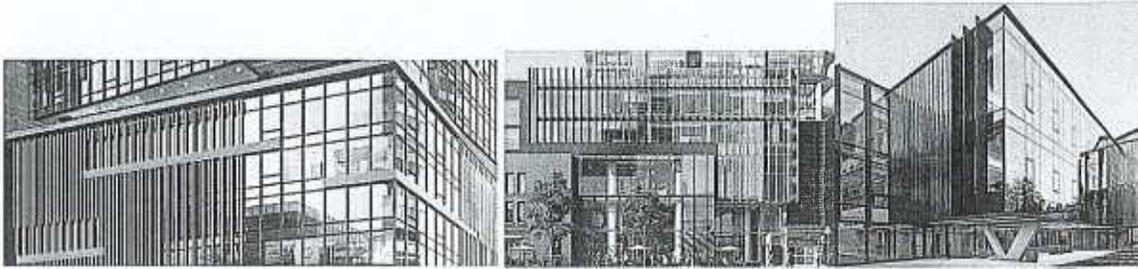
Please review the following comments that I added to enhance the exterior design of the building:

- The proposed angled wall (chamfer) on the corner is not well integrated with the rest of the podium and has not been reflected in the tower design.
- There are three entry doors proposed along king street with similar detailing and material. The proposed corner treatment to be further enhanced to create visual interest at the street edge by using a different material or glazed system. Here are some design options:
- There is an option to have a square design on the corner, marked by the main feature of the building that projects out from the façade and links the street with the body of the building. You may use the resulting recessed entrance on the ground floor to accentuate the main entrance proposed on the corner. This, along with the wrapped or extended balconies above, will provide architecture features that enhance the corner treatment.

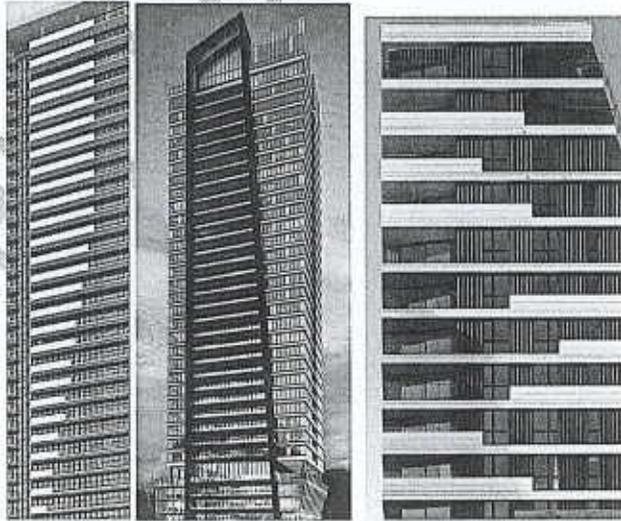
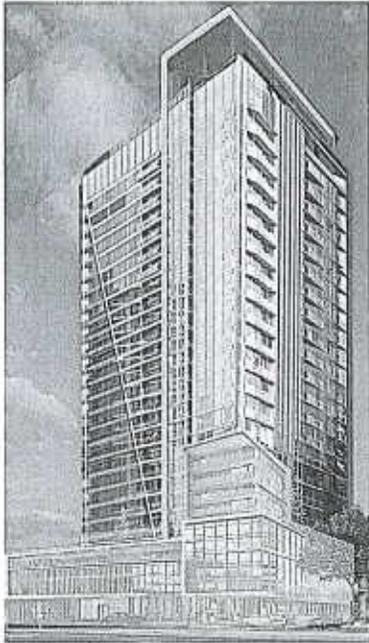


- For the podium design along King street, you may utilize different size window panels or perforated metal panels to provide further screening for the structured parking and a distinguished design.

City of Kitchener
Zone Change Comment Form



- Balconies may be staggered in a creative pattern to lighten the structure and provide private outdoor space for the units.
- The proposed tower may be expressed with alternating solid cladding around balconies and glass curtain walls around living areas.



Zone Change / Official Plan Amendment Comment Form

Address: 890-900 King St W

Owner: Cantiro

Application: Official Plan Amendment # OPA21/005/K/BB and Zoning By-law Amendment #ZBA21/008/K/BB

Comments Of: Parks and Cemeteries

Commenter's Name: Lenore Ross

Email: lenore.ross@kitchener.ca

Phone: 519-741-2200 ext 7427

Date of Comments: July 07 2021

- I plan to attend the meeting (questions/concerns/comments for discussion)
- No meeting to be held
- I do NOT plan to attend the meeting (no concerns)

1. Documents Reviewed:

SRM Architects Site Plan D1.1-r2 rev#2 dated 2021-04-25

SRM Architects Floor Plans D2.0-r2 to D2.7-r2 (7pgs) rev#2 dated 2021-04-16

2. Site Specific Comments & Issues:

I have reviewed the documentation (as listed above) to support an OPA and ZBA to allow the redevelopment of the site to 25-storey building, including an internal parking structure, rooftop amenity terrace and a total of 231 residential dwelling units and commercial space at grade.

- .1 Parkland Dedication will be deferred at the OPA and ZBA applications and taken as cash in lieu of land at the site plan application.
- .2 While King St W is a Regional Road and street tree planting requirements are typically deferred to the Region of Waterloo for comment, it is noted that the approved PARTS Midtown Plan identifies public realm improvements along King St W as a key direction #1 with strategies to include public art, additional plantings, benches and bicycle parking in addition to trees on the private development lands.
- .3 There are no existing City-owned street trees along Pine Street and new street trees will be required. A Street Tree Planting and Management Plan showing new street trees along Pine Street, stamped by a certified Landscape Architect for review and approval by Parks and Cemeteries prior to Final Site Plan approval will be required as part of the site plan application. Tree planting shall conform to Section M of the Development Manual. Street trees are required at a ratio of 1 tree for every 10 linear metres of street frontage.

3. Comments on Submitted Documents

The following comments should be considered in the development of the site plan application:

- .1 SRM Architects Site Plan D1.1-r2 rev#2 dated 2021-04-25

Zone Change / Official Plan Amendment Comment Form

- a) Street trees should be accommodated along Pine Street according to the Development Manual standards and provided at the Site Plan application as Street Tree Planting and Management Plan.

4. Policies, Standards and Resources:

- Kitchener Official Plan Policy

As per Section 8.C.2 – Urban Forests of the Official Plan ...

- policy 8.C.2.16., the City requires the preparation and submission of a tree management plan in accordance with the City's Tree Management Policy (available on the City's Website), as a condition of a development application.
 - policy 8.C.2.6., the City will incorporate existing and/or new trees into the streetscape or road rights-of-way and encourage new development or redevelopment to incorporate, protect and conserve existing healthy trees and woodlands in accordance with the Urban Design Policies in Section 13 (Landscape and Natural Features) of the Urban Design Manual (UDM) and the Development Manual.
 - Please see UDM Part C, Section 13 and www.kitchener.ca/treemanagement for detailed submission requirements
- City of Kitchener Parkland Dedication Policy
 - City of Kitchener Development Manual
 - PARTS – Midtown Plan (2017)

5. Anticipated Fees:

PARKLAND DEDICATION ESTIMATE

- Residential:

Parkland dedication will be required for the site plan application taken as cash-in-lieu of land at the policy standard rate of 1ha per 500 units, at a value of \$1,359,000.00 per hectare as per the Multiple Residential (Apartment) land class.

With its proposed residential unit count of 231. The estimated parkland dedication cash-in-lieu of land amount calculated is \$627,858.00.

Calculation: $(231 / 500 \text{ units}) \times \$1,359,000.00 = \$627,858.00$

- Commercial:

Parkland dedication is required for the application taken as cash-in-lieu of land. The policy standard land valuation of \$1,110,000 per hectare under the Commercial land class with a parkland dedication rate of 2% of the total site will apply

The cash-in-lieu parkland dedication calculated for the proposed 0.21ha site is \$4,662.00.

Calculation: $0.21\text{ha} \times \$1,110,000 \times 2\% = \$4,662.00$

- Total Combined:

The total combined parkland dedication required for the application including both the Residential and commercial calculations is \$632,520.00

Calculation: $\$627,858.00 + \$4,662.00 = \$632,520.00$

Brian Bateman

From: Christine Goulet
Sent: Monday, July 26, 2021 9:55 AM
To: Brian Bateman
Subject: RE: Circulation for Comment - OPA/ZBA (890-900 King Street West)

Hi Brian,

I have reviewed their functional servicing report for the OPA/ZBA. Their proposal is approved for a sanitary peak flow of **5.9L/s**.

Kitchener Utilities reviewed the water servicing and found it acceptable.

Thanks,

Christine Goulet, C.E.T.

Project Manager | Development Engineering
519-741-2200 Ext. 7820

From: Linda Cooper <Linda.Cooper@kitchener.ca>
Sent: Tuesday, June 29, 2021 11:12 AM
To: Christine Goulet <Christine.Goulet@kitchener.ca>
Subject: FW: Circulation for Comment - OPA/ZBA (890-900 King Street West)

Hi,

Can you please review and provide comments?

Thanks,

Linda

Linda Cooper, L.E.T, C.E.T

Manager | Development Engineering | City of Kitchener
519-741-2200 ext. 7974 | TTY 1-866-969-9994 | linda.cooper@kitchener.ca



From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Monday, June 28, 2021 3:53 PM
To: Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; DSD - Planning Division <DSDPlanningDivision@kitchener.ca>; Feds <vped@feds.ca>; GRCA (North Kitchener) - Trevor Heywood <theywood@grandriver.ca>; GRCA (South Kitchener) - Chris Foster-Pengelly <cfosterpengelly@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; K-W Hydro - Greig Cameron <gcameron@kwhydro.on.ca>; Linda Cooper <Linda.Cooper@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>;

Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Region - Planning <PlanningApplications@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Robert Morgan <Robert.Morgan@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; UW - SA <Steven.amirikah@uwaterloo.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine_burns@wrdsb.ca) <elaine_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>

Cc: Brian Bateman <Brian.Bateman@kitchener.ca>

Subject: Circulation for Comment - OPA/ZBA (890-900 King Street West)

Please see attached. Comments or questions should be directed to **Brian Bateman**, Senior Planner (copied on this email).

Christine Kompter

Administrative Assistant | Planning Division | City of Kitchener

200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7

519-741-2200 ext. 7425 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca



City of Kitchener
Sustainability Statement - Comment Form

Project Address: 890 – 900 King Street West
Application Type: Official Plan Amendment (OPA21/005/K/BB) and Zoning By-law Amendment ZBA21/008/K/BB)

Comments of: Environmental Planning (Sustainability) – City of Kitchener
Commenter's name: Carrie Musselman
Email: carrie.musselman@kitchener.ca
Phone: 519-741-2200 x 7068

Comments requested by: July 30, 2021
Comments provided: July 2, 2021

1. Plans, Studies and/or Reports submitted and reviewed as part of a complete application:

- 20053 – 900 King Street W., Sustainability Statement prepared by SRM Architects Inc., dated April 16, 2021

2. Comments & Issues:

I have reviewed the documentation (as listed above) to support an Official Plan and Zoning By-law Amendment to permit a 25-storey building, including an internal parking structure, rooftop amenity terrace and a total of 231 residential dwelling units regarding sustainability and energy conservation and provided the following:

Based on my review of the supporting study the Official Plan and Zoning By Law Amendments can be supported. In part, as the owner has proposed a number of sustainable measures for the development, such as:

- Building envelope design will exceed building code minimum requirements for thermal Performance.
- Durable construction materials that exceed OBC requirements and are intended to last over 50 years.
- Lighting that is at or below ASHRAE 90.1-2004 power density requirements.
- Low consumption plumbing fixtures that exceed OBC requirements.
- internal bike parking stalls are provided underground.
- Garbage room contains designated area for recycling (glass / plastic / metal).

Additionally, a Sustainability Statement (*as per the City's Terms of Reference*) will be required as part of a complete Site Plan Application. It can build upon the information already provided and can further explore and/or confirm which additional energy reduction measures are best suited to the site, building and development. Potential items for consideration are:

- Following (or incorporating components of) Energy Star, R-2000, Built Green, Passive House, LEED or Net Zero that would go beyond the OBC to conserve energy and reduce greenhouse gas emissions.

City of Kitchener

Sustainability Statement - Comment Form

- Irrigation water conservation measures.
- Providing electrical vehicle (EV) parking, charging or have space(s) EV ready.
- Having solar installed, or having the roof designed and built to be solar ready.
- Indoor bicycle storage with shower/change facilities.
- Material choice and detailing to address bird collision avoidance guidelines.

3. **Policies, Standards and Resources:**

- Kitchener Official Plan Policy 7.C.4.5. The City will encourage and support, where feasible and appropriate, alternative energy systems, renewable energy systems and district energy in accordance with Section 7.C.6 to accommodate current and projected needs of energy consumption.
- Kitchener Official Plan Policy 7.C.6.4. In areas of new development, the City will encourage orientation of streets and/or lot design/building design with optimum southerly exposures. Such orientation will optimize opportunities for active or passive solar space heating and water heating.
- Kitchener Official Plan Policy 7.C.6.8. Development applications will be required to demonstrate, to the satisfaction of the City, energy is being conserved or low energy generated.
- Kitchener Official Plan Policy 7.C.6.27. The City will encourage developments to incorporate the necessary infrastructure for district energy in the detailed engineering designs where the potential for implementing district energy exists.

4. **Advice:**

- As part of the Kitchener Great Places Award program every several years there is a Sustainable Development category. Also, there are community-based programs to help with and celebrate and recognize businesses and sustainable development stewards (Regional Sustainability Initiative - <http://www.sustainablewaterlooregion.ca/our-programs/regional-sustainability-initiative> and TravelWise - <http://www.sustainablewaterlooregion.ca/our-programs/travelwise>).
- The 'Sustainability Statement Terms of Reference' can be found on the City's website under 'Planning Resources' at ...
 - a. https://www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_Sustainability_Statement_Standard_Terms_of_Reference.pdf

Brian Bateman

From: Michelle Drake
Sent: Wednesday, June 30, 2021 11:38 AM
To: Brian Bateman
Cc: Victoria Grohn
Subject: FW: Circulation for Comment - OPA/ZBA (890-900 King Street West)

No heritage planning comments.

Michelle

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Monday, June 28, 2021 3:53 PM
To: Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; DSD - Planning Division <DSDPlanningDivision@kitchener.ca>; Feds <vped@feds.ca>; GRCA (North Kitchener) - Trevor Heywood <theywood@grandriver.ca>; GRCA (South Kitchener) - Chris Foster-Pengelly <cfosterpengelly@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; K-W Hydro - Greig Cameron <gcameron@kwhydro.on.ca>; Linda Cooper <Linda.Cooper@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Region - Planning <PlanningApplications@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Robert Morgan <Robert.Morgan@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; UW - SA <Steven.amirikah@uwaterloo.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine_burns@wrdsb.ca) <elaine_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: Circulation for Comment - OPA/ZBA (890-900 King Street West)

Please see attached. Comments or questions should be directed to **Brian Bateman**, Senior Planner (copied on this email).

Christine Kompter

Administrative Assistant | Planning Division | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-741-2200 ext. 7425 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca



Brian Bateman

From: Trevor Heywood <theywood@grandriver.ca>
Sent: Monday, June 28, 2021 4:13 PM
To: Brian Bateman
Subject: [EXTERNAL] RE: Circulation for Comment - OPA/ZBA (890-900 King Street West)

Hey Brian,

890-900 King Street West is not regulated by the GRCA and we have no comment.

Thanks,



Trevor Heywood
Resource Planner
Grand River Conservation Authority
theywood@grandriver.ca

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: June 28, 2021 3:53 PM
To: Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; DSD - Planning Division <DSDPlanningDivision@kitchener.ca>; Feds <vped@feds.ca>; Trevor Heywood <theywood@grandriver.ca>; Chris Foster-Pengelly <cfosterpengelly@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; K-W Hydro - Greig Cameron <gcameron@kwhydro.on.ca>; Linda Cooper <Linda.Cooper@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Region - Planning <PlanningApplications@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Robert Morgan <Robert.Morgan@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; UW - SA <Steven.amirikah@uwaterloo.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine_burns@wrdsb.ca) <elaine_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: Circulation for Comment - OPA/ZBA (890-900 King Street West)

Please see attached. Comments or questions should be directed to **Brian Bateman**, Senior Planner (copied on this email).

Christine Kompter

Administrative Assistant | Planning Division | City of Kitchener
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519-741-2200 ext. 7425 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca



Brian Bateman

From: Mike Seiling
Sent: Monday, June 28, 2021 3:57 PM
To: Brian Bateman
Subject: FW: Circulation for Comment - OPA/ZBA (890-900 King Street West)
Attachments: Agency Letter.pdf

Building; no concerns

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Monday, June 28, 2021 3:53 PM
To: Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; DSD - Planning Division <DSDPlanningDivision@kitchener.ca>; Feds <vped@feds.ca>; GRCA (North Kitchener) - Trevor Heywood <theywood@grandriver.ca>; GRCA (South Kitchener) - Chris Foster-Pengelly <cfosterpengelly@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; K-W Hydro - Greig Cameron <gcameron@kwhydro.on.ca>; Linda Cooper <Linda.Cooper@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Region - Planning <PlanningApplications@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Robert Morgan <Robert.Morgan@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; UW - SA <Steven.amirikah@uwaterloo.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine_burns@wrdsb.ca) <elaine_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: Circulation for Comment - OPA/ZBA (890-900 King Street West)

Please see attached. Comments or questions should be directed to **Brian Bateman**, Senior Planner (copied on this email).

Christine Kompter

Administrative Assistant | Planning Division | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-741-2200 ext. 7425 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca



Brian Bateman

From:
Sent: Wednesday, July 7, 2021 12:27 PM
To: Brian Bateman
Subject: [EXTERNAL] RE: 890-900 King St. W Amendment Application

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Bill,
We received a letter about the proposal for a Zone change for 890-900 King St. W.

Although I am not opposed to some sort of structure going up on that sight, I feel a 25 storey building with 231 residential units is too high. Half that size would seem much more reasonable. One of the things we quite enjoy about this area is that we do have views of the sky over the hospital but with a building taking up that entire lot, and at that size will eliminate that natural light and I imagine darken our home significantly.

Another concern is an increase in traffic not only on our street (Mary St) but also the flow from Herbert St on to Pine St. Mary and Herbert can already get people trying to bypass Union to get to King St. With a building of that size, the traffic flow will make traffic a concern. Also, we already struggle with street parking and residents not even having parking passes allowing us to park on the street during the day so I do worry about traffic flow and new parking issues we may face as residents. Would the city start providing parking passes to residents along Mary St. if this project does proceed?

I do like the idea of commercial units along the ground floor but, if you walk up King St. and other, newer buildings such as the Cortes (222 King St S), those commercial units have never been occupied and have sat empty for years now. So yes, in theory having those spaces for retail or restaurant type spaces would be a great addition, I have seen no evidence that these spaces get occupied and as is the case with some other King St. store fronts in newer apartment/condo style residents, those establishments do not succeed and end up closing.

My other question is: would these be units for purchase or for rent? If rental units, would they be considering affordable housing units?

Thanks for taking the time to review this. Again, I am not opposed but my main concerns are the overall size and the traffic concerns.

If you need to reach me:

Brian Bateman

From:
Sent: Saturday, July 24, 2021 3:38 PM
To: Brian Bateman
Subject: [EXTERNAL] Re: Re:

Sorry to hear that about the personal situation.

I am opposed to this development and don't know why they have to have so much height and so little parking. The parking I guess I could be less worried about but I don't want to see congested side streets etc. My concern is that 25 stories is out of character and the FSR of 10 doesn't make any sense to me. This scale will be intimidating at this exact location. I think that a smaller tower that was scaled back would be more appealing and appropriate. Not for us neighbours but even for traffic and passerbys.

I have many concerns that the City is trying to push some of us out.

Anyways, thanks for listening and enjoy your summer.

Regards,

On Thu, Jul 22, 2021 at 1:05 PM Brian Bateman <Brian.Bateman@kitchener.ca> wrote:

Sorry for the delay in getting back to you but had a death in the family and just got back. You may have already discovered this but the information related to the development proposal is now on line.

Brian

From:
Sent: Thursday, July 15, 2021 12:18 PM
To: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: [EXTERNAL] Re:

Well thank you for the prompt and honest response. Good luck with the difficulties.

I have technical difficulties every other day so I am not complaining. haha.

Brian Bateman

From:
Sent: Saturday, July 24, 2021 1:25 PM
To: Brian Bateman
Subject: [EXTERNAL] 890-900 King Street West Development

Hi Brian,

I hope you are well. I received a piece of mail regarding the Neighbourhood Information Meeting for the development of 890-900 King Street West. I would like to be added to the mailing list regarding this project. I am also wondering if these Zoning Amendment Applications are still up for debate, or if they are set in stone. Since demolition has already begun, it seems that we have no say anymore, yet the letter we received seems to imply otherwise. Please advise.

I am not against increasing population density around the LRT and mid-town areas in general, but have concerns regarding the height of this building, the amount of parking (and where that parking will be), the length of time construction will take, and if genuine affordable apartments are being put in place or if these are intended to be 'luxury apartments' thus leading to further gentrification of our neighbourhood and city. I also have concerns regarding the ownership of this building. Cantiro is based in Edmonton and I would much rather see funds from, what will likely be, exorbitant housing prices go back into our community - not pulled out of our neighbourhood for the benefit of an elite few with no stake in our community.

Best,

Brian Bateman

From:
Sent: Monday, July 26, 2021 6:44 PM
To: Brian Bateman
Subject: [EXTERNAL] 890-900 King St West Development

Dear Brian,

I am writing regarding the development proposal at 890-900 King St West. I am a homeowner on Mary St, just behind the proposed site between Pine and Union.

I consider myself to be a Yes in my back yard person, so I was pleased to see the proposal, and I think that there are a lot of good reasons for building a large development at such a location between uptown and downtown, near the LRT and the hospital.

I do have some serious concerns that I hope will be addressed in the meeting or in further communications.

First, and foremost, I did not see anything about maintaining affordability of rent at the proposed building. I do not think that we should continue to develop rental units that are out of reach for most of our area's residents. And I think that we should be demanding firm commitments for fair-market and affordable units in the building. I am new to the area, but I know that similar commitments at other developments have not been kept as things have changed over time. I hope to hear more about how we will be insisting on mixed income or affordable units in the building.

Second, traffic is going to be a concern, and I hope you will talk with residents about our experiences on Mary street after all of the changes to traffic patterns. We already are dealing with frequent high-speed use of our street to avoid the no-left-turn on King street and to access the CTV parking lot. I know that changes are going to be made to Union street soon, too, but I have to admit that I can't figure out how you are going to provide access for 250 rental units and businesses while also keeping our street safe and usable.

I want to note that this concern, traffic, is not simply about being a homeowner on this street. Mary is a thoroughfare for foot traffic from the existing apartments on Mary and the neighborhoods around us. Many folks use our street to access the walkways in the cemetery and to connect to the spur line trail. I hope you have a plan for this--and I hope to hear more about how you will manage the traffic issue. I have to admit that I can't figure it out.

Also, feel free to forward this concern to the powers that be. We could really use some traffic calming on this block of Mary--maybe the changes to Union will effect that change...

Third, and this has nothing to do with opposing or supporting the building, but I'd like to hear more about the environmental studies and the plan for cleaning the site. Partly, I'm concerned about living here during the cleaning process (and we have kids here too), but I'm also aware of the wind issues surrounding similar buildings in town. The wind tunnels just up the road near Vincenzos are quite unpleasant at times.

Finally, I also wonder about what the future plan for the neighborhood is as we move into a world where we continue to build up and not out. I'd like to hear about greenspace development and what kinds of parks we can expect in the area. Obviously, we have quality parks nearby with Mary-Allen, but increasing density will put a strain on that infrastructure. I also hope that things like shadow studies are being carefully considered, as this building will impact our vegetable gardens--that's not a major concern with this one building, but if a row of them appear on King street, then I would want to hear more about that concern.

In closing, I support the growth of density near my home and in our neighborhood. I'm unsure that such a large development can reasonably exist within the traffic patterns as they are constrained by the LRT, but, honestly, I hope you can persuade me that this concern is not warranted. I know that some of my neighbors are a bit more skeptical than me, so I wanted you to know that there are folks in the area who support careful, planned, and sensible growth. I hope to hear, particularly about affordability and traffic.

I realize that I'm writing to you just a day or 2 before the meeting, so I appreciate your consideration. Feel free to follow up afterwards if you don't get to this before the meeting.

Kind Regards,

Brian Bateman

From:
Sent: Tuesday, July 27, 2021 12:41 PM
To: Brian Bateman; Sarah Marsh; Gareth Stevenson; kwills@mhbcplan.com
Subject: [EXTERNAL] Application for Plan Amendment OPA21/005/K/BB

Dear Brian, Garet, and Sarah,

I am writing regarding the proposed development of the property located at 890-900 King Street West by CANTIRO.

I am concerned with this development for a number of reasons including:

- 1) Environmental impact on surrounding properties in terms of reduced light/ sun, increased emissions from vehicle traffic to this area, and increased noise and light pollution.
- 2) Significant negative impact on the aesthetic of a beautiful historic neighbourhood.
- 3) Negative Impact on safety, traffic and parking on Mary Street which already is an issue due to high traffic from CTV and hospital.

All of these above stated concerns have additional implications for the mental and physical health and well-being of the residents of our Kitchener neighbourhood, which I trust is not in keeping with the goals of the City of Kitchener and the Region of Waterloo. As such, I am not in support of this development.

This is a critical time in the development of the neighbourhoods surrounding the LRT and a more thoughtful, tempered approach to developments is needed in order to preserve and promote our healthy community.

I am unable to attend the community meeting on July 28, but would appreciate being added to the email list for updates regarding this issue.

Thank you for your consideration.

Sincerely,

Sent from my iPhone

Brian Bateman

From: Mary Pine Neighbourhood Association <marypineneighbourassociation@gmail.com>
Sent: Tuesday, July 27, 2021 10:34 PM
To: Brian Bateman
Cc: Sarah Marsh
Subject: [EXTERNAL] CANTIRO developement

Dear Brian,

On behalf of the Mary/Pine Neighbourhood Association, please find below a list of questions we would like answered regarding the CANTIRO development on 890-900 King St.

List of questions concerning the process:

1. Can we get a clarification of the process and what exactly has to be submitted by July 30?
2. Is this the only meeting before the final City decision?
3. What is the intent of the letter that one needs to send to Legislated Service before the approval decision? Is it separate from the email we sent to Brian Bateman ?
4. When is the approval decision to be made?
5. Were Herbert Street residents notified of this development as well?
6. Were the residents of Mary street who live in the Waterloo section notified as well?
7. What do we have to do to be part of the process to make an appeal if necessary.
8. Is there going to be more opportunities for community consultation?

Sincerely,

Mary Pine Neighborhood association
Chair

Brian Bateman

From: Mary Pine Neighbourhood Association <marypineneighbourassociation@gmail.com>
Sent: Tuesday, July 27, 2021 11:03 PM
To: Brian Bateman; Sarah Marsh
Subject: [EXTERNAL] Initial concerns

Dear Brian,

On behalf of the Mary/Pine Neighbourhood Association, please find below a list of initial concerns that we feel CANTIRO development is bound to create for the neighborhood.

Firstly, we are upset that the meeting is set up in the middle of the summer vacations when most neighbours are unavailable. We should have received the notification earlier.

List of initial concerns:

- 1-We do not see any reason for such a drastic re-zoning of the city planning from 4 to 10.1 floor space ratio, which will change the entire structure and feeling of the neighborhood.
- 2-A building of 25 storeys and 82.70 m is one of the highest in the area and it is in the middle of a lively historical residential area. It sets an unhealthy precedent and opens the door to future developments of the same sort.
- 3-The level of noise created through the air conditioning units and the heating units would disturb the tranquility of the neighbourhood.
- 4-The shadow that this building creates would affect houses all the way to Union street on Mary street. It also affects homes on Herbert Street and across the cemetery to Moore Street as well.
- 5-The shadow will also affect the heating costs of homes nearby.
- 6-It reduces privacy drastically: It enables a hundred pairs of eyes to view the private moments of most houses and their backyards along Mary Street.
- 7-The proposed rooftop invites gathering and parties which creates extra noise.
- 8-This building creates a higher traffic volume in a very quiet street since Mary and Herbert are the only natural points of access from Waterloo.

In summary, we find that this building does not have its place near such a quiet residential and historic neighborhood.

Executive Member

Brian Bateman

From: Mary Plne Neighbourhood Association <marypineneighbourassociation@gmail.com>
Sent: Wednesday, July 28, 2021 10:14 PM
To: Brian Bateman
Subject: [EXTERNAL] CANTIRO Clarification Questions

Dear Brian,

Our neighbourhood association met after the Zoom meeting and we would like specific responses to several questions.

- 1) Regarding the July 30th deadline, we need to know exactly what needs to be submitted, in what format and to whom in order to be included in an appeal process as per your comment in your flyer.
- 2) Is it true that anyone in the affected area can have a voice in this matter (as per Andrea Sinclair's response during the meeting - ie. those who fall within the shadow area?)

We look forward to your timely and specific responses.

Respectfully yours,

MPNA Members

Brian Bateman

From:
Sent: Friday, July 30, 2021 8:42 AM
To: Brian Bateman
Cc: Sarah Marsh
Subject: [EXTERNAL] 900 Pine St Development - follow up to meeting

Hi Brian. I have a couple of comments after the neighbourhood meeting with the developers on Wednesday.

A question was asked about a view of the proposed building from the Mary St side so I took the attached photo from my back garden. The grey building just over the top of the fence is the medical building that is currently being torn down. In it's place I will have the view of a 26 storey building - with balconies on all sides.

Dodds Lane is only wide enough for one car, although it allows traffic in both directions. The building drawings show a parking entrance from Dodds Lane for some of the proposed parking spots. Is the lane wide enough for cars entering & exiting at the same time? Is there a limit to the number of parking spaces accessed from the lane given the lane's limitations?

Thanks



Brian Bateman

From:
Sent: Friday, July 30, 2021 10:47 AM
To: Brian Bateman
Cc: Sarah Marsh
Subject: [EXTERNAL] Proposed high rise

An important matter of concern

I am writing to express my complete rejection of a proposed building at the corner of King and Pine which not only exceeds outrageously any building bylaws for the area, but is adjacent to well established residential streets that would bear the brunt of all of the undesirable byproducts – shadowing, traffic, parking issues as well as privacy ones.

Yes, there are other buildings in the city that are as high,, but those buildings are located in the heart of the downtown core, amidst other high rises and in strictly commercial areas. They are not located in residential neighbourhoods.

Obviously something will be built on that corner, but what is being proposed is entirely inappropriate.

Kitchener

Brian Bateman

From:
Sent: Friday, July 30, 2021 12:00 PM
To: Brian Bateman
Subject: [EXTERNAL] Re 900 and 890 King St W development

Hi Brian. I am the property owner & I was unable to attend the public meeting on July 28 regarding this proposal due to work engagements that were booked before that letter was even drafted. I am the property directly beside the proposed development.

First off, the letter from you states a 25-storey development. The sign at the exterior of the property says 26-storey. Can you please clarify?

It is my belief that the existing zoning allows up to 8 storeys. Is this correct? If so, why is there so much of a variation between the existing allowable use?

There has never been a high rise allowed on this side of King St. in midtown. Why is this being considered?

As a property owner, I don't know if it's appropriate to have a 26-storey building right next to my two storey building and many other similar sized buildings in the neighbourhood.

Also, why is the subject property being currently dismantled when nothing has been approved?

Can you please provide insight on these items?

Thank you

Brian Bateman

From:
Sent: Friday, July 30, 2021 12:16 PM
To: Brian Bateman; Christine Tarling; Sarah Marsh; garret.stevenson@kitchener.ca
Subject: [EXTERNAL] Zoning By-Law Amendment Application ZBA/008/K/BB
Attachments: 2021-07-30 ZBA008KBB 12MaryStreet.pdf

Please see attached for signed PDF.

Christine Tarling, City Clerk
City of Kitchener
200 King Street West,
P.O. Box 1118
Kitchener, Ontario
N2G 4G7

30 July 2021
To Whom It May Concern,

This letter is written to express my opposition to the Official Plan Amendment Application OPA21/005/K/BB, Zoning By-Law Amendment Application ZBA/008/K/BB as proposed by CANTIRO at 890-900 King Street West, Kitchener.

I would also like to be included and informed of any further meetings or information regarding this proposal.

Respectfully yours,

Name:
Address:
Email:
Phone:

Signature: _____

Brian Bateman

From: [REDACTED]
Sent: Monday, July 26, 2021 1:20 PM
To: Brian Bateman
Subject: [EXTERNAL] Plan Amendment Application OPA21/005/K/BB

Dear Brian,

I am writing to you today with regards to your letter about the development of the property located on 890-900 King Street West.

Needless to say, I am deeply concerned about how a 25 storey building will affect residents, traffic flow and the general environment of my neighbourhood should this building be developed as requested. While I understand that the city's mandate is "to expand up not out", I believe that our local community is not sufficiently equipped to handle such a large development in such a small space. Below is a list of my initial concerns.

1) Traffic Flow:

To begin with, the LRT has placed limits on the ability to turn left from King St. onto Pine St. at that corner. Therefore, all traffic would have to reroute by turning right only at Pine St (moving from downtown Kitchener toward Waterloo) or make use of the adjacent streets (Herbert and Mary Streets) to provide access to the building for both tenants and employees. Considering that Union St is slated to be undergoing construction with the elimination of a left turn lane to Mary St, I am very concerned that traffic in this area will become a nightmare. As well, we are a residential area. Our street has many young families with young children and we often have to deal with cars using us as a shortcut while using excessive speeds. Allowing the development of 231 units will create a nightmare scenario of traffic congestion and the unsafe use of residential streets for frustrated motorists.

2) Property Values:

We have all prided ourselves on maintaining our "oasis in the core". If we allow such a tall development, it is not unfathomable to foresee even taller buildings being built along King Street in the near future. These buildings will block sunlight, create wind tunnels and rob current residents of their enjoyment, use and backyard privacy; thus, lowering current property values for residents.

3) Environment:

With increased traffic flow and the removal of vegetation for the development of this and future projects, I am also concerned for the general health of residents in this area. This tall building will pave the way for other tall buildings. It will increase traffic along with both air and noise pollution. It will reduce greenspace. It goes against everything that we know humans and animals require for a healthy existence.

At this time, I would like to request a copy of the environmental report regarding contaminants on this site. I would further like to request a proposed traffic plan to deal with the mitigation of cars using both Mary and Herbert Streets as access to this proposed building. Finally, I would like to be informed in writing of any future developments and reports regarding the development of this property.

In closing, I would like to state that I do not support the application for a building of this height or capacity.

I look forward to hearing from you.

Yours respectfully,

Brian Bateman

From:
Sent: Monday, July 26, 2021 12:18 PM
To: kwills@mhbcplan.com; Brian Bateman
Subject: [EXTERNAL] Link for meeting next Wednesday

Dear Brian and Kate

Can you send me the link for the meeting next wednesday.

And include me in the mailing lists.

I just opened my mail and realize that this ia a big deal for the neighborhood.

There is no building that size nearby so that could change the entire dynamics of the residential block.

Thanks,

890-900 King Street West

My name is [redacted]. My wife [redacted] and I own properties at [redacted], Kitchener and at [redacted] in Waterloo across the street from Sun Life. We feel as such that we have a stake in what goes on in our neighbourhood and our community. Let me preface my remarks by saying up front that I am not anti-development. My son has long thought that the King Street corridor is in need of a facelift and I for one tend to agree. King Street is the major traffic corridor linking Kitchener and Waterloo. It is the street from which most new visitors get their first glimpse of K-W. As such, with the new transit system on parallel tracks to King Street and with the push from the provincial government as well as local and regional governments to intensify population at stations along this corridor we have a once in a lifetime chance of getting the planning right for the building explosion that is already taking place around us.

The one complaint I've heard time and again about the proposed tower at 890-900 King Street West is that it is too tall for the surrounding neighbourhood. At 25 stories that would approximately be the same height as the Sun Life tower just down the road. This building would be built mere metres from the corner of the low-rise neighbourhood of Mary-Pine-Herbert.

If we look at how the city of Waterloo has and is developing around the Allen Street transit station, the 1st station north of the Midtown transit station, it has kept development of tall buildings to the south of King Street. Mary-Allen is the low-rise neighbourhood to the north of King Street in Waterloo.

From the City of Kitchener Urban Design manual for tall buildings, it reads "Towers must demonstrate compatibility with their surroundings and transition in height and scale through appropriate design of the projects built form. If a site

does not allow for sensitive transition between tower and lower-rise neighbourhoods it may not be suitable for a tall building.” It goes on to say “The greatest height and massing should be located along primary corridor streets and internal to large development sites. Each corridor should also have a defined transition and built form between taller buildings located inside the corridor, and the lower rise buildings located in the surrounding neighbourhoods.”

In Kitchener’s planning around rapid transit areas as it pertains to Midtown Station, the area surrounding this proposed development has limited public open space and/or passive or active recreation opportunities compared to the other studied areas. It goes on to say that “Midtown is anchored by a number of established stable residential neighbourhoods. These contribute to the station’s live/work character and mix of housing choices, and provide a **historical** character to the area. As Midtown experiences growth and changes over time in response to the investment in higher order transit, these established neighbourhoods should remain stable.”

Let’s look at the zoning changes that the developers of 890-900 King St. W. are asking for:

1. A reduction in rear yard set-back from 14m to .7m
2. A floor space ratio increased from a max of 4.0 to 10.1
3. To amend the parking at a rate of .71 per unit for multiple dwelling units greater than 51.0 sq. m in size
4. To permit parking at a rate of 0.165 per unit for multiple dwelling units less than 51.0 sq. m in size

5. To amend visitor parking to a rate of 10% of required parking. Visitor parking to be shared with commercial uses.

6. To amend to allow commercial/retail uses without a minimum parking requirement

7. To amend Hotel Parking to a rate of 0 spaces per guest room (if the GRHF space is provided in the final proposal)

All of these amendments serve one purpose and one purpose only; that is to maximize floor space ratio to increase density, defined as people and jobs per hectare, as per the chart in section 4.2.2 of the Planning Justification Report for 890-900 King Street W. If we look at number 1 above it asks to reduce rear yard set back from 14m to 0.7m. That is no small reduction. This appears to fly in the face of the urban design manual for the City of Kitchener, which states "Increased setbacks may be considered for taller buildings (over ten stories). Additional side and rear yard setbacks may be required on tight infill sites to meet Ontario Building Code spatial separation requirements." The purpose of this amendment can only be to increase floor space ratio.

That leads to number 2. This is the big ask. Increase floor space ratio from 4.0 to 10.1. If we look east of Midtown Station to the development at 607-641 King Street West, which is part of Central Station, they too are seeking amendments to the official plan. Their amendments also seek to maximize floor space ratio and asks to increase density from 4 to 7.5. Now that in and of itself is quite a jump and propels this project's buildings into the 25 stories and up range. All of the tall buildings proposed and being built on this site are south of King Street as are those in Waterloo. That makes the proposed construction at 890-900 King Street an outlier. In relation to its surroundings it will stick out like a sore thumb. A better

proposal would be to develop the parking area previously owned by Sun Life into tall buildings and commercial development and scale down building heights along the north side of King Street to better suit the abutting neighbourhood.

The Midtown Station study states that neighbourhoods should remain stable. It does not mention how to achieve this in an area that already has limited green space and passive recreational areas. How will our neighbourhood retain its unique character and stability when densification is coming at it from not only King Street developments but also the Spurline and Union Street developments?

Policy 2.2.4.3 states that Major Transit Station Areas on priority transit corridors shall be planned with a minimum density target of 160 residents and jobs combined per hectare for those served by light rail transit. The developer cites the City of Kitchener DC Background Study, 2014 for employment areas as projecting the total number of people and jobs per hectare on this site as planned at 2,085. I presume that site, in this context, refers to all of the Midtown Study area.

In the developer's words "Significant portions of MTSA's are unlikely to achieve the minimum density targets. As such, lands that are planned for intensification provide an opportunity for increased densities to ensure that the MTSA as a whole responds appropriately to the policy direction of the Province." I repeat, these are the developer's words, not those of the city. Therefore the developer proposes that this project increase estimated density to 430 people and jobs per hectare from the minimum goal of 160 people and jobs per hectare as put forth in policy 2.2.4.3. This is an increase of 269 %. Midtown Station gets to make up for the failings of the other stations to a tune of 2.7 times the minimum goal. WOW! Of the 2,085 people and jobs per hectare total predicted for the Midtown Station Study area this developer plans to eat up 20.6%. No greed there. I get it though. Maximizing profit is the name of the game.

As I said before I am not anti-development. I own property on King Street as well as Mary Street and I stand to benefit from all this development at some future time. But I also live here and love this neighbourhood and will fight to preserve its nature and character. If a tower full of apartments is the future for the corner of Pine and King Streets at least scale it down to a size that is more suited to the neighbourhood and the buildings around it. Thank you for taking the time to read this letter and please consider seriously the issues I have raised.

Brian Bateman

From: Dayna Edwards
Sent: Tuesday, October 5, 2021 7:07 PM
To: Brian Bateman; Rosa Bustamante
Subject: Fwd: [EXTERNAL] 890 - 900 King St. W. Parking Portal on King St.

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From:
Sent: Tuesday, October 5, 2021 3:32 PM
To: kwillis@mhbcplan.com
Cc: Sarah Marsh; Debbie Chapman; Dayna Edwards
Subject: [EXTERNAL] 890 - 900 King St. W. Parking Portal on King St.

Hello Kate:

Thanks for the update.

I note that the parking portal remains on King St. where it will disrupt & endanger pedestrians as well as the immediately adjacent small parkette with a quiet contemplative bench - the best piece of public art in the region - where folks sit facing the hospital & contemplate the ephemeral nature of our bodily existence.

The need for more public lanes to service new project parking entries in Kitchener is extreme. To disrupt the pedestrian realm in this way when Dodds lane is fully available at the rear is unconscionable. Please endeavour to make the needed plan change before presentation of the plans to city staff.

Thanks

Brian Bateman

From: Mary Pine Neighbourhood Association <marypineneighbourassociation@gmail.com>
Sent: Monday, September 20, 2021 5:23 PM
To: Brian Bateman
Subject: [EXTERNAL] 890-900 King Street CANTIRO Development

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Brian,

I hope you are well. Our association met last night, and would like to know if you have any updates with regards to a date for when City Council will be meeting to discuss this development. If you could let me know, I know that our group would appreciate it as many are interested in attending.

Secondly, we want to invite you to have a discussion with our association about the development in person (or virtually if in-person is not possible). If you are available to meet with us, could you let us know some possible dates/times for this? I believe one of our members who lives close to the development is interested in hosting.

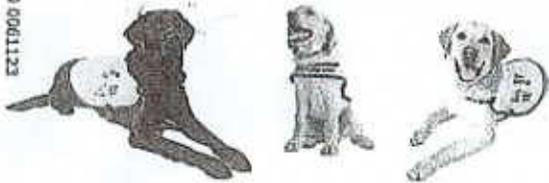
Thanks so much for your support.

Take good care,

Dear Madam or Sir,
 Three years ago I was a
 resident of Waterloo and
 am still interested in the
 'Gangs on' of the city! On
 seeing the paper (K.W. Record)
 on Thursday Sept. 18th I am
 absolutely appalled at what
 is happening in Kitchener -
 the building proposed for
 the area opposite the hospital
 This is an eyesore to all and
 I hope that more people will
 agree and let you know it.
 My hope is that this project
 can be halted now and
 maybe a lower rise building

Thank You
 for your support

TO 0061123

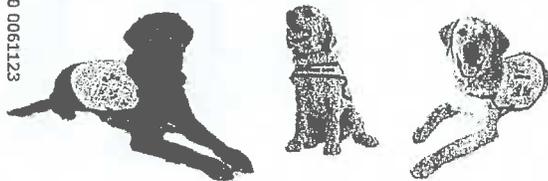


2

can be a project just
 imagine how awful it will
 look to workers at the LH
 Hospital also - patients inside
 Vaccinations and voting
 are just and foremost on the
 minds of people and now is
 not the time to think about
 expensive projects in Kitchener.
 Please stop this building
 from happening and do not
 let Kitchener become a second
 Toronto - it is not the right
 location for any high rise
 buildings. Thank you for reading
 this note - I am stocked to
 the core! Sincerely, Patricia

Thank You
 for your support

TO 0061123



3

Think!

The possibility of
 'something' happening to
 this building (God forbid)
 but all the residents will
 (along with others close to
 the project) will be so
 ... the hospital.

Brian Bateman

From:
Sent: Thursday, October 7, 2021 8:43 AM
To: Brian Bateman
Cc:
Subject: [EXTERNAL] 890/900 King Street West redevelopment

Dear Brian,

Thank you for the thoughtful public meeting last night. My husband and I live near the intersection of Herbert and Roger street at [REDACTED] with our two small children (3 years and 3 months).

We're supportive of densification along King street, especially as it's adjacent to the LRT stop and thrilled to be living in a growing, energetic city. The design of the building also looks really sharp and modern.

We do have some concerns that we would like to express.

1. The height seems quite imposing in midtown. A building closer to the Bauer lofts at 15 stories would be much more suitable in this section of the city rather than behemoth looking tower similar to the Barrelyards. It's quite hard to imagine a building that size fitting into the landscape, although a tower a bit smaller would make complete sense and add to the vibrancy of the community.
2. The volume and speed of cars going down Herbert street is also a big safety concern. As it is, we notice cars speeding down the street quite often and making tight turns around Roger. We're greatly concerned of one of our children or other child in the neighborhood being hit by a car. With more people, their guests etc living nearby this will only become a bigger issue. It is a growing concern with our two small children's safety.
 - A. A stop sign at Herbert and Roger would really increase the safety and help slow down cars in this section of the road, as well as increase their visibility of oncoming pedestrians
 - B. A sidewalk on Roger street adjacent to the cemetery would also greatly increase the safety of people, especially children. There is no sidewalk for a block. This is especially pressing considering a park (which we're thrilled about) is going to be built on Roger street and in light of the tower on King
 - C. Lowering the speed limit to 40km/hour on Herbert and Mary street. Again, we notice cars speeding right in this section of the road near our house. There's going to be an increase in traffic on the side streets adjacent to King with the tower going up to avoid traffic on king street and 50 km/ hour is simply unsafe

Thank you for your consideration,

Brian Bateman

From:
Sent: Wednesday, October 6, 2021 8:29 PM
To: Brian Bateman
Cc: Sarah Marsh
Subject: [EXTERNAL] Issue to Add Following King Street Development Meeting

Hi Brian,

My home backs on to Dodds lane. I just wanted to add that I am very concerned regarding the distance between the lower part of building and Dodd's lane. I believe the presentation said it was proposed to be adjusted to less than a meter. This lower part is still quite tall (multiple stories, I think). Dodds lane is very very narrow. A building setback that small next to such a narrow lane means that this building is extremely close to my home. I do not approve of reducing the minimum building setback for this lot.

Best,

She/her pronouns
Cell:

Brian Bateman

From:
Sent: Friday, October 8, 2021 11:53 AM
To: Brian Bateman
Subject: [EXTERNAL] 900 King St W Meeting Feedback

Hi Brian,

Thanks to the City of Kitchener for putting on the meeting . This development looks promising and the City and the development team were very informative and engaging.

Some feedback I have about this development is that it *doesn't include 3+ bedroom units*. This is unfortunate as this limits options to families that want to live and grow in the heart of the city, rather than in the suburbs. I understand it would reduce the overall number of units, but it would help increase socioeconomic and community diversity. It would also help limit the pressure required on the already scarce greenfield development lands.

I'd also like to provide some feedback on the meeting structure. I liked the overall meeting format, but felt there wasn't enough time in the breakout sessions. At the same time, it was a challenge in the breakout session I was in because the session got dominated by one or two topics that didn't allow for a breadth of information to be had/shared. It was, however, a good idea to have the different folks from the different areas rotate through each room. I hope you can run this format again.

All the best,

Brian Bateman

From: [REDACTED]
Sent: Wednesday, August 25, 2021 12:28 PM
To: Brian Bateman
Subject: [EXTERNAL] Re: Re: Re: Re 900 and 890 King St W development

Thanks for responding, Brian, but I don't see a link in the email.
Robert

On Monday, August 23, 2021, 10:19:38 a.m. EDT, Brian Bateman <brian.bateman@kitchener.ca> wrote:

Apologies for the delay in responding to your email as I was away last week on holidays. To respond, here's a link to the City's website that provides information on the KW Hospital/Mid-Town Secondary Plan proposed updates and status. For further information, please feel free to contact Tina Malone-Wright, Project Manager.

Brian

From: [REDACTED]
Sent: Saturday, August 14, 2021 2:19 PM
To: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: [EXTERNAL] Re: Re: Re 900 and 890 King St W development

Hi Brian. In my preliminary reading of the application details, in Justification # 2 the following statement is made:

The proposed development implements the vision and objectives of the draft K-W Hospital/Midtown Secondary Plan;

May I have access to this plan?

Regards

On Friday, July 30, 2021, 03:15:39 p.m. EDT, Brian Bateman <brian.bateman@kitchener.ca> wrote:

Yes, they will. There will be further opportunity for engagement. City will host a meeting sometime in mid-Sept. My understanding the developer is removing that building in order to remediate the site. The property is contaminated due to an old gas station.

Brian

From:
Sent: Friday, July 30, 2021 2:45 PM
To: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: [EXTERNAL] Re: Re 900 and 890 King St W development

Hi Brian. Sure that would be great. And if I have objections to the material that I see presented, will it still be heard? With the current demolition of the building I feel like approval is being assumed.

Also with the building next door on Pine St at King, 18 Pine to be precise, I have noticed that it has been quietly vacated. Am I to assume something similar is happening there? If so, I feel like that should be in the relevant disclosure of this process.

Thanks

On Friday, July 30, 2021, 01:47:48 p.m. EDT, Brian Bateman <brian.bateman@kitchener.ca> wrote:

Hi

Thanks for the email and I am sorry you were unable to attend the meeting. I will be posting the presentation on the City's website very soon that you can view. That may address most of the questions you have below. If not, perhaps I can call you to discuss sometime next week.

Brian

From:
Sent: Friday, July 30, 2021 12:00 PM
To: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: [EXTERNAL] Re 900 and 890 King St W development

Hi Brian. I am the property owner at [redacted] I was unable to attend the public meeting on July 28 regarding this proposal due to work engagements that were booked before that letter was even drafted. I am the property directly beside the proposed development.

First off, the letter from you states a 25-storey development. The sign at the exterior of the property says 26-storey. Can you please clarify?

It is my belief that the existing zoning allows up to 8 storeys. Is this correct? If so, why is there so much of a variation between the existing allowable use?

There has never been a high rise allowed on this side of King St. in midtown. Why is this being considered?

As a property owner, I don't know if it's appropriate to have a 26-storey building right next to my two storey building and many other similar sized buildings in the neighbourhood.

Also, why is the subject property being currently dismantled when nothing has been approved?

Can you please provide insight on these items?

Thank you



YOU'RE INVITED TO A NEIGHBOURHOOD MEETING

FOR A PROPOSED DEVELOPMENT IN YOUR NEIGHBOURHOOD

Join us to learn more about the project, share your thoughts and understand your appeal rights. Visit us at

kitchener.ca/planningapplications

Location: **Zoom**

Date: **October 6, 2021**

Time: **7:00pm - 8:30pm**

Have your voice heard!



Concept Drawing



890-900 King Street West



25 Storeys
231 Units



10 Floor
Space Ratio



Setbacks
Reduced
For Podium



108
Parking
Spaces

To register to attend:

City of Kitchener

Lindsey Taylor, Project Manager

519.741.2200 x 7306

Lindsey.Taylor@kitchener.ca

200 King St. W., Kitchener ON, N2G 4G7

Additional contacts:

Your City Councillor

Sarah Marsh, Ward # 10

519-741-2786

Sarah.Marsh@kitchener.ca

Senior Planner

Brian Bateman, MCIP, RPP

519-741-2200 x 7869

Brian.Bateman@kitchener.ca

Previous steps:

1 Notice of development sent and feedback requested

2 Neighbourhood information session held

3 Staff consolidating all feedback in order to finalize a recommendation to be considered by Planning Committee and City Council

4 Council decision communicated back to residents who participated in information sessions

Current status:

Next steps:

Brian Bateman

From: Kate Wills <kwills@mhbcplan.com>
Sent: Friday, August 20, 2021 2:11 PM
Subject: [EXTERNAL] 890-900 King Street- Update from Neighbourhood Public Meeting

Good Afternoon,

We are emailing to advise you that we are working on our summary from the neighbourhood meeting and hope to provide you a copy of the presentation along with a summary of all questions and responses by the end of August. This summary will include responses from the project consultants who were not part of the panel at the first Neighbourhood Meeting held on July 28, 2021.

We would also like to advise that second Neighbourhood Information Meeting is planned for September 2021.

Thank you.

Kate

KATE WILLS BES MCIP RPP | Associate

MHBC Planning, Urban Design & Landscape Architecture

540 Bingemans Centre Drive, Suite 200 | Kitchener | ON | N2B 3X9 | T 519 576 3650 X 751 | C 519 635 9999 | F 519 576 0121 | kwills@mhbcplan.com

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Questions and concerns

- 1) I notice that the developer is 'Edmonton' based. Is Cantiro building this 25 storey building at King and Pine for the City of Kitchener (CofK) to become the landlords or will all the rents be collected by Cantiro and CofK will get business taxes only?

How does this work?

- 2) From the CofK's own explanation of Floor Space Ratio (FSR) i.e. building floor area (BFA) divided by lot area (LA), it is impossible to get a 'whole number answer' as the lot is always bigger than the BFA. Unless of course the calculation is done with 25 x BFA and the lot is 2.5 x BFA (to arrive at the proposed FSR of 10.0.)

Please send me the calculation of FSR specifically for this development.

3) PARKING

If approved this development would have 231 units with the potential for at least 231 cars, not allowing for 2 car families.

Bicycle provision:

Firstly, cyclists are extremely rare on KW streets. Whilst I am in favour of encouraging cyclists, most people cycle for pleasure. For shopping, going to appointments, theatre, cinemas, restaurants and other forms of entertainment most people use a car.

This will not ease the number of parking spaces required

ION requirements:

This development is relevant to the 'PARTS' documentation (PARTS area related to the Central Stations of the ION LRT) which states a requirement of 0.9 spaces/unit irrespective of size i.e. 208 spaces – 10 GRHF spaces (no longer needed) is still 198, not including ION's requirement of 0.1 space/unit for visitors i.e. an additional 23 spaces.

This would require more spaces than CofK's own By-law requirements.

Car Share Vehicles on-site:

Car sharing on a business site such as the Sun Life parking lot I can almost understand – different shifts, different days – but residents in a building largely work 9-5 and not on weekends, so **how does car sharing work then?**

This will not ease the number of spaces required.

In addition, according to one of your own diagrams there are no parking lots with 500m of the site.

In summary, where do you think residents (a possible 100+ that don't have spaces), commercial and visitors will park when there is no space available in the site's parking – on Pine, which is already congested at times with cars parking for the medical building; on Mary, where parking is not allowed overnight nor until 6pm weeknights.

Underground parking

Why are the developers only providing 2 below ground levels of parking, when as one the CofK's documents already acknowledges 'parking is tight' at this site?

What is 'unbundled parking'?

4) With what look like extremely limited softscape* and hardscape areas, **where are residents expected to relax outside and children to play?**

- The softscape area in this development look as though they're actually the 3 storey podium! **Am I right?**
- FYI It's almost 2 kilometres to George Lippert Park the closest park to this site.

5) **Why did CANTIRO plan such an oversized building in such a low rise area?**

Even using the argument that K-W agreed to increasing residential density along the LRT route, Waterloo have added two new buildings – the Red and the Cortes at Allen – that back on to Mary St. However, they are only 5 storeys high.

6) "Zoning regulations are set low to allow for 'discussion'" – a comment credited to you Brian.

If this is an unwritten/read between the lines understanding between councillors and planners then **why are these regulations written at all?**

When the zoning regulations were adopted were they approved by council? Was setting them low 'to allow for discussion' minuted?

"City of Kitchener documents, including official plan and guidelines are out of date" another comment credited to you Brian, if this is so then

Why are they supplied as supporting documents?

If there are the documents in place, approved by council, then they should be adhered to until updates are approved.

Correct?

7) For future reference, **does CofK go all the way down to Union on King St.?**

8) This development proposes to allow for 13 units for use by GRH (<6% of the 231 units) – a contribution to the community. However, more than once we heard this development referred to as 'attainable housing', no longer 'affordable housing' as it was originally proposed? So, what would have been a significant contribution to the community is no longer being offered. **What do CofK council think of this?**

9) Several comments/concerns were expressed about the lack of transition between a 5 storey Medical Building (18 Pine St) or single or 2 storey houses on Mary St and a 25 storey building! Your own 'Tall building guidelines, supplied as supporting documentation talks about 'transition' building i.e. incremental increases in building heights which this development certainly is not an example of. **Again why is a 25 storey building being built here, backing on to a mature residential street?**

A building within your required FSR, in this case 10 storeys, would be bad enough, but at least it would be in compliance with existing By-laws

Brian Bateman

From: Kate Wills <kwills@mhbcplan.com>
Sent: Tuesday, October 5, 2021 10:40 AM
Subject: [EXTERNAL] 890-900 King Street East - Neighbourhood Information Meeting - Additional Information and Responses

Good Morning,

As a follow up to the Neighbourhood Meeting held in July 2021, we are pleased to provide you with a link to the following documents.

https://www.dropbox.com/sh/wsj9bcikqo716aq/AAB2HedgG5eI85d5zmHQn3_xa?dl=0

Please find enclosed the following documents for your review:

1. Copy of the presentation from the July 2021 Neighbourhood Information Meeting
2. Preliminary Renderings- as seen from Mary and Dodds Lane
3. Preliminary Building Elevation Package – showing North, South, East and West Elevations
4. Summary of the Questions and Responses posed at the July 2021 Neighbourhood Information Meeting
5. Updated Shadow Study showing hourly intervals

If you are seeking additional information with respect to submitted studies for the proposed development, please use the attached link to the City's website:

https://app2.kitchener.ca/AppDocs/OpenData/AMANDADataSets/Supporting_Documents_List_623187.pdf

A second Neighbourhood Meeting has been scheduled by the City for October 6, 2021, at 7:00pm via zoom. If you have not registered yet and would like to attend, please contact Lindsey Taylor, Project Manager at the City of Kitchener at 519-741-2200 x9306 or lindsey.taylor@kitchener.ca.

The plans presented at the meeting tomorrow are the same plans submitted as part of the original application for Official Plan and Zoning Amendment presented at the Neighbourhood Information Meeting hosted by CANTIRO in July. The second meeting will give an opportunity to those who were not able to attend in July and will be primary led by the City of Kitchener.

Thank you.

Kate

KATE WILLS BES MCIP RPP | Associate

MHBC Planning, Urban Design & Landscape Architecture

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June 23, 2021

Dear Resident or Property Owner:

RE: Construction Activity at 890-900 King Street West

We are the owners of 890-900 King Street West and are writing in regard to the property addressed as 890-900 King Street West, located at the corner of King Street West and Pine Street. We understand that you have received notice that Planning Applications that have been submitted to the City of Kitchener in support of a redevelopment proposal on these lands.

In the near future you may notice construction activity on the site, including the demolition of the existing building and other site works. The property is a known Brownfield site, meaning that there is existing contamination on the property. This contamination is a result of previous activities that occurred on the site prior to CANTIRO's purchase of the property.

Regardless of the outcome of the Planning Applications, CANTIRO is committed to remediating the property and removing all contaminated soils. We wanted to reassure the public that this construction work is related only to the remediation /clean-up efforts. The proposed redevelopment is in the early stages and still requires several planning approvals including the approval of the Official Plan Amendment and Zoning By-Law Amendment.

Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



Stewart Fraser, B.Com, M.P.L.

Sfraser@cantiro.ca

Vice President, Commercial

CANTIRO

REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: March 7, 2022

SUBMITTED BY: Rosa Bustamante - Director of Planning 519-741-2200 ext. 7319

PREPARED BY: Garrett Stevenson – Manager of Development Review 519-741-2200 ext. 7070

WARD(S) INVOLVED: All Wards

DATE OF REPORT: February 17, 2022

REPORT NO.: DSD-2022-096

SUBJECT: Significant Planning Applications Update - Quarterly Report

RECOMMENDATION:

For Information.

BACKGROUND:

Planning staff provide a quarterly update report every March, June, September, and December of each year of all current significant development applications. It is important to be providing greater transparency on significant development applications with the community and Council.

REPORT:

Attached to this report, the Significant Planning Applications Quarterly Report (Q1 2022) provides a summary of the current Planning applications under review at the time of the preparation of this report.

The current significant development applications section includes Subdivision, Official Plan Amendment, and Zoning By-law Amendments that have not received final approval. These are the bulk of the applications that Planning Staff consult with the community on an application specific basis. Significant development applications include property specific proposals as well as new greenfield communities (subdivisions). Additional details on the development applications can be found using the online mapping tool available at www.kitchener.ca/planningapplications.

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

Capital Budget – The recommendation has no impact on the Capital Budget.

Operating Budget – The recommendation has no impact on the Operating Budget.

*** This information is available in accessible formats upon request. ***
Please call 519-741-2345 or TTY 1-866-969-9994 for assistance.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City’s website with the agenda in advance of the council / committee meeting.

CONSULT – Significant development application specific engagements are undertaken for Official Plan Amendment, Zoning By-law, and Subdivision applications. Engagement includes mailing postcards to property owners and occupants of all buildings within 240 metres of the subject lands, publishing a newspaper notice when the application is first circulated and when the statutory public meeting is scheduled, as well as informal community meetings including Neighbourhood Meetings and/or site walks. A large plain language sign is also posted on the property.

PREVIOUS REPORTS/AUTHORITIES:

There are no previous reports/authorities related to this matter.

APPROVED BY: Justin Readman – General Manager, Development Services

ATTACHMENTS:

Attachment A – Significant Planning Applications Quarterly Report (Q1 2022)

**Current Significant Development Applications
(Subdivision, Official Plan Amendment, Zoning By-law Amendment)**

WARD 1

528 LANCASTER ST W	
Proposal: A development with 5 multiple residential buildings of varying heights (i.e., 26, 20, 20, 16, and 10 storeys), and commercial uses on the ground floor of the 16-storey building.	
File Number: OPA21/010/L/AP	Description: The main purpose of the Official Plan Amendment is to re-designate the whole of the lands to Mixed Use and modify the Specific Policy Area to allow a maximum floor space ratio (FSR) of 5.8 and a maximum building height of 83m (26 storeys).
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA21/015/L/AP	Description: The main purpose of the Zoning By-law Amendment is to re-zone the whole of the lands to MIX-2, and to modify the site-specific provisions to allow an FSR of 5.8, a building height of 83m (26 storeys), a parking rate of 0.72 spaces per unit, among other requests for relief.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: January 20, 2022
Owner: 528 LANCASTER STREET WEST INC, 550 LANCASTER INC	Applicant: MHBC PLANNING
Update Since Last Quarterly Report: A Neighbourhood Meeting was held with the community on January 20, 2022. Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting.	

104 WOOLWICH ST	
Proposal: Two 3.5-storey multiple dwellings (stacked townhouses) with 24 dwelling units each (total of 48 dwelling units).	
File Number: OP18/007/W/AP	Description: The owner is requesting a Site-Specific Policy to allow an FSR of up to 0.9.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA18/009/W/AP	Description: The owner is requesting to change the zoning from Agricultural (A-1) to Residential Six Zone (R-6) along with a Site Specific Provisions to: a) reduce the minimum front yard from 4.5 metres to 1.0 metres, b) eliminate the requirement for Private Patio Areas for at-grade dwelling units, c) increase the maximum Floor Space Ratio from 0.6 to 0.9, and d) reduce the required parking from 1.75 spaces per unit to 1.2 spaces per unit.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: TBD
Owner: 1238455 ONTARIO LIMITED	Applicant: GSP GROUP INC
Update Since Last Quarterly Report: No update at this time.	

507 FREDERICK ST, 40-44-48 BECKER ST	
Proposal: An addition to the existing funeral home is proposed with a crematorium, as well as an expanded parking lot along Becker Street.	
File Number: OP17/003/F/GS	Description: To change the land use designation of the three Becker Street properties from Low Rise Residential to Commercial, and to add a special policy in the Official Plan to permit a Crematorium/Cremator as a permitted use.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZC17/010/F/GS	Description: To change the zoning of the three Becker Street properties from Residential Six (R-6) with Special Use Regulation 362U to COM-2 (General Commercial), and to add special regulation provisions to all properties to define the front yard (due to multiple street frontages), permit a reduced Floor Space Ratio (FSR) of 0.17 (a minimum of 0.6 is required), to permit a 0 metre setback from Becker Street, and to permit 11 off-site parking to be included in the development, and to add a new Special Use Regulation in the Zoning By-law to permit a crematorium/cremator on site.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: November 23, 2021
Owner: Henry Walser Funeral Home LTD	Applicant: GSP GROUP INC.
Update Since Last Quarterly Report: Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting. The Applicant is updating technical studies to response to comments at the Neighbourhood Meeting.	

New Applications

26 STANLEY AVE & 31 SCHWEITZER ST	
Proposal: The Site is proposed to be developed with a residential subdivision consisting of 42 single detached dwelling lots, 12 semi-detached dwelling lots (total of 24 dwellings) and a 5-unit street-townhouse block totaling 71 residential units. The Proposed Development will be accessed by a future municipal road connecting to Stanley Avenue.	
File Number: 30T-21201	Description: A residential plan of subdivision consisting of single-detached, semi-detached, and townhouse dwellings, totaling 72 units.
Application Type: SA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA21/19/S/BB	Description: To change the zoning from Residential Four (R-4) and Residential Five (R-5) to the Low Rise Residential Five (RES-5) Zone with the a Site-Specific Provision to permit a maximum building height of 12.5 metres.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Brian Bateman	Neighbourhood Meeting Date: TBD
Owner: Newo Holdings Limited	Applicant: GSP Group Inc.
Update Since Last Quarterly Report: This is a new application and is in circulation.	

WARD 2

1157 WEBER ST E	
Proposal: A mixed-use development consisting of a building with a 15 and 18 storey tower with a total of 378 residential dwelling units and ground floor commercial units.	
File Number: OPA21/007/W/BB	Description: To change the land use designation from Commercial Corridor to Mixed Use with a Special Policy Area.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA21/010/W/BB	Description: To change the zoning of the lands from Commercial Two to High Intensity Mixed Use Corridor with Site Specific regulations
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Brian Bateman	Neighbourhood Meeting Date: November 9, 2021
Owner: M K G HOLDING CORPORATION	Applicant: GSP GROUP INC.
Update Since Last Quarterly Report: Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting.	

42 WINDOM RD	
Proposal: A stacked three storey town/multiple dwelling building containing 22 residential units.	
File Number: ZBA20/017/W/ES	Description: To remove special regulation provision 744R (maximum 5units) to permit 22 units, FSR increase to 0.75, and a parking reduction from 1.75 per unit to 0.95 per unit
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Eric Schneider	Neighbourhood Meeting Date: TBD
Owner: WINDOM KW INC	Applicant: IBI Group
Update Since Last Quarterly Report: No update at this time.	

New Applications

142 FERGUS AVE	
Proposal: A 7 storey building consisting of 78 residential units with associated surface and underground parking.	
File Number: OPA22/002/F/BB	Description: To redesignate the property from Low Rise Residential in the City of Kitchener Official Plan to Medium Rise Residential with Special Policy Area to permit a maximum FSR of 2.3.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA21/017/V/ES	Description: The purpose of the proposed Zoning Bylaw Amendment is to rezone the Site to RES-6 Zone with a site specific regulation to permit a maximum FSR of 2.3, reduced side yard and rear yard setbacks, and a reduced vehicular parking rate.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Brian Bateman	Neighbourhood Meeting Date: TBD
Owner: 2467491 ONTARIO INC	Applicant: GSP GROUP INC.
Update Since Last Quarterly Report: This is a new application and is in circulation.	

WARD 3

4396 KING ST E	
Proposal: An 8-storey residential building located on the property at 25 Sportsworld Drive and a high-density, mixed-use building featuring 18 and 30 storey towers with ground-floor commercial uses on the property at 4396 King Street East, with a total of 616 dwelling units and 1,378 m ² of commercial space.	
File Number: OPA21/009/K/AP	Description: The Official Plan Amendment requests to redesignate the property from Commercial Campus to Mixed Use with a Specific Policy Area.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA21/014/K/AP	Description: The applicant proposed to rezone the property from Commercial Campus (COM-4) to Mixed Use (MIX-3) and establish a site specific provision to allow a maximum building height of 99 metres (30 storeys), maximum Floor Space Ratio of 6.2, reduced parking rate of 0.85 spaces per dwelling unit (580 spaces), non-residential gross floor area reduction, among other matters.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: TBD
Owner: SPORTSWORLD SHOPPING CENTRE LTD	Applicant: GSP GROUP INC.
Update Since Last Quarterly Report: No update at this time.	

New Applications

4220 KING ST E & 25 SPORTSWORLD CROSSING RD	
Proposal: Three buildings are proposed including a 14-storey, 158-unit residential tower oriented towards Sportsworld Crossing Road, an 18-storey, 156-unit residential tower located towards King Street East, and a 14-storey, 212-unit residential tower designed in an 'L' shape with stepbacks to frame the intersection of King Street East and Deer Ridge Drive.	
File Number: OPA22/003/K/CD	Description: To redesignate the Site from Commercial Campus to Mixed Use to permit the proposed high-density residential mixed-use building with a maximum Floor Space Ratio (FSR) of 4.0.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA22/005/K/CD	Description: To change the zoning to MIX-3 with special regulations to permit a FSR of 4.0, whereas the Zoning By-law currently limits the FSR to 2.0 in the MIX-3 zone; to permit a maximum building height of 18-storeys (68.6 metres) for the site, whereas the Zoning By-law permits a maximum of 10-storeys (32 metres); to permit a podium with a minimum height of 2-storeys, whereas the Zoning By-law requires a minimum height of 3-storeys; and, to permit a minimum ground floor building height of 3.5 metres, whereas the Zoning By-law requires a minimum ground floor building height of 4.5 metres.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Craig Dumart	Neighbourhood Meeting Date: TBD
Owner: The Tricar Group	Applicant: GSP GROUP INC.
Update Since Last Quarterly Report: This is a new application and is in circulation.	

WARD 4

448 NEW DUNDEE RD	
Proposal: A condominium development with 24 single detached houses with frontage onto a private condominium road.	
File Number: ZBA20/003/N/AP	Description: the application requests to change the zoning from R-1 Zone (allows single detached dwellings on lots with a min. lot area of 4,000 m2 and min. lot width of 30 m2) to R-6 (allows single detached dwellings on lots with a min. lot area of 235 m2 and min. lot width of 9 m2).
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: November 25, 2021.
Owner: HAYRE PROPERTIES INC	Applicant: GSP Group Inc.
Update Since Last Quarterly Report: Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting.	

86 PINNACLE DR	
Proposal: A two storey 16-unit senior-oriented residential building.	
File Number: ZBA19/003/P/KA	Description: To change the zoning to Residential Six (R-6) to permit a multiple residential dwelling.
Application Type: ZBA	Status: On hold at the request of the Owner
Staff Contact: Craig Dumart	Neighbourhood Meeting Date: Sept. 10, 2019
Owner: A & F GREENFIELD HOMES LTD	Applicant: IBI Group
Update Since Last Quarterly Report: No update at this time.	

WARD 5

161 GEHL PL	
Proposal: A new community with up to 235 residential dwelling units and open space blocks.	
File Number: OP18/006/G/GS	Description: Proposing amendment to the Rosenberg Secondary Plan to revise land use designations for various lands to implement the proposed plan of subdivision.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA18/007/G/GS	Description: The proposed amendment to the Zoning By-law is to apply new zoning to the lands to implement the Rosenberg Secondary Plan (also proposed to be amended) to implement the proposed plan of subdivision.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: 30T-18202	Description: A proposed Plan of Subdivision with up to 235 residential units and open space blocks.
Application Type: SA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: N/A
Owner: 2079546 ONTARIO LIMITED	Applicant: SGL PLANNING & DESIGN INC
Update Since Last Quarterly Report: No update at this time.	

1801 BLEAMS RD	
Proposal: A new community with 2607 residential units, a school, green space, and parkland.	
File Number: OP18/005/B/GS	Description: Proposing amendment to the Rosenberg Secondary Plan to revise land use designations for various lands to implement the proposed plan of subdivision.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA18/006/B/GS	Description: The proposed amendment to the Zoning By-law is to apply new zoning to the lands to implement the Rosenberg Secondary Plan (also proposed to be amended) to implement the proposed plan of subdivision.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: 30T-18201	Description: A proposed Plan of Subdivision with up to 2607 residential units, a school, green space, parkland, as well as multiple residential and mixed-use blocks.
Application Type: SA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: N/A
Owner: 2079546 ONTARIO LIMITED	Applicant: SGL PLANNING & DESIGN INC
Update Since Last Quarterly Report: No update at this time.	

ROCKCLIFFE DR (FREURE SOUTH)	
Proposal: A new community with 471 new residential units including single detached, street townhouses & multiple dwellings. Parkland open space & stormwater management facilities are also proposed.	
File Number: OP16/001/R/KA	Description: To change the designation of the easterly portion of land to high rise residential, designate a future park area as open space, and to adjust the limits of wooded areas designated as open space.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.

File Number: ZC16/009/R/KA	Description: To change the zoning from Restricted Business Park (B-2) to residential and natural heritage conservation zones.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: 30T-16201	Description: The plan of subdivision includes single detached, street townhouses & multiple dwellings along with parkland open space & stormwater management facilities.
Application Type: SA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: TBD
Owner: FREURE DEVELOPMENTS LIMITED	Applicant: MHBC PLANNING LTD
Update Since Last Quarterly Report: No update at this time. Archeological assessment work continues.	

New Applications

1525 BLEAMS RD	
Proposal: To demolish the existing pumping station building and create 6 residential lots, which are proposed to be added to the Mattamy South Estates (30T-08206) subdivision through a subdivision modification.	
File Number: ZBA22/005/K/CD	Description: To rezone the property to Residential Six (R-6) with site specific regulations 671R, 672R, 673R and 674R.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Tim Seyler	Neighbourhood Meeting Date: TBD
Owner: Mattamy (South Estates) Limited, City of Kitchener	Applicant: GSP GROUP INC.
Update Since Last Quarterly Report: This is a new application and is in circulation.	

WARD 7

1593 HIGHLAND RD W	
Proposal: A mixed-use development consisting of a 13 storey building and 16 storey building, with a total of 403 dwelling units, 1,052 square metres of ground floor commercial space, and 2 levels of underground parking.	
File Number: OPA20/001/H/AP	Description: The Official Plan currently state that only commercial-type uses are permitted on the above properties; residential uses are not permitted. The owner is requesting to change the OP to permit up to 403 residential dwelling units within buildings containing commercial uses.
Application Type: OPA	Status: This application was appealed to the Ontario Land Tribunal in August 2020. The OLT appeal was held from January 24 – February 3, 2022. No decision has been received.
File Number: ZBA20/004/H/AP	Description: The Owner is requesting to permit up to 403 residential dwelling units within buildings containing commercial uses. Additional commercial uses are requested. The owner is also requesting to reduce front, side yard, and rear yard setbacks, increase lot coverage, and reduce parking requirements.
Application Type: ZBA	Status: This application was appealed to the Ontario Land Tribunal in August 2020. The OLT appeal was held from January 24 – February 3, 2022. No decision has been received.
Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: N/A
Owner: M DEVELOPMENTS (KITCHENER) INC	Applicant: IBI GROUP
Update Since Last Quarterly Report: This application was appealed to the Ontario Land Tribunal in August 2020. The OLT appeal was held from January 24 – February 3, 2022. No decision has been received.	

WARD 8

660 BELMONT AVE W	
Proposal: An eleven storey (39.1 metre) mixed-use building with 910.7 square metres of ground floor commercial space and 132 residential units (including 92 one bedroom and 40 two-bedroom units). The Owner is also requesting to purchase a portion of the City-owned Belmont Lane between Belmont Avenue West and Claremont Avenue.	
File Number: OPA20/004/B/JVW	Description: The City of Kitchener has received a revised development proposal and has been advised that an Official Plan Amendment application is no longer required. The original Official Plan Amendment application requested to increase the maximum height to 13 storeys and 49 metres in height.
Application Type: OPA	Status: This application will be considered by Kitchener City Council on February 28, 2022.
File Number: ZBA20/012/B/JVW	Description: The Zoning By-law Amendment application is now requesting site specific zoning regulations for an increased building height of 11 storey and 39.1 metres (whereas 8 storeys and 25 metres is permitted), a reduced tower setback from the podium of 2.7 metres (whereas 3.0 metres is required), and a reduced podium height of two storeys (whereas a minimum of three storeys is required).
Application Type: ZBA	Status: This application will be considered by Kitchener City Council on February 28, 2022.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: Dec. 17, 2020 & Feb. 25, 2021
Owner: 660 BELMONT LP INC, City of Kitchener (Belmont Lane E.)	Applicant: GSP Group Inc.
Update Since Last Quarterly Report: These applications were referred from PSIC held on February 7 th and 9 th to Kitchener City Council on February 28, 2022.	

400 WESTWOOD DR	
Proposal: To demolish the existing house and create four new lots for single detached dwellings.	
File Number: ZBA21/012/W/ES	Description: To rezone the developable portion of the lands to site specific Residential Four (R-4).
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Eric Schneider	Neighbourhood Meeting Date: January 13, 2022
Owner: NASIR BROMAND, ZAKIA BROMAND	Applicant: IBI GROUP
Update Since Last Quarterly Report: A Neighbourhood Meeting was held with the community on January 13, 2022. Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting.	

WARD 9

146 VICTORIA ST S	
Proposal: A multi-tower, mixed use development consisting of a shared mid-rise podium of 4-6 storeys in height with 3 residential towers atop the podium, with heights of 25, 36, & 38 storeys and containing a total of 1150 residential units and 1770 square metres of commercial space.	
File Number: OPA21/011/V/ES	Description: Proposing a Special Policy Area to increase maximum floor space ratio to 11.6 to permit a mixed-use development with commercial on the ground floor and residential above.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA21/017/V/ES	Description: To increase maximum floor space ratio to 11.6 and a maximum building height of 38 storeys and 122 metres to permit a mixed-use development with commercial on the ground floor and residential above.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Eric Schneider	Neighbourhood Meeting Date: February 8, 2022
Owner: 1936026 ONTARIO INC	Applicant: GSP GROUP INC.
Update Since Last Quarterly Report: A Neighbourhood Meeting was held with the community on February 8, 2022. Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting.	

30 FRANCIS ST S	
Proposal: A 44 storey mixed-use building, containing 169m ² ground-level commercial (3 units) and 532 residential units ranging generally from 35.4m ² to 68m ² in floor space.	
File Number: OPA21/001/F/DE	Description: The Official Plan Amendment requests to permit an increase in density (allowable floor space ratio) in the Innovation Downtown District, to permit the proposed 44 storey tower with a FSR of 18.3.
Application Type: OPA	Status: These applications have been scheduled for consideration at the Planning and Strategic Initiatives Committee for March 7, 2022.
File Number: ZBA21/002/F/DE	Description: The Zoning By-law Amendment is requested to permit the addition of site-specific regulations to the existing D-6 Downtown zone to permit the development of a 44-storey building with a FSR of 18.3.
Application Type: ZBA	Status: These applications have been scheduled for consideration at the Planning and Strategic Initiatives Committee for March 7, 2022.
Staff Contact:	Neighbourhood Meeting Date: June 2, 2021 & December 14, 2021
Owner: 30 FRANCIS KITCHENER INCORPORATED	Applicant: GSP Group Inc.
Update Since Last Quarterly Report: A second Neighbourhood Meeting was held on December 14, 2021. These applications have been scheduled for consideration at the Planning and Strategic Initiatives Committee for March 7, 2022.	

321 COURTLAND AVE E

Proposal: A new mixed-use community with residential, commercial, and employment uses. Three existing buildings are proposed to remain, including the six storey office building, the large distribution warehouse building, and the former maintenance garage. The remainder of the buildings are currently being demolished. The existing buildings will be repurposed for a mix of employment uses. New buildings are proposed to range from three storeys along Stirling Avenue South, to five-to-seven storeys along Courtland Avenue East, and between twenty-three and thirty-five storeys along the rail line. In total, approximately 2818 residential units are proposed in various forms throughout the site.

File Number: OP19/002/C/GS Description: An Official Plan Amendment is requested to implement new land use permissions for the proposed development. The existing land use designation for the subject lands is General Industrial with a site-specific policy in the Mill Courtland Woodside Park Secondary Plan. An amendment is requested to change the land use designations to Mixed Use, High Density Multiple Residential, and Neighbourhood Park.

Application Type: OPA Status: This application has been circulated and Planning staff are accepting and reviewing comments.

File Number: ZBA19/005/C/GS Description: The proposed subdivision application contains two medium density residential blocks, a high-density residential block, a medium density mixed use block, a mixed-use employment block, a park block, a street townhouse block, and two future development blocks. Road widening blocks are proposed along Courtland Avenue East. The blocks are arranged along a new proposed road to be named Olde Fashioned Way, running parallel to Courtland Avenue East from Palmer Avenue to Borden Avenue South. Palmer Avenue and Kent Avenue are proposed to be extended through the site to intersect with the proposed road.

Application Type: ZBA Status: This application has been circulated and Planning staff are accepting and reviewing comments.

File Number: 30T-19201 Description: The Zoning By-law Amendment proposes to implement the proposed land use designations with corresponding zoning. The proposed zoning is Medium Intensity Mixed Use Corridor Zone MU-2 (a medium intensity mixed use zone that permits residential and commercial uses), Residential Nine R-9 (a high-rise residential zone), and Public Park Zone P-1 (a zone that is applied to public park spaces).

Application Type: SA Status: This application has been circulated and Planning staff are accepting and reviewing comments.

Staff Contact: Garrett Stevenson Neighbourhood Meeting Date: Jul 15, 2019. Planning Staff will be holding a second digital information meeting to provide an update on this application as issues are resolved.

Owner: 321 COURTLAND AVE DEVELOPMENTS INC Applicant: GSP Group Inc.

Update Since Last Quarterly Report: No update at this time.

New Applications

1001 KING ST E & 530-564 CHARLES ST E	
Proposal: A 30 storey building that is 92.0 metres in height with 461 square metres of commercial space and 486 residential units.	
File Number: OPA22/001/K/KA	Description: The requested Official Plan Amendment proposes a special policy area to permit a maximum Floor Space Ratio of 8.27.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA22-001/K/KA	Description: The main purpose of the Zoning By-law Amendment is to add Special Provisions to the existing High Intensity Mixed Use Corridor Zone (MU-3) to permit a maximum floor space ratio of 8.27 instead of 4.0; a dwelling unit to be located at grade (along Charles Street for live work units) in a mixed use building; and a parking rate of 0.54 spaces per unit, visitor parking at 4% of required parking, and to permit parking for a Plaza complex to be 0.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Katie Anderl	Neighbourhood Meeting Date: TBD
Owner: King-Charles Properties	Applicant: MHBC PLANNING
Update Since Last Quarterly Report: This is a new application and is in circulation.	

95-101 CEDAR ST S	
Proposal: A 24 unit stacked townhouse complex.	
File Number: OPA21/013/C/KA	Description: To re-designate lands from Low Rise Conservation to Low Density Multiple Residential.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA21/022/C/KA	Description: To change the zoning from Residential Drive (R-5) to Residential Seven (R-7) with special regulation provisions.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Katie Anderl	Neighbourhood Meeting Date: TBD
Owner: St George Inc. & St Pola Group Inc.	Applicant: MHBC Planning Inc.
Update Since Last Quarterly Report: This is a new application and is in circulation.	

WARD 10

276 KING ST E	
Proposal: A 7-storey mixed-use building. Ground floor commercial uses are proposed along with six storeys of residential above.	
File Number: OPA20/006/K/AP	Description: To increase the Floor Space Ratio to 4.8 from 3.0.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA20/015/K/AP	Description: The property is currently split zoned D-2 (King St) and D-3 (former house facing Eby St). Numerous changes are required, but the main changes are to change the zoning of the whole property to D-2, to allow FSR of 4.8 (currently, the max permitted is 2.0 / 0.75), to allow maximum building height of 28.5 metres (currently, the max is 17.4m in D-2 and 9.0m in D-3), and to allow zero parking for the building (currently zero parking is required for commercial, and 29 spaces for residential).
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: April 28, 2021
Owner: 276 KING EAST INC	Applicant: GSP GROUP INC.
Update Since Last Quarterly Report: No update at this time.	

890 KING ST W	
Proposal: A 25 storey mixed use building with 231 units, 728 m2 of retail/commercial and 108 parking spaces in a parking structure.	
File Number: OPA21/005/K/BB	Description: This application is seeking an amendment to the K-W Hospital Neighbourhood Secondary Plan for a site-specific provision to permit a maximum Floor Space Ratio of 10.1 in a Mixed-Use Corridor Designation as opposed to the maximum of 4.0.
Application Type: OPA	Status: These applications have been scheduled for consideration at the Planning and Strategic Initiatives Committee for March 7, 2022.
File Number: ZBA21/008/K/BB	Description: The application is requesting a special zoning provision for relief from setbacks, parking, and density requirements.
Application Type: ZBA	Status: These applications have been scheduled for consideration at the Planning and Strategic Initiatives Committee for March 7, 2022.
Staff Contact: Brian Bateman	Neighbourhood Meeting Date: October 6, 2021
Owner: CANTIRO KING GENERAL PARTNER LTD	Applicant: MHBC PLANNING LTD
Update Since Last Quarterly Report: These applications have been scheduled for consideration at the Planning and Strategic Initiatives Committee for March 7, 2022.	

1668 KING ST E	
Proposal: Two 23 storey buildings, consisting of 616 residential units,	
File Number: OPA21/008/K/CD	Description: The Official Plan Amendment requests an increased Floor Space Ratio of 7.2 rather than 4.0.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA21/013/K/CD	Description: The Zoning By-law Amendment is requested to allow a mixed-use development for two 23 storey buildings, consisting of 616 residential units, 204 square metres of commercial space with an increased Floor Space Ratio of 7.2 rather than 4.0, reduced rear yard setback of 12.0 metres rather than 14.0 metres, and reduced on-site parking to permit parking at a rate of 0.7 spaces per unit for Multiple

	Dwelling Units greater than 51.0 square metres in size, rather than 1.0 spaces per unit.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Craig Dumart	Neighbourhood Meeting Date: June 17, 2021
Owner: 2806399 ONTARIO INC	Applicant: MHBC PLANNING LTD
Update Since Last Quarterly Report: No update at this time.	

22 WEBER ST W

Proposal: A 19-storey multiple residential building with 162 units, including 25 barrier free units. A total of 24 parking spaces are proposed at grade.

File Number: OPA20/005/W/JVW	Description: The applicant is now proposing to amend the designation to High Density Commercial Residential with a Special Policy Area in order to permit a floor space ratio (FSR) of 7.8.
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Application Type: OPA	Status: This application has been appealed to the Ontario Land Tribunal (formerly LPAT). A fourth digital case management conference is scheduled for April 4, 2022 at 10:00am online and can be accessed as https://global.gotomeeting.com/join/613665325 .
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File Number: ZBA20/013/W/JVW	Description: The subject lands are currently zoned Commercial Residential Three (CR-3) in Zoning By-law 85-1. The applicant is proposing the same base zone with site specific special regulations to permit; an increase in height to 19 storeys, an increase in Floor Space Ratio to 7.8, To require a minimum ground floor façade height of 4.5m, to reduce the required minimum landscaped area required from 10% to 8%, to reduce front and rear yard setbacks, and to reduce the required on-site parking to 24 spaces, including 8 visitor parking spaces.
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Application Type: ZBA	Status: This application has been appealed to the Ontario Land Tribunal (formerly LPAT). A fourth digital case management conference is scheduled for April 4, 2022 at 10:00am online and can be accessed as https://global.gotomeeting.com/join/613665325 .
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Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: Sept. 8, 2021 & March 3, 2022.
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Owner: 30 DUKE STREET LIMITED	Applicant: MHBC PLANNING LTD
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Update Since Last Quarterly Report: A fourth Case Management Conference is scheduled for April 4, 2022. The HIA will be presented to the Heritage Kitchener Committee on March 1, 2022. A second Neighbourhood Meeting is scheduled for March 3, 2022.	
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New Applications

20 OTTAWA ST NORTH

Proposal: To redevelop the subject property as a mixed-use commercial and residential development comprised of three buildings, ranging in height from six to 26 storeys. The proposed development will provide a total of 464 units with 306 parking spaces and vehicular access to Ottawa Street via a private driveway.

File Number: OPA21/012/O/CD	Description: The subject property is designated Neighbourhood Mixed Use Centres in the King Street East Secondary Plan, which forms part of the City of Kitchener Official Plan. The land use policies of the Neighbourhood Mixed Use Centres designation permits multiple unit residential use with a floor space ratio of 1.0. The proposed development is proposed to have a floor space ratio of 3.0.
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Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
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File Number: ZBA21/018/O/CD	Description: The proposed amendment is to change the current Neighbourhood Shopping Centre (C-2) to the Commercial
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	Residential Four Zone (CR-4) to permit dwelling units as well as a variety of commercial uses.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Craig Dumart	Neighbourhood Meeting Date: February 24, 2022
Owner: 20 Ottawa GP INC.	Applicant: MHBC Planning Ltd.
Update Since Last Quarterly Report: This is a new application and is in circulation.	