



## Planning & Strategic Initiatives Committee Agenda

Monday, May 12, 2025, 7:00 p.m. - 8:00 p.m.

Council Chambers

City of Kitchener

200 King Street W, Kitchener, ON N2G 4G7

People interested in participating in this meeting can register online using the delegation registration form at [www.kitchener.ca/delegation](http://www.kitchener.ca/delegation) or via email at [delegation@kitchener.ca](mailto:delegation@kitchener.ca). Please refer to the delegation section on the agenda below for in-person registration and electronic participation deadlines. Written comments received will be circulated prior to the meeting and will form part of the public record.

The meeting live-stream and archived videos are available at [www.kitchener.ca/watchnow](http://www.kitchener.ca/watchnow).

\*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 P. Singh

Vice-Chair: Councillor D. Chapman

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Pages

**1. Commencement**

**2. Disclosure of Pecuniary Interest and the General Nature Thereof**

*Members of Council and members of the City's local boards/committees are required to file a written statement when they have a conflict of interest. If a conflict is declared, please visit [www.kitchener.ca/conflict](http://www.kitchener.ca/conflict) to submit your written form.*

**3. 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.*

**3.1 None.**

#### 4. Delegations

*Pursuant to Council's Procedural By-law, delegations are permitted to address the Committee for a maximum of five (5) minutes. All Delegations where possible are encouraged to register prior to the start of the meeting. For Delegates who are attending in-person, registration is permitted up to the start of the meeting. Delegates who are interested in attending virtually must register by 5:00 p.m. on May 12, 2025, in order to participate electronically.*

4.1 None at this time.

#### 5. Public Hearing Matters under the Planning Act (advertised)

*This is a formal public meeting to consider applications under the Planning Act. In accordance with the Ontario Planning Act, only the applicant or owner of land affected by the planning applications, a specified person, or a public body, and or the Minister may appeal most decisions. If you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you may not be entitled to appeal the decision of the City of Kitchener to the Ontario Land Tribunal (OLT), and may not be added as a party to the hearing of an appeal before the OLT. To understand your right of appeal, if any, or for further clarification regarding appeals, please see the Ontario Land Tribunal website (<https://olt.gov.on.ca/>).*

##### 5.1 Official Plan Amendment Application

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OPA24/16/A/BB, Zoning By-law Amendment  
Application ZBA24/031/A/BB, 2597316 Ontario  
Corp., 44-50 Arlington Boulevard, DSD-2025-  
203

*(Staff will provide a 5-minute presentation on this matter.)*

#### 6. Discussion Items

6.1 None.

#### 7. Information Items

7.1 None.

#### 8. Adjournment

**Mariah Blake**  
**Committee Coordinator**

**REPORT TO:** Planning and Strategic Initiatives Committee

**DATE OF MEETING:** May 12, 2025

**SUBMITTED BY:** Garrett Stevenson, Director of Development & Housing Approvals, 519-783-8922

**PREPARED BY:** Brian Bateman, Senior Planner 519-783-8905

**WARD(S) INVOLVED:** Ward 2

**DATE OF REPORT:** April 16, 2025

**REPORT NO.:** DSD-2025-203

**SUBJECT:** 44 and 50 Arlington Boulevard  
Official Plan Amendment Application (OPA24/16/A/BB)  
Zoning By-law Amendment Application (ZBA24/031/A/BB)  
2597316 Ontario Corp. and Brandon Robert Corman

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## RECOMMENDATION:

That Official Plan Amendment Application OPA24/016/A/BB for 44 and 50 Arlington Boulevard for 2597316 Ontario Corp. and Brandon Robert Corman be approved, in the form shown in the Official Plan Amendment attached to Report DSD-2025-203 as Attachment 'A'; and

That Zoning By-law Amendment Application ZBA24/031/A/BB requesting to amend Zoning By-law 2019-051 for 44 and 50 Arlington Boulevard for 2597316 Ontario Corp. and Brandon Robert Corman be approved in the form shown in the 'Proposed By-law' and 'Map No. 1' attached to Report DSD-2025-203 as Attachment 'B'.

## REPORT HIGHLIGHTS:

- The purpose of this report is to evaluate and provide a planning recommendation regarding Official Plan and Zoning By-law Amendment Applications for the subject property located at 44 and 50 Arlington Boulevard.
- It is Planning staff's recommendation that the Official Plan Amendment and Zoning By-law Amendment Applications be approved. The proposed applications represent an opportunity to provide new missing middle housing that addresses a need in the community.
- Community engagement included:
  - Circulation of a preliminary notice to residents and property owners within 240 metres of the subject lands;
  - Installation of a large billboard notice sign on the property;

- Follow up one-on-one correspondence with members of the public who responded to the circulation or saw the billboard sign;
- Neighbourhood Meeting held on February 5, 2025;
- Notice advertising of the statutory public meeting was circulated to all residents and property owners within 240 metres of the subject site, and those who responded to the preliminary circulation, and
- Notice of the public meeting was published in The Record on April 17, 2025.
- This report supports the delivery of core services.
- The applications were deemed complete on December 27, 2024, and can be appealed for non-decision as of April 26, 2025.

## **EXECUTIVE SUMMARY:**

The owner of the subject lands is proposing a site-specific amendment to the Low Rise Residential land use designation in the Official Plan and to change the zoning from 'RES-2' to 'RES-5' with Site Specific Provision (429) in Zoning By-law 2019-051 to permit stacked townhomes (a multiple dwelling) with reduced on-site parking, a minor increase in Floor Space Ratio (FSR), and a reduced interior side yard setback. Holding Provision (112H) is proposed to require final approval of a detailed Noise Study. Staff are recommending that the applications be approved.

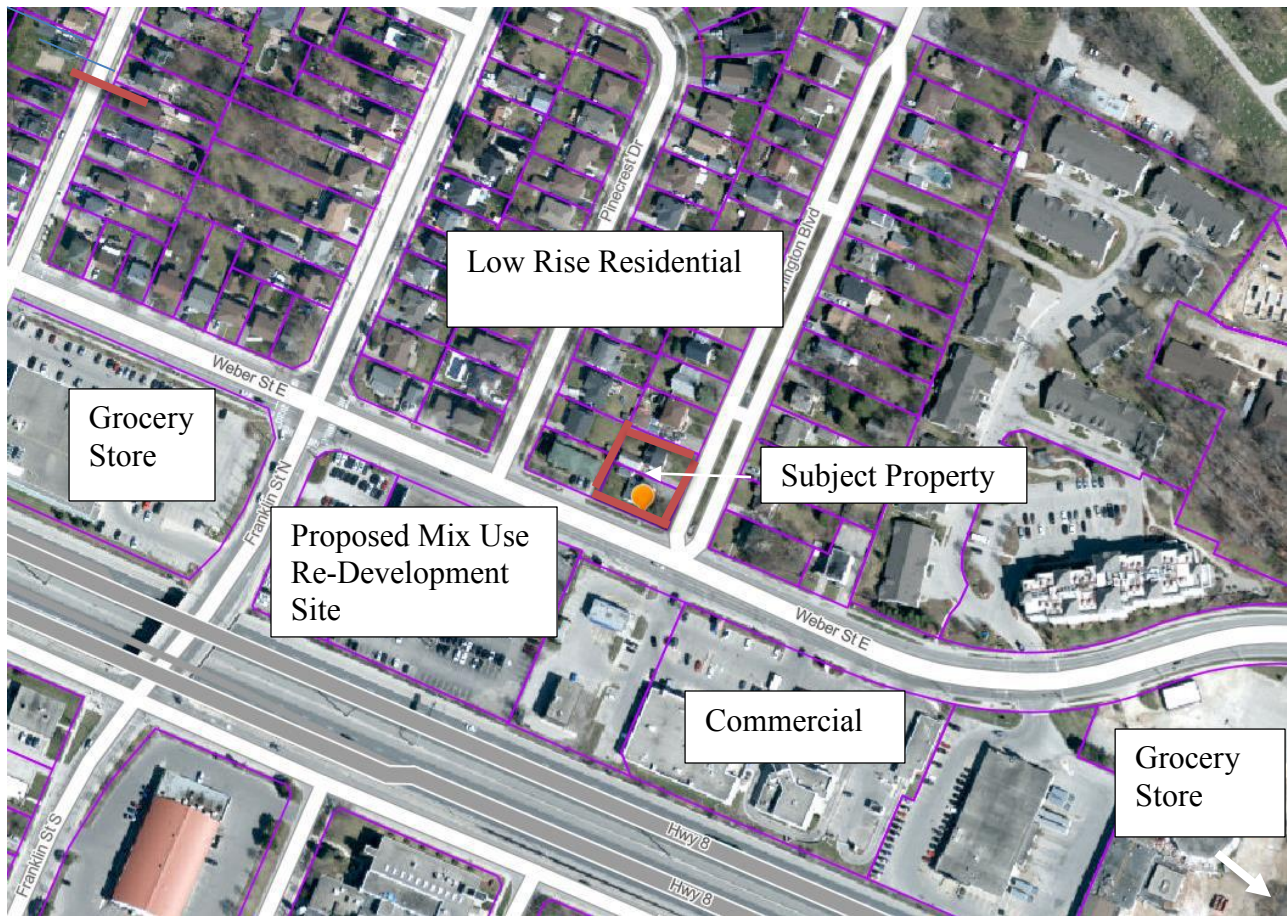
## **BACKGROUND:**

The City of Kitchener has received applications from 2597316 Ontario Corp. to amend the City's Official Plan and Zoning By-law 2019-051 for a development concept that proposes a stacked townhouse development (a multiple dwelling) with sixteen (16) residential dwelling units and 8 parking spaces. The subject lands are made of up two (2) properties, being 44 and 50 Arlington Boulevard, and each property is currently developed with a single detached dwelling which are proposed to be demolished. They are currently leased as one household each and rented out to students who will be leaving at the end of the term in Spring 2025. The Rental Replacement By-law does not apply. The subject lands are located at the northeast corner of Weber Street East (a Regional Road) and Arlington Boulevard.

The subject lands are identified as 'Community Area' on the City's Urban Structure (Map 2 - City of Kitchener Official Plan) and designated as 'Low Rise Residential' (Map 3 - City of Kitchener Official Plan). They are zoned 'Low Rise Residential Two Zone (RES-2)' in Zoning By-law 2019-51.

## **Site Context**

The subject lands are municipally addressed as 44 and 50 Arlington Boulevard. The subject lands are a corner lot, with frontage onto Weber Street East and Arlington Boulevard. The lots currently contain two detached dwellings (see Figure 2). The property is flanked by low-rise detached and multiple dwellings (see Figure 1). Nearby commercial uses are located on the opposite side Weber Street East, including a drug store and grocery stores (see Figure 1). At this location, Weber Street East is a higher order bus transit route that connects directly to the Fairway and downtown ION Stations.



**Figure 1 - Location Map: 44-50 Arlington Boulevard**

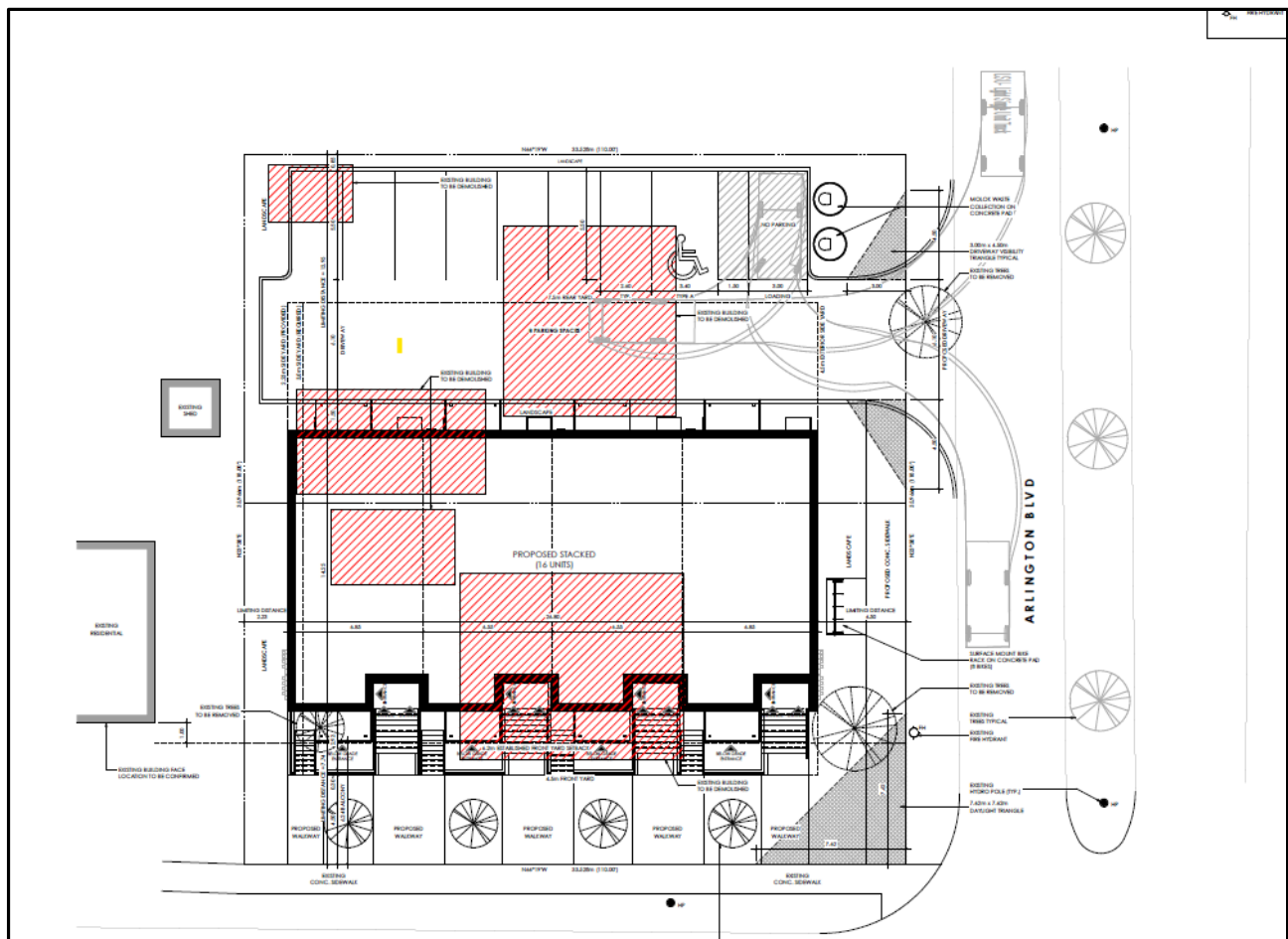


**Figure 2 – Existing Dwellings**

### **Development Proposal**

The development proposes the demolition of existing single-detached structures to construct a multiple dwelling. The proposed Site Plan and Building Elevations are shown below in Figures 3 and 4. The proposed multiple dwelling will contain 16 dwelling units, with a proposed concrete walkway fronting on Weber Street East. A parking lot is proposed at the rear of the property, comprising eight (8) parking spaces. Access to the rear parking lot is from Arlington Boulevard.





### Figure 3 – Development Concept



### Figure 4 – Building Elevations (Front View)

## **REPORT:**

### **Provincial Planning Statement, 2024:**

The PPS 2024 provides municipalities with the tools and flexibility they need to build more homes. Some examples of what it enables municipalities to do are; plan for and support development and increase the housing supply across the province; and align development with infrastructure to build a strong and competitive economy that is investment ready.

Sections 2.1.6 and 2.3.1.3 of the PPS 2024 promote planning for people and homes and directs planning authorities to support general intensification and redevelopment while achieving complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs. Policies further promote, improving accessibility and social equity, and efficiently using land, resources, and existing infrastructure.

Planning staff is of the opinion that the requested amendments will facilitate the intensification of the subject property with a 'missing middle' form of housing that is compatible with the surrounding community, is transit-supportive, and will make use of existing infrastructure. No new public roads would be required for the proposed development and Engineering Services staff has confirmed there is capacity in the sanitary sewer to facilitate intensification with the proposed development concept. Staff are of the opinion that the requested amendments are consistent with the PPS 2024.

### **Regional Official Plan (ROP):**

The subject lands are designated "Urban Area" and "Built-Up Area" on Schedule 3a of the 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 and the proposed development conforms to Policy 2.F of the ROP as the proposed development will support the achievement of the minimum intensification targets within the delineated Built-Up Area. Growth is directed to the Built-Up Area to make better use of infrastructure that can assist in transitioning the Region into an energy efficient, low carbon community. Furthermore, intensification within the Built-Up Area assists the gradual transition of existing neighbourhoods within the Region into 15-minute neighbourhoods that are compact, well-connected places that allow all people of all ages and abilities to access the needs for daily living within 15 minutes by walking, cycling or rolling. The Region of Waterloo have indicated they have no objections to the proposed applications. (Attachment 'C'). Planning staff are of the opinion that the applications conform to the Regional Official Plan.

The proposed development conforms the ROP, since the proposed development helps to achieve the planned intensification target. Moreover, the proposed built form provides a mix of unit types and is appropriately located along a corridor in which growth can be located close to transit and active transportation services and infrastructure. In addition, Chapter 3 of ROPA 6 establishes policies for housing in the region. The proposed development meets the intent of these policies.

## **City of Kitchener Official Plan (OP)**

### **Urban Structure**

The subject lands are identified as 'Community Areas' in the City's Urban Structure (Map 2). The planned function of Community Areas is to provide residential uses as well as non-residential supporting uses intended to serve the immediate residential areas. Community Areas may have limited intensification with development being sensitive and compatible with the character, form, and planned function of the surrounding context.

### **Land Use Designation**

The subject lands are designated 'Low Rise Residential' in the City's Official Plan (Map 3). Low Rise Residential areas are intended to accommodate a full range of low-density housing types including single detached, semi-detached, townhouse, and low-rise multiple dwellings (such as stacked townhouses and other forms of missing middle housing). The Low Rise Residential designation states that the City will encourage and support the mixing and integrating of innovative and different forms of housing to achieve and maintain a low-rise built form. Site-specific increases to allow up to a maximum Floor Space Ratio (FSR) of 0.75 may be permitted without an amendment to the Official Plan, provided the development meets the general intent of Official Plan policies and is compatible (Section 15.D.3.11).

The owner is proposing a FSR of 0.84, which requires a site-specific Official Plan Amendment to the Low Rise Residential designation. Staff are supportive of the increased FSR for the following reasons:

1. Stacked townhomes are a compatible low-rise built form and the additional floor space proposed reflects basement units raised slightly above ground level to provide natural lighting into those units. Any floor area aboveground counts towards the FSR. The raised basement units result in all four floors being included in the FSR calculation, notwithstanding that the building appears to be 3.5 storeys in height.
2. The building will address Weber Street East where additional massing is encouraged.
3. It is a corner property and not mid-block and therefore the additional massing will not create visual impact onto the neighbourhood nor disrupt the Arlington Boulevard streetscape.
4. Due to the location of the surface parking area at the rear of the property, there will be separation (buffer) between the proposed building and the existing building addressed as 54 Arlington Boulevard. The proposed building height is less than 11 metres and designed as 3.5 storeys, even though existing Low Rise residential land use policies permit a maximum building height of 14 metres along a Regional road.
5. The adjacent property to the west, being 11 Pinecrest Drive, is a 3 unit multiple dwelling (see Figure 5). It is 2.5 storeys in height and features a three-car garage that is immediately adjacent to the subject lands. The triplex building is similar in massing to what is being proposed for the subject lands.





**Figure 5 – Existing 3 Unit Multiple Dwelling at 11 Pinecrest Drive**

Planning staff is of the opinion that the requested Official Plan Amendment will facilitate a low-rise housing form that conforms with the Low Rise Residential land use designation in the City's Official Plan. The proposal provides an additional low density housing type within the neighbourhood with a maximum FSR of 0.84.

#### Transportation

The City's Official Plan contains policies to develop, support, and maintain a complete, convenient, accessible and integrated transportation system that incorporates active transportation, public transit, and accommodates vehicular traffic.

In regard to alternate modes of transportation, objectives of the Official Plan include promoting land use planning and development that is integrated and conducive to the efficient and effective operation of public transit and encourages increased ridership of the public transit system. The City shall promote and encourage walking and cycling as safe and convenient modes of transportation.

The proposed development aims to increase density on an existing site that is served well by public transit, with access to Grand River Transit Routes 8 and 28. The proposed development is required to provide safe, secure indoor bicycle storage to encourage active transportation. Staff is of the opinion that the requested Official Plan and Zoning By-law Amendment conforms with the transportation policies of the City's Official Plan.

#### Parking

The applicant has requested a reduced parking rate of 0.5 parking spaces per dwelling unit (8 parking spaces for 16 dwelling units) whereas 1.1 parking spaces per dwelling unit are required. Policy 13C.6.2 of the Official Plan states, "the City may consider 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." In support of a reduced parking rate, the applicant has submitted a Parking, Access and Circulation Review study prepared by Paradigm. It has been reviewed by Transportation staff. The study indicates the proposed parking rate of 0.5 parking spaces per dwelling unit could be supported given location next to bus routes and shopping, policies that support alternate modes of travel and implementation of (TDM)

measures. Staff can support the requested parking reduction as outlined in Transportation Planning staff comments found in Attachment 'E'

### Urban Design

The City is committed to achieving a high standard of urban design, architecture and place-making to positively contribute to quality of life, environmental viability and economic vitality. Urban design is a vital component of city planning and goes beyond the visual and aesthetic character of individual buildings and also considers the functionality and compatibility of development as a means of strengthening complete communities.

Urban Design policies in the Official Plan support creating visually distinctive and identifiable places, structures and spaces that contribute to a strong sense of place and community pride, a distinct character and community focal points that promote and recognize excellence and innovation in architecture, urban design, sustainable building design and landscape design. The City requires high quality urban design in the review of all development applications through the implementation of the policies of the Official Plan and the City's Urban Design Manual.

The proposed development concept includes stacked townhomes that are oriented appropriately to Weber Street East within the existing context of the neighbourhood. Pedestrian connectivity throughout the site is provided through pedestrian walkways from the parking area to the unit entrances. On-site amenity area is achieved through balconies.

### Housing

The City's primary objective with respect to housing in the Official Plan is 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. This low rise multiple dwelling proposal is a low-rise "missing middle" housing type and provides an option that bridges the gap between high density residential towers and single detached dwellings. The proposed housing type is an important segment in Kitchener's housing continuum.

Policy 4.C.1.9. Residential intensification and/or redevelopment within existing neighbourhoods will be designed to respect existing character. A high degree of sensitivity to surrounding context is important in considering compatibility.

Policy 4.C.1.12. The City favours a land use pattern which mixes and disperses a full range of housing types and styles both across the city as a whole and within neighbourhoods.

Policy 4.C.1.22: The City will encourage the provision of a range of innovative housing types and tenures such as rental housing, freehold ownership and condominium ownership including common element condominium, phased condominium and vacant land condominium, as a means of increasing housing choice and diversity.

Based on the above housing policies, staff is of the opinion that the applications conform to the Official Plan.

## **Zoning By-law Amendment**

A Zoning By-law Amendment Application has been requested to amend the zoning of the subject lands from 'RES-2' to the 'RES-5' to permit a multiple dwelling with 16 dwelling units. It is also requested that relief be granted for two 'RES-5' regulations in Table 7-7 and a parking reduction in Section 5 of By-law 2019-051. While the proposal meets the general intent of the 'RES-5' category, relief is required from two regulations in the 'RES-5' Zone to decrease the minimum interior side yard to 2.2 metres and to increase the maximum FSR to 0.84. Further, a 0.5 parking space per dwelling unit parking rate has been requested to permit 8 parking spaces for 16 dwelling units.

### Proposed Parking Reduction

Weber Street East is designated as a *Planned Transit Corridor*. This proposal is transit-oriented development as it discourages the use of private vehicles and encourages alternative modes of transportation such as cycling, walking and public transportation. For sites that are on Planned Transit Corridors, Official Plan policies contemplate parking reductions where justification is provided. In support of the reduction, a Parking, Circulation and Access Review Study was submitted by Paradigm Transportation Solutions Limited. Planning staff agree with the findings of the study and can therefore support a parking reduction at this location.

### Increase in maximum FSR

The increase in FSR due to massing has been deemed acceptable and appropriate. Stacked townhomes are a form of low-rise 'missing middle' housing that is encouraged within existing residential neighbourhoods to increase density, often referred to as gentle density. The fact it is located on a corner property on a Regional road that backs onto an existing multiple dwelling with similar height and massing confirms the proposal is not only characteristic of the neighbourhood but that impacts are negligible.

### Reduced interior side yard setback

A setback of 2.2 metres, rather than 3 metres, is supported by Planning staff. Impact is negligible and will not affect private space. Where the setback is proposed, the side of the proposed multiple dwelling will abut an attached 3 car garage of the adjacent triplex dwelling located at 11 Pinecrest Drive.

## **Department and Agency Comments:**

Circulation of the Official Plan Amendment and Zoning By-law Amendment Applications were undertaken to all applicable City departments and other review authorities. No major concerns were cited. Copies of the comments are found in Attachment 'D' of this report.

## **Community Input & Staff Responses**

Staff received written responses from two (2) residents with respect to the proposed development. These are included in Attachment 'E'. A virtual Neighbourhood Meeting was held on February 5, 2025. A summary of what we heard, and staff responses are noted below.

# WHAT WE HEARD



**Two (2) people provided written comments.**



**A City-led virtual Neighbourhood Meeting held on February 5, 2025, and 8 different users logged on.**



**350 households (occupants and property owners) were circulated and notified.**

What We Heard	Staff Comment
Traffic congestion	This is a corner property at the edge of the residential neighbourhood. Traffic will not filter into the neighbourhood. Therefore, in the opinion of staff, 16 additional units and 8 parking spaces will not cause traffic congestion on Arlington Boulevard.
Reduction of Property Values.	Assessing the impacts to property values is not a planning consideration. Planning applications are reviewed based on the principles of 'good planning' in the public interest which includes policy direction, serviceability, and functionality of the proposal.
Concerns with the grading and drainage.	A functional servicing and storm water management report was submitted as part of a complete application and was reviewed by City and Regional Engineering staff. Staff have no concerns and final design details will be determined at the site plan review. There are no concerns with supporting the ZBA.
Parking will be insufficient.	The City's Official Plan policies encourage transit supportive development in location such as the subject lands. This includes providing for less than 1 parking space per dwelling unit to encourage transit use, as well as other forms of transportation including active transportation and providing unbundled parking. The

	proposed parking rate of the proposed development helps the City achieve its goals for a modal shift from automobile dependence. These measures are outlined in a Parking Report that has been reviewed and approved by Transportation and Planning staff.
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### **Planning Conclusions**

Development and Housing Approvals staff recommends approval of the Official Plan and Zoning By-law Amendment Applications to permit the subject property to be developed with 16 unit stacked townhome development. The proposal will facilitate redevelopment of the lands with a “missing middle” housing, in a low-rise built form. The proposal is not subject to the City’s Rental Replacement By-law. Staff are of the opinion that the subject applications are consistent with policies of the Provincial Policy Statement (2024), the Regional Official Plan, and the City of Kitchener Official Plan. Moreover, staff opines the proposal represents good planning and is in the public interest. In that regard, staff recommends that the Official Plan and Zoning By-law Amendment 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. A large notice sign was posted on the property and information regarding the application was posted to the City’s website in January 2025. Following the initial circulation referenced below, an additional postcard advising 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 Meeting. Notice of the Statutory Public Meeting was also posted in The Record on April 17, 2025 (a copy of the Notice may be found in Attachment ‘C’).

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 in January 2025. In response to this circulation, staff received written responses from two members of the public. One virtual neighbourhood meeting was held.

**REVIEWED BY:** Malone-Wright, Tina – Manager of Development Approvals,  
Development and Housing Approvals Division



**APPROVED BY:** Readman, Justin– General Manager, Development Services Department

**PREVIOUS REPORTS/AUTHORITIES:**

- Planning Act, R.S.O. 1990, c. P.13
- Provincial Planning Statement, 2024
- Region of Waterloo Official Plan
- City of Kitchener Official Plan, 2014
- City of Kitchener Zoning By-law 2019-051

**ATTACHMENTS:**

Attachment A – Proposed Official Plan Amendment  
Attachment B – Proposed Zoning By-law Amendment  
Attachment C – Newspaper Notice  
Attachment D – Department and Agency Comments  
Attachment E – Public Comments

AMENDMENT NO. X TO THE OFFICIAL PLAN  
OF THE CITY OF KITCHENER

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CITY OF KITCHENER

44 and 50 Arlington Boulevard

AMENDMENT NO. X TO THE OFFICIAL PLAN  
OF THE CITY OF KITCHENER

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CITY OF KITCHENER  
44 and 50 Arlington Boulevard

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SECTION 2	PURPOSE OF THE AMENDMENT
SECTION 3	BASIS OF THE AMENDMENT
SECTION 4	THE AMENDMENT

APPENDICES

APPENDIX 1	Notice of the Meeting of Planning and Strategic Initiatives Committee of April 17, 2025
APPENDIX 2	Minutes of the Meeting of Planning and Strategic Initiatives Committee – May 12, 2025
APPENDIX 3	Minutes of the Meeting of City Council – May 26, 2025

## AMENDMENT NO. X TO THE OFFICIAL PLAN OF THE CITY OF KITCHENER

### **SECTION 1 – TITLE AND COMPONENTS**

This amendment shall be referred to as Amendment No. X to the Official Plan of the City of Kitchener (2014). This amendment is comprised of Sections 1 to 4 inclusive.

### **SECTION 2 – PURPOSE OF THE AMENDMENT**

The purpose of this amendment is to add a site-specific Policy to the 2014 Official Plan to increase the maximum permitted density on the subject lands.

### **SECTION 3 – BASIS OF THE AMENDMENT**

#### **Planning Analysis:**

##### **Provincial Planning Statement, 2024:**

The PPS 2024 provides municipalities with the tools and flexibility they need to build more homes. Some examples of what it enables municipalities to do are; plan for and support development and increase the housing supply across the province; and align development with infrastructure to build a strong and competitive economy that is investment ready.

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Planning staff is of the opinion that the requested amendments will facilitate the intensification of the subject property with a ‘missing middle’ form of housing that is compatible with the surrounding community, is transit-supportive, and will make use of existing infrastructure. No new public roads would be required for the proposed development and Engineering Services staff has confirmed there is capacity in the sanitary sewer to facilitate intensification with the proposed development concept. Staff are of the opinion that the requested amendments are consistent with the PPS 2024.

##### **Regional Official Plan (ROP):**

The subject lands are designated “Urban Area” and “Built-Up Area” on Schedule 3a of the 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 and the proposed development conforms to Policy 2.F of the ROP as the proposed development will support the achievement of the minimum intensification targets within the delineated Built-Up Area.

Growth is directed to the Built-Up Area to make better use of infrastructure that can assist in transitioning the Region into an energy efficient, low carbon community. Furthermore, intensification within the Built-Up Area assists the gradual transition of existing neighbourhoods within the Region into 15-minute neighbourhoods that are compact, well-connected places that allow all people of all ages and abilities to access the needs for daily living within 15 minutes by walking, cycling or rolling. The Region of Waterloo have indicated they have no objections to the proposed application. (Attachment 'C'). Planning staff are of the opinion that the applications conform to the Regional Official Plan.

The proposed development conforms the ROP, since the proposed development helps to achieve the planned intensification target. Moreover, the proposed built form provides a mix of unit types and is appropriately located along a corridor in which growth can be located close to transit and active transportation services and infrastructure. In addition, Chapter 3 of ROPA 6 establishes policies for housing in the region. The proposed development meets the intent of these policies.

### **City of Kitchener Official Plan (OP)**

#### **Urban Structure**

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#### **Land Use Designation**

The subject lands are designated 'Low Rise Residential' in the City's Official Plan (Map 3). Low Rise Residential areas are intended to accommodate a full range of low-density housing types including single detached, semi-detached, townhouse, and low-rise multiple dwellings (such as stacked townhouses and other forms of missing middle housing). The Low Rise Residential designation states that the City will encourage and support the mixing and integrating of innovative and different forms of housing to achieve and maintain a low-rise built form. Site specific increase to allow up to a maximum Floor Space Ratio (FSR) of 0.75 may be permitted without an amendment to the Official Plan, provided the development meets the general intent of Official Plan policies and is compatible (Section 15.D.3.11).

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1. Stacked townhomes are a compatible low-rise built form and the additional floor space proposed reflects basement units raised slightly above ground level to provide natural lighting into those units. Any floor area aboveground counts towards the FSR. The raised basement units result in all four floors being included in the FSR calculation, notwithstanding that the building appears to be 3.5 storeys in height.



2. The building will address Weber Street East where additional massing is encouraged.
3. It is a corner property and not mid-block and therefore the additional massing will not create visual impact onto the neighbourhood nor disrupt the Arlington Boulevard streetscape.
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5. The adjacent property to the west, being 11 Pinecrest Drive, is a 3 unit multiple dwelling (see Figure 5). It is 2.5 storeys in height and features a three-car garage that is immediately adjacent to the subject lands. The triplex building is similar in massing to what is being proposed for the subject lands.



Figure 5 – Existing 3 Unit Multiple Dwelling at 11 Pinecrest Drive

Planning staff is of the opinion that the requested Official Plan Amendment will facilitate a low-rise housing form that conforms with the Low Rise Residential land use designation in the City's Official Plan. The proposal provides an additional low density housing type within the neighbourhood with a maximum FSR of 0.84.

#### Transportation

The City's Official Plan contains policies to develop, support, and maintain a complete, convenient, accessible and integrated transportation system that incorporates active transportation, public transit, and accommodates vehicular traffic.

In regard to alternate modes of transportation, objectives of the Official Plan include promoting land use planning and development that is integrated and conducive to the efficient and effective operation of public transit and encourages increased ridership of the public transit system. The City shall promote and encourage walking and cycling as safe and convenient modes of transportation.

The proposed development aims to increase density on an existing site that is served well by public transit, with access to Grand River Transit Routes 8 and 28. The

proposed development is required to provide safe, secure indoor bicycle storage to encourage active transportation. Staff is of the opinion that the requested Official Plan and Zoning By-law Amendment conforms with the transportation policies of the City's Official Plan.

### Parking

The applicant has requested a reduced parking rate of 0.5 parking spaces per dwelling unit (8 parking spaces for 16 dwelling units) whereas 1.1 parking spaces per dwelling unit are required. Policy 13C.6.2 of the Official Plan states, "the City may consider 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". In support of a reduced parking rate, the applicant has submitted a Parking, Access and Circulation Review study prepared by Paradigm. It has been reviewed by Transportation staff. The study indicates the proposed parking rate of 0.5 spaces per unit could be supported given location next to bus routes and shopping, policies that support alternate modes of travel and implementation of (TDM) measures. Staff can support the requested parking reduction as outlined in Transportation Planning staff comments found in Attachment 'E'

### Urban Design

The City is committed to achieving a high standard of urban design, architecture and place-making to positively contribute to quality of life, environmental viability and economic vitality. Urban design is a vital component of city planning and goes beyond the visual and aesthetic character of individual buildings and also considers the functionality and compatibility of development as a means of strengthening complete communities.

Urban Design policies in the Official Plan support creating visually distinctive and identifiable places, structures and spaces that contribute to a strong sense of place and community pride, a distinct character and community focal points that promote and recognize excellence and innovation in architecture, urban design, sustainable building design and landscape design. The City requires high quality urban design in the review of all development applications through the implementation of the policies of the Official Plan and the City's Urban Design Manual.

The proposed development concept includes stacked townhomes that are oriented appropriately to Weber Street East within the existing context of the neighbourhood. Pedestrian connectivity throughout the site is provided through pedestrian walkways from the parking area to the unit entrances. On-site amenity area is achieved through balconies.

### Housing

The City's primary objective with respect to housing in the Official Plan is 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. This low rise multiple dwelling proposal is a low-rise "missing middle" housing type and provides an option that bridges the gap between high density residential towers and

single detached dwellings. The proposed housing type is an important segment in Kitchener’s housing continuum.

Policy 4.C.1.9. Residential intensification and/or redevelopment within existing neighbourhoods will be designed to respect existing character. A high degree of sensitivity to surrounding context is important in considering compatibility.

Policy 4.C.1.12. The City favours a land use pattern which mixes and disperses a full range of housing types and styles both across the city as a whole and within neighbourhoods.

Policy 4.C.1.22: The City will encourage the provision of a range of innovative housing types and tenures such as rental housing, freehold ownership and condominium ownership including common element condominium, phased condominium and vacant land condominium, as a means of increasing housing choice and diversity.

Based on the above housing policies, staff is of the opinion that the application conforms to the Official Plan.

#### **SECTION 4 – THE AMENDMENT**

The City of Kitchener Official Plan (2014) is hereby amended as follows:

1. Part D, Section 15.D.12 Area Specific/Site Specific Policy Areas, is amended by adding new 15.D.12.82 thereto as follows:

“15.D.12.82.     **44 and 50 Arlington Boulevard**

Notwithstanding the Low Rise Residential land use designation and policies, on lands municipally addressed as 44 and 50 Arlington Boulevard, the maximum permitted *Floor Space Ratio* will be 0.84.

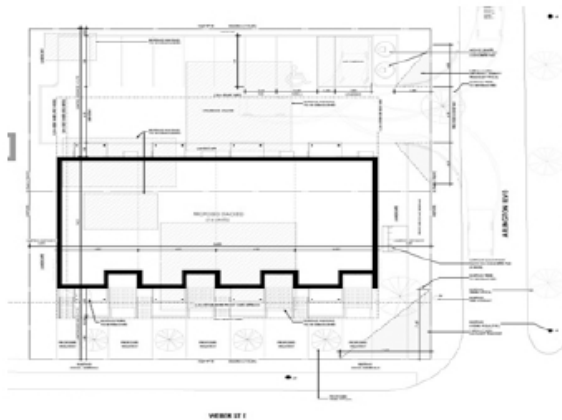
2. Part F, Map 5 – Specific Policy Areas is amended by adding Site-Specific Policy Area No. 82 to the lands municipally, known as 44 and 50 Arlington Boulevard, in the Area of Amendment, as shown on the attached Schedule ‘A’. “

APPENDIX 1

NOTICE OF PUBLIC MEETING

## NOTICE OF PUBLIC MEETING

for a development in your neighbourhood  
44-50 Arlington Boulevard



Concept Site Plan



Residential,  
Stacked  
Townhouses



16  
Dwelling  
Units



8 Vehicle &  
8 Bicycle  
Parking Spaces

### Have Your Voice Heard!

#### Planning & Strategic Initiatives Committee

Date: **May 12, 2025**

Location: **Council Chambers,  
Kitchener City Hall  
200 King Street West  
or Virtual Zoom Meeting**

Go to **[kitchener.ca/meetings](https://kitchener.ca/meetings)**  
and select:

- Current agendas and reports  
(posted 10 days before meeting)
- Appear as a delegation
- Watch a meeting

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

**[www.kitchener.ca/  
PlanningApplications](https://www.kitchener.ca/PlanningApplications)**

or contact:

**Brian Bateman, Senior Planner**  
[brian.bateman@kitchener.ca](mailto:brian.bateman@kitchener.ca)  
519.783.8905

The City of Kitchener will consider applications to amend the Official Plan and Zoning By-law 2019-051 to facilitate the development of a 3-storey, multiple dwelling with 16 dwelling units, having a Floor Space Ratio (FSR) of 0.84, a reduced side yard setback, 8 parking spaces and 8 bicycle spaces on the subject lands.

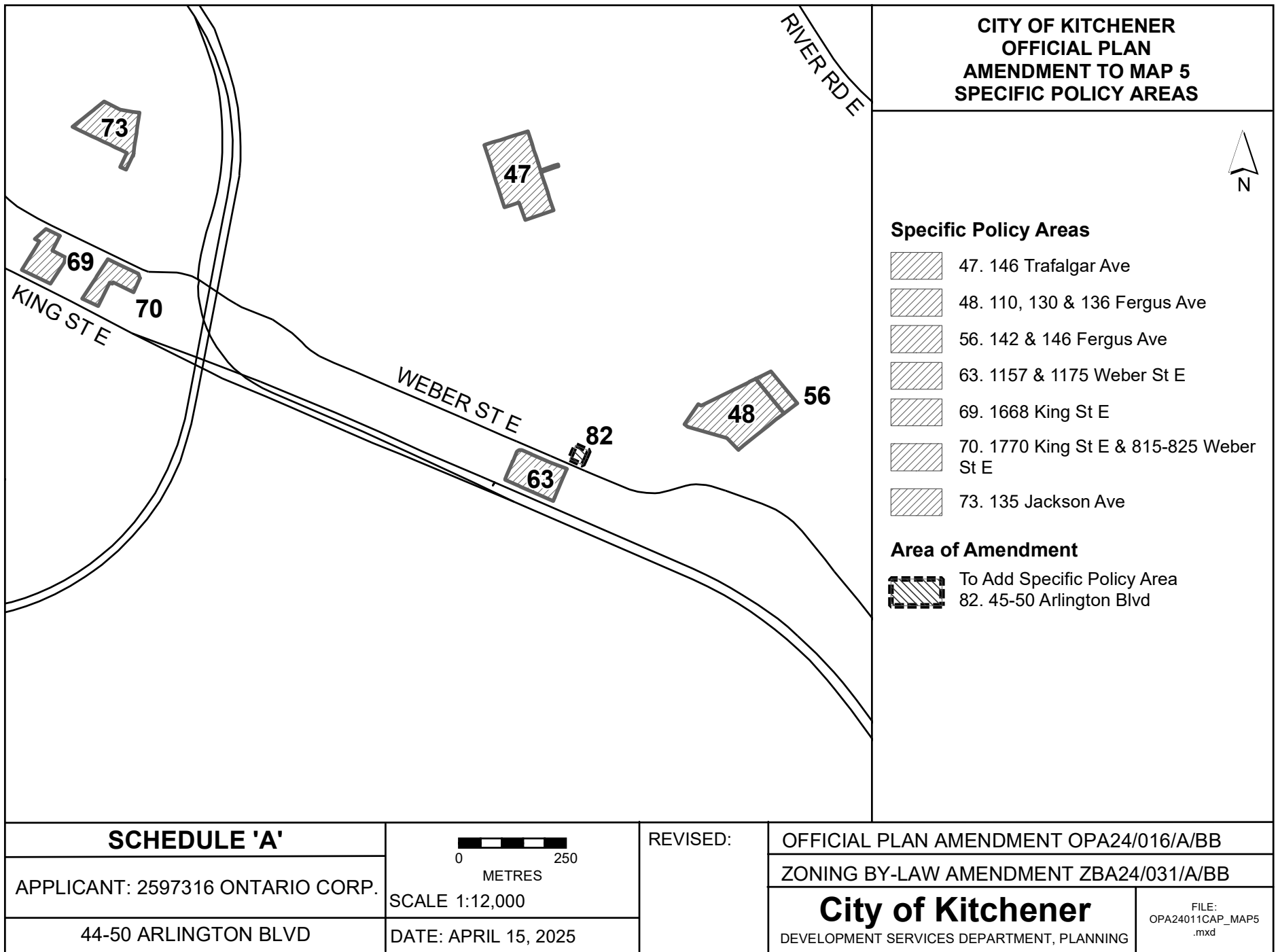
APPENDIX 2

Minutes of the Meeting of Planning and Strategic  
Initiatives Committee – May 12, 2025



APPENDIX 3

Minutes of the Meeting of City Council – May 26, 2025



PROPOSED BY – LAW

\_\_\_\_\_, 2025

BY-LAW NUMBER \_\_\_\_

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to amend By-law 2019-051, as amended, known  
as the Zoning By-law for the City of Kitchener  
– 2597316 Ontario Corp. and Brandon Robert Corman  
– 44 and 50 Arlington Boulevard)

WHEREAS it is deemed expedient to amend By-law 2019-051 for the lands specified above;

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

1. Zoning Grid Schedule Number 194 of Appendix "A" to By-law Number 2019-051 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 Low Rise Residential Two Zone (RES-2) to Low Rise Residential Five Zone (RES-5) with Site Specific Provision (429) and Holding Provision (112H).
2. Zoning Grid Schedule Number 194 of Appendix "A" to By-law Number 2019-051 is hereby further amended by incorporating additional zone boundaries as shown on Map No. 1 attached hereto.
3. Section 19 of By-law 2019-051 is hereby amended by adding Section 19 (429) thereto as follows:

"429. Notwithstanding Tables 5-5 and 7-6 of this By-law within the lands zoned Low Rise Residential Five Zone (RES-5) and shown as affected by this subsection on Zoning Grid Schedule Number 194 of Appendix 'A', the following site-specific regulations shall apply:

- a) The minimum number of parking spaces to be provided shall be 8 parking spaces for a total of 16 dwelling units with 1 parking space designated for Visitor Parking.
- b) The maximum *Floor Space Ratio* shall be 0.84.
- c) The minimum *Interior Side Yard Setback* shall be 2.2 metres.
- d) The minimum *Front Yard* setback to the stairs shall be 4.5 metres."

4. Section 20 of By-law 2019-051 is hereby amended by adding Holding Provision 112H thereto as follows:

"112H. Notwithstanding Section 7 of this By-law within the lands zoned Low Rise Residential Five Zone (RES-5) and shown as being affected by this subsection on Zoning Grid Schedule Number 194 of Appendix "A";

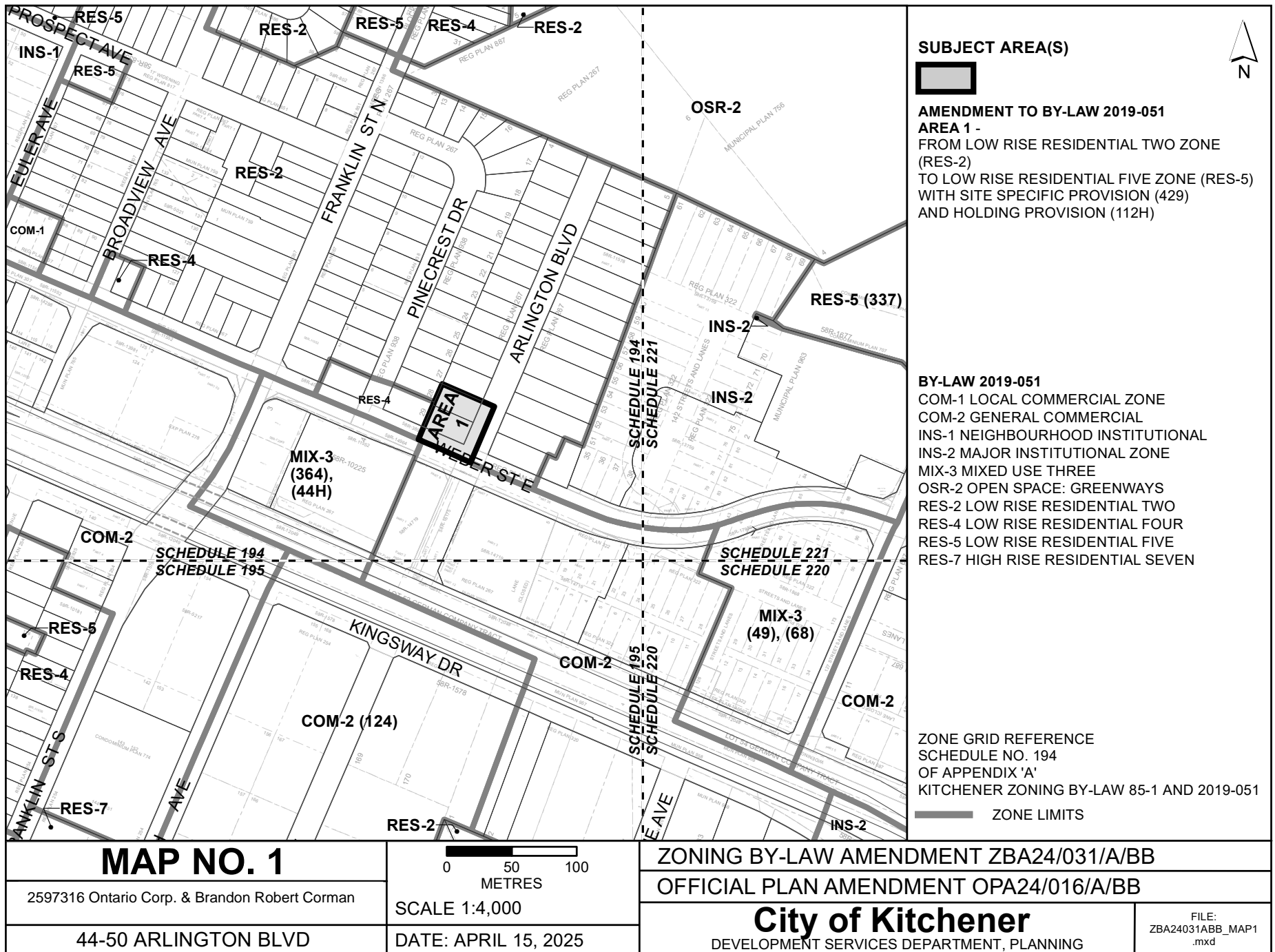
- a) That a Holding Provision shall apply until a satisfactory preliminary and detailed stationary Noise Study has been completed, approved and implementation measures addressed to the satisfaction of the *City*."

5. This by-law shall become effective only if Official Plan Amendment No. \_\_\_\_ (44 and 50 Arlington Boulevard) 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 \_\_\_\_\_, 2025.

\_\_\_\_\_  
Mayor

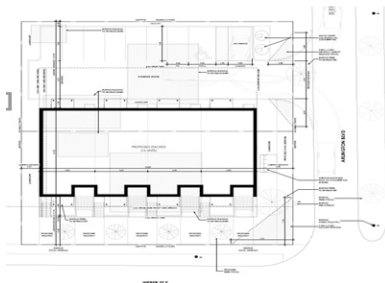
\_\_\_\_\_  
Clerk





# NOTICE OF PUBLIC MEETING

for a development in your neighbourhood  
44-50 Arlington Boulevard



Concept Site Plan



Residential,  
Stacked  
Townhouses



16  
Dwelling  
Units



8 Vehicle &  
8 Bicycle  
Parking Spaces

## Have Your Voice Heard!

### Planning & Strategic Initiatives Committee

Date: **May 12, 2025**

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or contact:

**Brian Bateman, Senior Planner**  
[brian.bateman@kitchener.ca](mailto:brian.bateman@kitchener.ca)  
519.783.8905

The City of Kitchener will consider applications to amend the Official Plan and Zoning By-law 2019-051 to facilitate the development of a 3-storey, multiple dwelling with 16 dwelling units, having a Floor Space Ratio (FSR) of 0.84, a reduced side yard setback, 8 parking spaces and 8 bicycle spaces on the subject lands.

**From:** Tony Soares  
**Sent:** Monday, February 3, 2025 12:30 AM  
**To:** Brian Bateman  
**Subject:** Concept Site Plan 44-50 Arlington Blvd

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

You don't often get email from [Learn why this is important](#)

Hello Brian,

My Name is Tony, a neighbor of the proposed site on Arlington Avenue.  
I would just like to express my thoughts on the plans proposed.

I did review and like the storm water collection plan. It seems to address my first concern of surface water collection and flow direction. Arlington Blvd has a higher grade then the properties to the west and continues a slope towards Pinecrest. This has created flooding into garages and backyards during heavy rain and snow melt. With the introduction of non permeable parking surfaces, the proposed underground storage should address any flooding.

Another site map proposal listed is the location of the waste collection bins. Is this something that can be relocated to the end of the parking lot? (west side). I see the proposed location as being very easy for the illegal dumping of garbage in the bin or Infront of the bins if they are locked. These bins can not accommodate bulk items or anything that dose not fit through the door and in most cases items are left regardless and exposed to the elements  
On a street view stand point, they will also be highly exposed to car traffic and pedestrian traffic even if scrubs are placed around them. This could also create an extra parking space in that location if move to the back .

I also see proposed fencing placed around the perimeter of the property. The proposal states that the fence will be placed on the property line. My understanding is when placed on the property line the fence becomes a shared responsibility of the 2 properties. With this property having higher usage , more vehicles, more visitors, snow removal or snow being pushing against the fence damage will and continue to happen. Vehicle parking will also be perpendicular to the fence, contact and bumping does happen more frequently in this case. Even with the planter overhang, shrubs in the 800mm green space contact can happen. Only takes a pickup truck with a trailer hitch backing in and the fence has a hole.

In this case, I would request the fence be placed within the property of the proposed site plan to avoid my possible involvement of fence repair or insurance claims. It would also avoid disturbing the existing curb which is 25mm from the property line with the concrete post support holes.

Thank you for taking the time to review this email. Any feed back will be appreciated.

Tony

**From:** Navdeep Basin  
**Sent:** Friday, January 31, 2025 10:55 AM  
**To:** Brian Bateman  
**Cc:** Dave Schnider  
**Subject:** Re: Objection to Proposed Development & Request for Applicable Bylaws - 44-50 Arlington Boulevard, Kitchener

Some people who received this message don't often get email from . [Learn why this is important](#)

Dear Brian,

I am writing to formally object to the proposed development at Project - 44-50 Arlington Boulevard, Kitchener, and to request information regarding the bylaws and regulations governing this proposed change. As a resident and homeowner in this community, I have significant concerns about the potential adverse effects this development will have on our neighborhood.

Firstly, the introduction of a high-density development will likely lead to a depreciation in the value of existing detached homes. The character and appeal of our neighborhood are rooted in low-density residential living, and altering this dynamic may have long-term financial and social consequences for current homeowners.

Secondly, increased traffic congestion is a major concern. The existing infrastructure is not designed to accommodate a substantial rise in vehicle volume, which may lead to safety hazards, especially for pedestrians and young children. The strain on public services and local amenities will further diminish the quality of life for residents.

Another major concern is the inadequacy of parking provisions. The proposed development includes only eight parking spaces for 16 dwelling units, which is insufficient to accommodate the potential number of residents and visitors. Any overflow of vehicles will inevitably spill onto residential streets, creating congestion, safety issues, and unnecessary disruption for current homeowners. The lack of proper parking planning will exacerbate traffic conditions and lead to disputes over street parking.

In light of these concerns, I respectfully request access to the applicable zoning bylaws and municipal regulations that govern this proposed development. I would appreciate clarification on how this proposal aligns with existing policies and whether any zoning amendments are being considered. Additionally, I would like to be informed of any public consultations or hearings regarding this matter.

I trust that our concerns will be given due consideration, and I look forward to your response. Please provide the requested information at your earliest convenience.

Sincerely,  
Navdeep Kaur Bhasin  
Arlington Blvd, Kitchener, N2A 2G9

Contact Information-

On Fri, Jan 31, 2025 at 10:48 AM Navdeep Basin

wrote:

Dear Brian,

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I trust that our concerns will be given due consideration, and I look forward to your response. Please provide the requested information at your earliest convenience.

Sincerely,  
Navdeep Kaur Bhasin  
Arlington Blvd, Kitchener, N2A 2G9

Contact Information-

**From:** Niall Melanson  
**Sent:** Friday, January 24, 2025 11:10 AM  
**To:** Brian Bateman  
**Cc:** Parmi Takk; Sandra Swanton  
**Subject:** 44-50 Arlington Blvd, ZBA24/031/A/BB - Engineering & KU clearance

Good morning Brian

Please be advised that Engineering and KU can provide our clearances for the ZBA application.

Cheers

Niall Melanson, C.E.T.  
Project Manager, Engineering Division, City of Kitchener  
[niall.melanson@kitchener.ca](mailto:niall.melanson@kitchener.ca), 519-783-8444  
200 King St. W., Kitchener, ON N2G 4G7

**City of Kitchener**  
**OPA & ZBA Comment Form**

**Project Address:** 44-50 Arlington Blvd

**Application Type:** Official Plan Amendment & Zoning Bylaw Amendment

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Comments Of: Planning- Urban Design

Commenter's Name: Rojan Mohammadi

Email: Rojan.mohammadi@kitchener.ca

Phone: 519-783-8914

Date of Comments: February 4, 2025

- ☐ 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:**

- Urban Design Brief (June 2024), prepared by K. SMART Associates Limited.
- Tree Management Plan (July 2024), prepared by Hill Design.
- Site plan, prepared by EDGE Architects LTD.
- Planning Justification Report (June 2024), prepared by K. SMART Associates Limited.

**2. Site-Specific Comments & Issues:**

- There is a lack of at-grade amenity space on-site, and the urban design brief does not explain why it has not been included. Please provide a justification, as on-site amenity areas are essential for residents. Additionally, there is an opportunity to utilize the east side of the site for this purpose. For reference, 115 Margaret Avenue includes a shade structure and seating to meet the requirement.
- The site plan should be in city template format. Please ensure to indicate on the site plan that snow is being shipped off-site.
- Class A bike parking storage should be shown on the site plan.
- Any existing or proposed fencing should be shown on the plan.
- For trees number 1, 10 and 11, consent letters are required for removal.



- Tree number 12 is located with ROW, its removal requires compensation, please coordinate with Parks Planning.

Preliminary Comments

## City of Kitchener

### Parking Study comments

**Application type:** Official Plan Amendment OPA24/016/A/BB  
Zoning By-law Amendment ZBA24/031/A/BB

**Comments of:** Transportation

**Commenter's name:** Dave Seller

**Email:** Dave.Seller@kitchener.ca

**Phone:** (519) 783-8152

**Date of comments:** April 8, 2025

**Project address:** 44-50 Arlington Boulevard

#### Preamble

Paradigm Transportation Solutions Limited was retained by the applicant and submitted a Parking Study, Access and Circulation Review (March 2025). Transportation Services reviewed the report and offer the following comments.

#### Development proposal

The applicant is proposing a three and a half storey building containing 16 dwelling units. Access to the development is proposed via Arlington Boulevard, which provides access to a total of 8 surface parking spaces.

#### Estimated parking demand analysis

The analysis includes a combination review of auto ownership, ITE rates and proxy site locations within Kitchener/Cambridge. The results indicated a maximum residential parking demand between 0.75 and 1.10 spaces per unit (12 and 18 spaces).

The applicant proposes 0.50 spaces per unit (8 spaces) which is less than the result above. However, a reduction in vehicle parking will not solely control vehicle parking demand. Transportation Demand Management (TDM) strategies need to be convenient and accessible for residents. Below are TDM strategies that are both appropriate and available and will assist in reducing vehicle demand if utilized by residents.

Unbundling parking from the cost of a unit is an effective parking management tool. Unbundled parking allows residents to only pay for parking that they need, rather than the cost being automatically included with the unit.

The walkability for pedestrians accessing the site and surrounding area can easily be achieved, as sidewalks are provided generally on both sides of roadways in the surrounding area which provide access to commercial shopping plaza and grocery store, less than a 10 minute's walk from this development.

There are two existing Grand River Transit (GRT) stops less than 400 m from this development, GRT routes 8 and 28. These routes provide good connectivity to a broader transit network and key destinations within the Region of Waterloo including shopping centres, downtown areas, ION stations and post secondary education institutions.

### **Site circulation analysis**

The circulation analysis included the following design vehicles:

- Light Single Unit (LSU) - acceptable
- SU9 (HSU) - acceptable
- Molok garbage truck - acceptable

The city recognizes the sites limitations for the design vehicle access and therefore support the SU9 and Molok truck reversing onto Arlington Boulevard, while the LSU can enter/exit the site in a forward motion.

### **Conclusions**

Transportation Services can support the proposed 0.5 spaces per unit based on Paradigms thorough analysis provided that the following items must be part of the development.

- Parking spaces must be unbundled from the cost of a unit.
- As part of the development of this site, a concrete sidewalk must be installed by the applicant along the entire Arlington Boulevard frontage to allow pedestrians that connectivity to the existing sidewalk at Weber Street.
- One parking space must be allocated for visitor parking. The parking space cannot be the barrier free parking space.



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

Will Towns: 519-616-1868  
File: D17/2/24016  
C14/2/24031  
March 31, 2025

Brian Bateman  
Senior Planner  
City of Kitchener  
200 King Street West, 6<sup>th</sup> Floor  
P.O. Box 1118, Kitchener, ON  
N2G 4G7

Dear Mr. Bateman,

**Re: Official Plan Amendment OPA24/016 and Zoning By-law  
Amendment ZBA24/031  
44-50 Arlington Boulevard  
2597316 Ontario Corp. c/o K. Smart Associates Ltd.  
City of Kitchener  
Regional comments**

Regional staff have received site-specific Official Plan amendment (OPA) and zoning by-law amendment (ZBA) applications for a development proposal at 44-50 Arlington Boulevard in the City of Kitchener. The applicant proposes to demolish the existing single-detached dwellings and develop the consolidated parcel with a 16-unit stacked townhouse complex. Vehicular access is proposed via Arlington Blvd with pedestrian access to Weber Street East. Eight parking spaces (one accessible) are proposed as well, as identified in the site plan and civil package. Note that the Region provided pre-submission comments on a similar (12-unit) concept in August 2023.

The lands are located in the Urban Area and Delineated Built Up Area in the Regional Official Plan (now an official plan of the City of Kitchener); designated Low Rise Residential (Map 3) in the City's Official Plan; and zoned Low Rise Residential Two (RES-2). The OPA seeks to permit a floor-space ratio (FSR) of 0.84 (where 0.6-0.75 is permitted). The ZBA proposes to change the zone category to RES-5 to permit the proposed built form (multiple dwelling building) and seeks relief from minimum interior side-yard setback, minimum parking, and maximum FSR requirements.

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

## **Corridor Planning**

### **Environmental Noise Study**

At this location, the proposed development may encounter environmental noise sources due to Weber Street East (Regional Road No. 8). It is the responsibility of the applicant to ensure the proposed noise sensitive development is not adversely affected by anticipated noise impacts. A study entitled Road Traffic and Stationary Noise Impact Study, 44-50 Arlington Boulevard, Kitchener, Ontario dated March 21, 2024 and prepared by JJ Acoustic Engineering Ltd. has been submitted.

Regional staff have reviewed the road traffic noise component of this study and have no concerns with the findings, and provide the following comments related to acceptance and implementation:

- The report indicates that the dominant source of noise impacting the site is Regional Road #8 (Weber Street East).
- The report indicates that the acoustical impacts are above acceptable levels and mitigation, including warning clauses and the provision for air conditioning is required to ensure indoor noise levels do not exceed acceptable levels noted in NPC-300 and NPC-216.
- The report notes that the requirements of the Ontario Building Code (OBC) will provide adequate sound insulation
- Regional staff have no concern with the noise study as submitted and concur with its findings and recommendation. Since the dominant noise source – Weber Street East – is a roadway under the Region’s jurisdiction, an agreement between the Region and Owner/Developer to implement the recommendations of the noise study will be required.
- Specifically, as part of a future consent or plan of condominium application, the owner will be required to enter into an agreement with the Region of Waterloo to ensure that the following noise warning clauses are registered on title for all dwelling units and included in any and all agreements and offers of purchase and sale, lease/rental agreements, and condominium declarations.

#### ***Type A:***

*Purchasers/tenants are advised that sound levels due to increasing road traffic may on 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.*

#### ***Type C:***

*This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.*

- Prior to the issuance of any building permits, a Professional Engineer must certify that the noise attenuation measures are incorporated in the building plans and upon completion of construction, a Professional Engineer should certify that the dwelling units have been constructed accordingly.

## **Conditions of Future Site Plan Application Approval**

### **Road Widening**

The subject lands have direct frontage on Regional Road No. 8 (Weber Street East), which has a designated road width of 26.213 metres as per Schedule 'A' of the Regional Official Plan (ROP). Regional staff estimate that an approximate road widening of 2 metres will be required along the Weber Street East frontage of the proposed development. A daylight triangle (DLT) of 7.62 by 7.62 metres will also be required at the intersection of Weber Street East and Arlington Boulevard. The Owner/Applicant must engage an OLS to prepare a draft reference plan which illustrates the required road allowance widening. Prior to registering the reference plan, the OLS should submit a draft copy of the plan to the Transportation Planner ([kfluit@regionofwaterloo.ca](mailto:kfluit@regionofwaterloo.ca)) for review. An electronic copy of the registered plan is to be emailed to the Transportation Planner. Further instructions will come from the Region's Legal Assistant regarding document preparation and registration.

It is recommended that the OLS contact Regional staff to discuss the road widening prior to preparing the Reference Plan. The land must be dedicated to the Region for road allowance purposes and must be dedicated without cost and free of encumbrance. All land dedications must be identified on the site plan. Please ensure the road widening lands are excluded from any future Record of Site Condition (RSC) filing for the overall property, if one is required.

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

Regional staff have received and reviewed the report entitled Functional Servicing Report for 44 Arlington Boulevard, dated April 3, 2024, and the Existing Conditions and Removals Plan, Grading Plan, and Servicing Plan dated April 26, 2024, all prepared by K. Smart Associates Ltd. Regional staff have no concerns at this time, but note that detailed servicing, grading, landscaping, and existing conditions/removals plans are required for review as part of a future site plan application.

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

### **Other**

A pre-consultation fee of \$300 and review fee of \$805 will be required for the review and approval of a future site plan application

### **Region of Waterloo International Airport**

Staff from the Region of Waterloo International Airport have reviewed the application and have no concerns with this proposed development. The lands are located within the federal Airport Zoning Regulations area, with an allowable height of 415 metres above sea level (ASL). The drawings demonstrate a proposed maximum building height of 11 metres. Assuming a floor elevation of 327 metres ASL, the building would have approximately 77 metres of clearance for any cranes, which is more than sufficient.

Please note that despite the above, the developer will still need to submit a Land Use application to Nav Canada for the building and any cranes, and obtain a letter of no objection to the Region's satisfaction.

### **Source Water Protection & Risk Management**

This site is located in a wellhead protection sensitivity area as identified on Map 6 of the ROP, a Chloride Issue Contributing Area, and a source protection area subject to Part IV of the Clean Water Act (WHPA C-4 associated with the Parkway Wellfield).

In line with Clean Water Act requirements, the Region's Risk Management Official advises that a provisional risk management plan (RMP) has been negotiated for the development. The Risk Management Official has confirmed that the Section 59 Notice submitted is valid for the purposes of the OPA and ZBA applications. The owner/applicant is advised that the provisional RMP expires prior to site plan, and negotiation of a full RMP will be required before a Section 59 Notice valid for the site plan application can be issued. The owner/applicant is advised to contact the Risk Management Official ([rmo@regionofwaterloo.ca](mailto:rmo@regionofwaterloo.ca)) to do so. Please allow for sufficient time to negotiate the full RMP, as an updated Notice will not be issued until a signed RMP update is complete.

In addition, and in keeping with Regional Council's position within wellhead protection areas, a prohibition on geothermal energy is required within the amending zoning by-law for this application. The required wording for the prohibition is:

*Geothermal Wells are prohibited on site. A geothermal well is defined as a vertical well, borehole or pipe installation used for geothermal systems, ground-source heat pump systems, geo-exchange systems or earth energy systems for heating or cooling; including open-loop and closed-loop vertical borehole systems. A geothermal well does not include a horizontal system where construction or excavation occurs to depths less than five meters unless the protective geologic layers overlaying a vulnerable aquifer have been removed through construction or excavation.*

Regional staff note that infiltration of stormwater from parking surfaces is proposed. The proponent should be advised that the Region does not support the infiltration of chloride-laden runoff from paved areas at this location; however, infiltration of clean roof runoff may be accepted. Similarly, permanent dewatering (passive or active) is prohibited at this location; below-grade infrastructure requiring dry conditions (e.g. footings, pilings, underground parking, etc.) should be waterproofed in lieu of dewatering infrastructure.

### **Housing Services**

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

- Regional Strategic Plan, 2023-2027
  - Strategic Priority 1 is “Homes for All.”
- 10-Year Housing and Homelessness Plan
  - Outlines a target for affordable housing the Region – that 30 percent of all new residential development between 2019 and 2041 in the Region be affordable to low- and moderate-income households.
- Building Better Futures Framework
  - Demonstrates Regional plans to create 2,500 units of housing affordable to people with low to moderate incomes by 2025.

The Region supports the provision of a full range of housing options, including affordable housing. Should this development application move forward, staff support the applicant's interest in considering the provision of a number of affordable housing units on the site. Affordable housing is defined in the Provincial Planning Statement 2024 (PPS 2024) and rent levels and house prices that are considered affordable are identified locally in provincial bulletins. This information should be reviewed by the applicant.

Staff further recommend meeting with Housing Services to discuss the proposal in more detail and to explore opportunities for partnerships or programs and mechanisms to support a defined level of affordability. Please do not hesitate to contact Housing Services staff directly at [JMaanMiedema@regionofwaterloo.ca](mailto:JMaanMiedema@regionofwaterloo.ca) or 226-753-9593 should you have any questions or wish to discuss in more detail.

### **Environmental Threats & Site Contamination (Advisory)**

The Region's Threats Inventory Database does not identify any environmental threats on the subject lands associated with past land uses. Note that the heating oil tank in the basement of one of the existing buildings identified in Regional pre-submission comments from 2023 is no longer considered a “medium” hazard in the Region's Implementation Guideline for the Review of Development Applications on or Adjacent to Known and Potentially Contaminated Sites (as per Section 2.1.3.1 of ROP).



**Fees**

The Region is in receipt of the ZBA (\$3,000) review fee required by Regional By-law 24-052. Regional staff will follow up with the applicant to confirm additional fees if and as applicable.

**Conclusions & Next Steps**

Regional staff have no objection to this application, provided:

- The amending zoning by-law includes a site-specific geothermal energy prohibition as outlined above.

Please be advised that 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, 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 the undersigned.

Yours truly,



Will Towns, RPP  
Senior Planner

cc. Zaid Kashef Al Ghetaa, K. Smart Associates Ltd. (Applicant)  
Brandon Corman, 2597316 Ontario Corp. (Owner)

**From:** Jennifer Arends  
**Sent:** Tuesday, January 7, 2025 11:27 AM  
**To:** Brian Bateman  
**Subject:** FW: Circulation for Comment - OPA/ZBA (44-50 Arlington Boulevard)  
**Attachments:** [department agency letter-Arlington.pdf](#)

Hi Brian,

Fire doesn't have any concerns with the re-zoning or OPA.

Can you please provide the applicant with a copy of the Emergency Service Policy - [EMERGENCY SERVICE POLICY](#)

They will need to comply with it for site plan and building permit stages and it's easier if they have it early in the process. I can see some issues with fire access from the drawing they've provided.

Thank you,

**Jennifer Arends**

Fire Prevention Officer | City of Kitchener  
519-783-7983 | [jennifer.arends@kitchener.ca](mailto:jennifer.arends@kitchener.ca)

---

**From:** Fire Prevention (SM) <[FirePrevention@kitchener.ca](mailto:FirePrevention@kitchener.ca)>  
**Sent:** Tuesday, January 7, 2025 10:54 AM  
**To:** Jennifer Arends <[Jennifer.Arends@kitchener.ca](mailto:Jennifer.Arends@kitchener.ca)>  
**Subject:** FW: Circulation for Comment - OPA/ZBA (44-50 Arlington Boulevard)

---

**From:** Christine Kompter <[Christine.Kompter@kitchener.ca](mailto:Christine.Kompter@kitchener.ca)>  
**Sent:** Monday, January 6, 2025 2:28 PM  
**To:** MTO - Jeremiah Johnston ([Jeremiah.Johnston@ontario.ca](mailto:Jeremiah.Johnston@ontario.ca)) <[jeremiah.johnston@ontario.ca](mailto:jeremiah.johnston@ontario.ca)>; \_DL\_Team\_DSD-Planning <[TeamDSD-Planning@kitchener.ca](mailto:TeamDSD-Planning@kitchener.ca)>; Bell <[circulations@bell.ca](mailto:circulations@bell.ca)>; Darren Kropf <[Darren.Kropf@kitchener.ca](mailto:Darren.Kropf@kitchener.ca)>; Dave Seller <[Dave.Seller@kitchener.ca](mailto:Dave.Seller@kitchener.ca)>; David Paetz <[David.Paetz@kitchener.ca](mailto:David.Paetz@kitchener.ca)>; Enbridge - Lewis Oatway <[lewis.oatway@enbridge.com](mailto:lewis.oatway@enbridge.com)>; Subdivisions (SM) <[Subdivisions@kitchener.ca](mailto:Subdivisions@kitchener.ca)>; Enova Power Corp. - Greig Cameron <[greig.cameron@enovapower.com](mailto:greig.cameron@enovapower.com)>; Enova Power Corp. - Shaun Wang <[shaun.wang@enovapower.com](mailto:shaun.wang@enovapower.com)>; Fire Prevention (SM) <[FirePrevention@kitchener.ca](mailto:FirePrevention@kitchener.ca)>; French Catholic School Board <[planification@cscmonavenir.ca](mailto:planification@cscmonavenir.ca)>; Grand River Hospital - Sylvia Rodas <[Sylvia.Rodas@grhosp.on.ca](mailto:Sylvia.Rodas@grhosp.on.ca)>; GRCA - Planning ([planning@grandriver.ca](mailto:planning@grandriver.ca)) <[planning@grandriver.ca](mailto:planning@grandriver.ca)>; Landuse Planning <[landuseplanning@hydroone.com](mailto:landuseplanning@hydroone.com)>; Justin Readman <[Justin.Readman@kitchener.ca](mailto:Justin.Readman@kitchener.ca)>; Katherine Hughes <[Katherine.Hughes@kitchener.ca](mailto:Katherine.Hughes@kitchener.ca)>; Mike Seiling <[Mike.Seiling@kitchener.ca](mailto:Mike.Seiling@kitchener.ca)>;

NavCAN <[commercialrelations@navcanada.ca](mailto:commercialrelations@navcanada.ca)>; Ontario Power Generation <[Executivevp.lawanddevelopment@opg.com](mailto:Executivevp.lawanddevelopment@opg.com)>; Park Planning (SM) <[Park.Planning@kitchener.ca](mailto:Park.Planning@kitchener.ca)>; Regional Clerk <[regionalclerk@regionofwaterloo.ca](mailto:regionalclerk@regionofwaterloo.ca)>; Region - Howard Chang (<[SChang@regionofwaterloo.ca](mailto:SChang@regionofwaterloo.ca)> <[SChang@regionofwaterloo.ca](mailto:SChang@regionofwaterloo.ca)>; Planning Applications <[planningapplications@regionofwaterloo.ca](mailto:planningapplications@regionofwaterloo.ca)>; Region of Waterloo International Airport <[pdlairportconstruction@regionofwaterloo.ca](mailto:pdlairportconstruction@regionofwaterloo.ca)>; Property Data Administrator (SM) <[PropDataAdmin@kitchener.ca](mailto:PropDataAdmin@kitchener.ca)>; Rogers <[swogr-permits@rci.rogers.com](mailto:swogr-permits@rci.rogers.com)>; Stefan Hajgato <[Stefan.Hajgato@kitchener.ca](mailto:Stefan.Hajgato@kitchener.ca)>; Sylvie Eastman <[Sylvie.Eastman@kitchener.ca](mailto:Sylvie.Eastman@kitchener.ca)>; UW-WUSA (Feds) (<[pres@wusa.ca](mailto:pres@wusa.ca)> <[pres@wusa.ca](mailto:pres@wusa.ca)>; Viamonde School Board - Daniel Stojc <[stojcd@csviamonde.ca](mailto:stojcd@csviamonde.ca)>; WCDSB - Planning <[planning@wcdsb.ca](mailto:planning@wcdsb.ca)>; WRDSB - Planning <[planning@wrdsb.ca](mailto:planning@wrdsb.ca)>  
**Cc:** Brian Bateman <[Brian.Bateman@kitchener.ca](mailto:Brian.Bateman@kitchener.ca)>  
**Subject:** Circulation for Comment - OPA/ZBA (44-50 Arlington Boulevard)

Please see attached. Additional documentation can be found in AMANDA folders 24 132173 & 24 132175 (City staff) and [ShareFile](#) (external agencies). Comments or questions should be directed to **Brian Bateman**, Senior Planner ([brian.bateman@kitchener.ca](mailto:brian.bateman@kitchener.ca); 519-783-8905).

### Christine Kompter

Administrative Assistant | Development Services Department - Planning | City of Kitchener  
200 King Street West, 6<sup>th</sup> Floor | P.O. Box 1118 | Kitchener ON N2G 4G7  
(NEW) 519-783-8147 | TTY 1-866-969-9994 | [christine.kompter@kitchener.ca](mailto:christine.kompter@kitchener.ca)



**From:** Parmi Takk  
**Sent:** Thursday, January 9, 2025 3:50 PM  
**To:** Niall Melanson; \_DL\_Team\_INS-KitchenerWaterQuality  
**Cc:** Brian Bateman  
**Subject:** RE: 44-50 Arlington Blvd, ZBA24/031/A/BB - Water Distribution Report

Hi Niall,  
Yes, we can provide clearance for the ZBA Application,  
Parmi

---

**From:** Niall Melanson <[Niall.Melanson@kitchener.ca](mailto:Niall.Melanson@kitchener.ca)>  
**Sent:** Thursday, January 9, 2025 3:41 PM  
**To:** Parmi Takk <[Parmi.Takk@kitchener.ca](mailto:Parmi.Takk@kitchener.ca)>; \_DL\_Team\_INS-KitchenerWaterQuality <[KitchenerWaterQuality@kitchener.ca](mailto:KitchenerWaterQuality@kitchener.ca)>  
**Cc:** Brian Bateman <[Brian.Bateman@kitchener.ca](mailto:Brian.Bateman@kitchener.ca)>  
**Subject:** RE: 44-50 Arlington Blvd, ZBA24/031/A/BB - Water Distribution Report

Hello Parmi.

Thank you. I've looked at your comments and if I understand them correctly, KU can provide your clearance for the ZBA application? Design flows are available? Fire flow design would be completed at the time of Site Plan Approval.

Please advise.

Niall Melanson, C.E.T.  
Project Manager, Development Engineering, City of Kitchener  
[niall.melanson@kitchener.ca](mailto:niall.melanson@kitchener.ca), 519-783-8444  
200 King St. W., Kitchener, ON N2G 4G7

---

**From:** Parmi Takk <[Parmi.Takk@kitchener.ca](mailto:Parmi.Takk@kitchener.ca)>  
**Sent:** Thursday, January 9, 2025 3:38 PM  
**To:** Niall Melanson <[Niall.Melanson@kitchener.ca](mailto:Niall.Melanson@kitchener.ca)>; \_DL\_Team\_INS-KitchenerWaterQuality <[KitchenerWaterQuality@kitchener.ca](mailto:KitchenerWaterQuality@kitchener.ca)>  
**Cc:** Brian Bateman <[Brian.Bateman@kitchener.ca](mailto:Brian.Bateman@kitchener.ca)>  
**Subject:** RE: 44-50 Arlington Blvd, ZBA24/031/A/BB - Water Distribution Report

Hi Niall,

I have a few comments:

1. A valve is also required at the property line
2. They conducted the design flow requirements, I have attached a document of the fire flow requirements so this can be done as part of the next step
3. As an fyi, if the customer is considering multi-metering, I have attached our requirements as it may impact their design and we would like them to get ahead of it,

Thank-you,

Parmi

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**From:** Niall Melanson <[Niall.Melanson@kitchener.ca](mailto:Niall.Melanson@kitchener.ca)>  
**Sent:** Wednesday, January 8, 2025 11:22 AM  
**To:** \_DL\_Team\_INS-KitchenerWaterQuality <[KitchenerWaterQuality@kitchener.ca](mailto:KitchenerWaterQuality@kitchener.ca)>  
**Cc:** Brian Bateman <[Brian.Bateman@kitchener.ca](mailto:Brian.Bateman@kitchener.ca)>  
**Subject:** 44-50 Arlington Blvd, ZBA24/031/A/BB - Water Distribution Report

Hello

Can one of you please review the attached FSR and advise if you have any comments?

Thanks

Niall Melanson, C.E.T.  
Project Manager, Development Engineering, City of Kitchener  
[niall.melanson@kitchener.ca](mailto:niall.melanson@kitchener.ca), 519-783-8444  
200 King St. W., Kitchener, ON N2G 4G7

**From:** Angela Wang <awang@grandriver.ca>  
**Sent:** Monday, January 13, 2025 12:36 PM  
**To:** Brian Bateman  
**Subject:** RE: Circulation for Comment - OPA/ZBA (44-50 Arlington Boulevard)

Hi Brian,

Please be advised that the subject lands are not regulated by the GRCA under Ontario Regulation 41/24. As such, we will not be providing comments on these applications.

Kind regards,

**Angela Wang**

Intermediate Resource Planner  
Grand River Conservation Authority

400 Clyde Rd  
Cambridge, ON N1R 5W6  
Office: 519-621-2763 ext. 2270  
Email: [awang@grandriver.ca](mailto:awang@grandriver.ca)  
[www.grandriver.ca](http://www.grandriver.ca) | [Connect with us on social media](#)

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**From:** Christine Kompter <[Christine.Kompter@kitchener.ca](mailto:Christine.Kompter@kitchener.ca)>  
**Sent:** January 6, 2025 2:28 PM  
**To:** MTO - Jeremiah Johnston (<[Jeremiah.Johnston@ontario.ca](mailto:Jeremiah.Johnston@ontario.ca)> <[jeremiah.johnston@ontario.ca](mailto:jeremiah.johnston@ontario.ca)>;  
\_DL\_Team\_DSD-Planning <[TeamDSD-Planning@kitchener.ca](mailto:TeamDSD-Planning@kitchener.ca)>; Bell <[circulations@bell.ca](mailto:circulations@bell.ca)>; Darren Kropf  
<[Darren.Kropf@kitchener.ca](mailto:Darren.Kropf@kitchener.ca)>; Dave Seller <[Dave.Seller@kitchener.ca](mailto:Dave.Seller@kitchener.ca)>; David Paetz  
<[David.Paetz@kitchener.ca](mailto:David.Paetz@kitchener.ca)>; Enbridge - Lewis Oatway <[lewis.oatway@enbridge.com](mailto:lewis.oatway@enbridge.com)>; Subdivisions  
(SM) <[Subdivisions@kitchener.ca](mailto:Subdivisions@kitchener.ca)>; Enova Power Corp. - Greig Cameron  
<[greig.cameron@enovapower.com](mailto:greig.cameron@enovapower.com)>; Enova Power Corp. - Shaun Wang  
<[shaun.wang@enovapower.com](mailto:shaun.wang@enovapower.com)>; Fire Prevention (SM) <[FirePrevention@kitchener.ca](mailto:FirePrevention@kitchener.ca)>; French  
Catholic School Board <[planification@cscmonavenir.ca](mailto:planification@cscmonavenir.ca)>; Grand River Hospital - Sylvia Rodas  
<[Sylvia.Rodas@grhosp.on.ca](mailto:Sylvia.Rodas@grhosp.on.ca)>; Planning <[planning@grandriver.ca](mailto:planning@grandriver.ca)>; Landuse Planning  
<[landuseplanning@hydroone.com](mailto:landuseplanning@hydroone.com)>; Justin Readman <[Justin.Readman@kitchener.ca](mailto:Justin.Readman@kitchener.ca)>; Katherine  
Hughes <[Katherine.Hughes@kitchener.ca](mailto:Katherine.Hughes@kitchener.ca)>; Mike Seiling <[Mike.Seiling@kitchener.ca](mailto:Mike.Seiling@kitchener.ca)>; NavCAN  
<[commercialrelations@navcanada.ca](mailto:commercialrelations@navcanada.ca)>; Ontario Power Generation  
<[Executivevp.lawanddevelopment@opg.com](mailto:Executivevp.lawanddevelopment@opg.com)>; Park Planning (SM) <[Park.Planning@kitchener.ca](mailto:Park.Planning@kitchener.ca)>;  
Regional Clerk <[regionalclerk@regionofwaterloo.ca](mailto:regionalclerk@regionofwaterloo.ca)>; Region - Howard Chang  
([SChang@regionofwaterloo.ca](mailto:SChang@regionofwaterloo.ca)) <[SChang@regionofwaterloo.ca](mailto:SChang@regionofwaterloo.ca)>; Planning Applications  
<[planningapplications@regionofwaterloo.ca](mailto:planningapplications@regionofwaterloo.ca)>; Region of Waterloo International Airport  
<[pdlairportconstruction@regionofwaterloo.ca](mailto:pdlairportconstruction@regionofwaterloo.ca)>; Property Data Administrator (SM)  
<[PropDataAdmin@kitchener.ca](mailto:PropDataAdmin@kitchener.ca)>; Rogers <[swogr-permits@rci.rogers.com](mailto:swogr-permits@rci.rogers.com)>; Stefan Hajgato  
<[Stefan.Hajgato@kitchener.ca](mailto:Stefan.Hajgato@kitchener.ca)>; Sylvie Eastman <[Sylvie.Eastman@kitchener.ca](mailto:Sylvie.Eastman@kitchener.ca)>; UW-WUSA (Feds)  
([pres@wusa.ca](mailto:pres@wusa.ca)) <[pres@wusa.ca](mailto:pres@wusa.ca)>; Viamonde School Board - Daniel Stojc <[stojcd@csviamonde.ca](mailto:stojcd@csviamonde.ca)>;  
WCDSB - Planning <[planning@wcdsb.ca](mailto:planning@wcdsb.ca)>; WRDSB - Planning <[planning@wrdsb.ca](mailto:planning@wrdsb.ca)>  
**Cc:** Brian Bateman <[Brian.Bateman@kitchener.ca](mailto:Brian.Bateman@kitchener.ca)>  
**Subject:** Circulation for Comment - OPA/ZBA (44-50 Arlington Boulevard)

Please see attached. Additional documentation can be found in AMANDA folders 24 132173 & 24 132175 (City staff) and [ShareFile](#) (external agencies). Comments or questions should be directed to **Brian Bateman**, Senior Planner ([brian.bateman@kitchener.ca](mailto:brian.bateman@kitchener.ca); 519-783-8905).

**Christine Kompter**

Administrative Assistant | Development Services Department - Planning | City of Kitchener  
200 King Street West, 6<sup>th</sup> Floor | P.O. Box 1118 | Kitchener ON N2G 4G7  
(NEW) 519-783-8147 | TTY 1-866-969-9994 | [christine.kompter@kitchener.ca](mailto:christine.kompter@kitchener.ca)



**From:** Johnston, Jeremiah (MTO) <Jeremiah.Johnston@ontario.ca>  
**Sent:** Monday, January 13, 2025 3:32 PM  
**To:** Brian Bateman  
**Subject:** RE: MTO Highway Corridor Management New Correspondence sent for Land Development Review request MTO-LD-2025-31L-000003 / Nouvelle correspondance concernant la demande d'examen d'aménagement de terres n° MTO-LD-2025-31L-000003 envoyée par la Gestion des co  
**Attachments:** [RE\\_ Circulation for Comment - OPA\\_ZBA \(44-50 Arlington Boulevard\).msg](#)

Hi Brian,

Nothing further is required by MTO for the OPA/ZBA, however MTO permits will be required, so MTO will need to be re engaged at site plan.

Did you get the attached in your inbox?

Regards,

**Jeremiah Johnston**

Corridor Management Planner | Highway Operations Branch  
Ministry of Transportation | Ontario Public Service  
(226)-980-6407 | [jeremiah.johnston@ontario.ca](mailto:jeremiah.johnston@ontario.ca)



*Taking pride in strengthening Ontario, its places and its people*

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**From:** Brian Bateman <[Brian.Bateman@kitchener.ca](mailto:Brian.Bateman@kitchener.ca)>  
**Sent:** Monday, January 13, 2025 3:25 PM  
**To:** Johnston, Jeremiah (MTO) <[Jeremiah.Johnston@ontario.ca](mailto:Jeremiah.Johnston@ontario.ca)>  
**Subject:** RE: MTO Highway Corridor Management New Correspondence sent for Land Development Review request MTO-LD-2025-31L-000003 / Nouvelle correspondance concernant la demande d'examen d'aménagement de terres n° MTO-LD-2025-31L-000003 envoyée par la Gestion des co

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Jeremiah,  
Sorry but not familiar with this new system. Are you requiring additional information before you can respond?

**Brian Bateman, MCIP, RPP**

**Senior Planner**

City of Kitchener  
519-783-8905, TTY 1-866-969-9994





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**From:** [HCMS@ontario.ca](mailto:HCMS@ontario.ca) <[HCMS@ontario.ca](mailto:HCMS@ontario.ca)>

**Sent:** Monday, January 6, 2025 2:58 PM

**To:** Brian Bateman <[Brian.Bateman@kitchener.ca](mailto:Brian.Bateman@kitchener.ca)>

**Subject:** MTO Highway Corridor Management New Correspondence sent for Land Development Review request MTO-LD-2025-31L-000003 / Nouvelle correspondance concernant la demande d'examen d'aménagement de terres n° MTO-LD-2025-31L-000003 envoyée par la Gestion des cou...

Your request for land development review, submitted on January 6, 2025 has been updated.

MTO sent a new correspondence on January 6, 2025, that may require an immediate response so that the review of your request would not be delayed.

To access and review the correspondence between you and MTO please go to "[update your submission](#)".

This Land Development Review is currently assigned to:

Jeremiah Johnston

Phone: +1 (226) 980-6407

Email: [Jeremiah.Johnston@ontario.ca](mailto:Jeremiah.Johnston@ontario.ca)

Ministry Of Transportation

Highway Corridor Management Section - London

659 Exeter RD

London, ON N6E1L3

Please retain this email for your records.

Thank you,

Highway Corridor Management

Ministry of Transportation of Ontario

<https://www.hcms.mto.gov.on.ca/>

Please note: This email was sent from a notification-only address that cannot accept incoming email. Please do not reply to this message.

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La demande d'examen d'aménagement du terrain que vous avez présentée le janvier 6 2025 a été mise à jour.

Le ministère des Transports (MTO) vous a envoyé un nouveau message le janvier 6,2025 auquel il se peut que vous deviez répondre sans tarder afin que l'examen de votre demande ne soit pas retardé.

Pour accéder aux messages que vous envoie le MTO et les lire, rendez-vous à "[mettre à jour votre](#)

[demande](#)".

Cet examen de l'aménagement du territoire est assigné à l'heure actuelle à :

Jeremiah Johnston

Téléphone : +1 (226) 980-6407

Courriel : [Jeremiah.Johnston@ontario.ca](mailto:Jeremiah.Johnston@ontario.ca)

Ministère des Transports - London

659 Exeter RD

London, ON N6E1L3

Veuillez conserver ce courriel dans vos dossiers.

Merci,

Gestion des couloirs routiers

Ministère des Transports de l'Ontario

<https://www.hcms.mto.gov.on.ca/>

Remarque : Ce courriel a été envoyé à partir d'une adresse qui sert exclusivement aux notifications et qui ne peut pas recevoir de messages. Veuillez ne pas répondre à ce message. ■

# City of Kitchener - Comment Form

**Project Address:** 44-50 Arlington

**Application Type:** OPA/ZBA

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

**Commenter's name:** Mike Balch

**Email:** mike.balch@kitchener.ca

**Phone:** 519-783-8928

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**Written Comments Due:** February 4, 2025

**Date of comments:** February 4, 2025

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

- Sustainability Statement for 44-50 Arlington Blvd as prepared by Zaid Kashef of K. Smart Associates Ltd, dated May 1, 2024

**2. Comments & Issues:**

I have reviewed the supporting documentation (as listed above) to support an OPA/ZBA application proposing a multiple dwelling on the above noted site, regarding sustainability and energy conservation, and provide the following comments:

- Although the Ontario Building Code (OBC) is progressive, going forward all developments will need to include energy conservation measures that go beyond the OBC as the City (and Region of Waterloo) strive to achieve our greenhouse gas reduction target.
- A Sustainability Statement (as per the City's Terms of Reference) will be required as part of a complete OPA/ZBA and subsequent Site Plan Application which can further explore and/or confirm additional sustainability measures that are best suited to the development as the design evolves.
- **An updated Sustainability Statement incorporating a more progressive energy conservation and efficient design is required to support the Official Plan and Zoning Bylaw Amendment. While it is understood that fine detail measures may be better explored through the Site Plan, additional context is required at this stage to identify intent.**
- The development proposes some sustainable measures including:
  - The compact and efficient design of an underutilized lands
  - The consideration to encourage greater public transit use
  - On-site secure bike parking promoting active transportation
- Potential items for consideration are:
  - Electric vehicle parking spaces, fitted with re-charge stations
  - Community / common gardens and urban agriculture including opportunity for on-site composting for residents

- Building envelope (wall, roof and window thermal performance) designed beyond OBC requirements
- Use of alternative water supply and demand management systems such as rainwater harvesting and grey water reuse or readiness of the development to incorporate such systems in the future
- If the development will utilize low flow plumbing fixtures to reduce water demand
- What measures are being incorporated to enhance stormwater quantity and quality
- LED lighting will be utilized for indoor and outdoor lighting and if sensors will be used to increase energy efficiency
- Consideration of alternative or renewable energy systems to meet new energy demand created by the development (i.e. ground source or air source heat pumps, roof-top solar photovoltaic panels, solar thermal hot water system, capture of waste heat from industrial processes to use for thermal energy needs, etc), or design of the site and building for “readiness” to add these systems in the future.
- Using low or no VOC paints and finishes to minimize air pollutants in interior materials
- Utilization of enhanced landscaping and/or urban forest to provide improved air quality

### **3. Conditions of Site Plan Approval:**

- To submit a revised Sustainability Statement to the satisfaction of the City’s Director of Planning. Further, the approved sustainability measures recommended in the Sustainability Statement will be implemented in the landscape, stormwater management, and building design, to the satisfaction of the City’s Manager of Development Review.

### **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 ‘[Sustainability Statement Terms of Reference](#)’ can be found on the City’s website under ‘Planning Resources’ at ... <https://www.kitchener.ca/SustainabilityStatement>