Planning & Strategic Initiatives Committee
Agenda

Monday, August 11, 2025, 6:00 p.m. - 8:30 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 or via email at 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.

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

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 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 **Private Street Naming – 15 - 105 Mooregate Crescent, DSD-2025-325** 4

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 4:00 p.m. on August 11, 2025, in order to participate electronically.

4.1 Item 5.1 - Pierre Chauvin, MHBC Planning

4.2 Item 5.2 - Brandon Flewelling, GSP Group

4.3 Item 5.3 - Jenna Wenzel, GSP Group

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	**Draft Plan of Subdivision Modification Application (Stage 4, 30T-08204), Official Plan Amendment Application OPA24/015/T/AP, Zoning By-law Amendment Application ZBA24/010/T/AP, 468 Trussler Road, Activa Holdings Inc., DSD-2025-039** *(Staff will provide a 5-minute presentation on this matter.)*	15 m	19
5.2	**Official Plan Amendment Application OPA25/004/L/BB, Zoning By-law Amendment Application ZBA25/009/L/BB, Block 1, 58A-711 - Sandra Springs Subdivision, 2597316 Ontario Corp., DSD-2025-286** *(Staff will provide a 5-minute presentation on this matter.)*	30 m	94
5.3	**Official Plan Amendment Application OPA25/005/F/AP, Zoning By-law Amendment Application ZBA25/001/F/AP, 132 Fairway Road North, Maxwell Building Consultants Ltd., DSD-2025-310** *(Staff will provide a 5-minute presentation on this matter.)*	20 m	137

6. Discussion Items

6.1	**Kitchener 2051 - Preferred Growth Scenario, DSD-2025-318** *(Staff will provide a 5-minute presentation on this matter.)*	45 m	254
6.2	**Parkland Acquisition Strategy, DSD-2025-331** *(Staff will provide a 5-minute presentation on this matter.)*	30 m	309

7. Information Items

   7.1 None.

8. Adjournment

Mariah Blake
Committee Coordinator

REPORT TO:	**Planning and Strategic Initiatives Committee**
DATE OF MEETING:	**August 11, 2025**
SUBMITTED BY:	**Garett Stevenson, Director of Development and Housing Approvals 519-783-8922**
PREPARED BY:	**Katie Anderl, Project Manager Planning, 519-783-8926**
WARD(S) INVOLVED:	**Ward 8**
DATE OF REPORT:	**July 21, 2025**
REPORT NO.:	**DSD-2025-325**
SUBJECT:	**Private Street Naming – 15 - 105 Mooregate Cres**

RECOMMENDATION:

That the City of Kitchener acknowledge that the Regional Municipality of Waterloo intends to name a private street: "Mooregate Way" within a multiple residential development located at 15 - 105 Mooregate Crescent, as shown in Attachment 'D'; and further,

That the City's Legal Services Division be directed to proceed with the required advertising, preparation, and registration of the necessary By-law for the naming of "Mooregate Way".

REPORT HIGHLIGHTS:

- The purpose of this report is the applicant is seeking Council approval to name a private street within the residential development located at 15 -105 Mooregate Crescent.
- The key finding of this report is that the applicant is proposing to name the private street as "Mooregate Way". Staff are satisfied that the proposed private street name is appropriate and supports the street naming request.
- There are no financial implications as there is no impact to the Capital or Operating Budgets.
- Community engagement included the information posted to the City' s website with the agenda in advance of the Committee/ Council meeting.
- This report supports the delivery of core services.

BACKGROUND:

The Regional Municipality of Waterloo is seeking approval to name a private street within the Regional Housing development located at 15 – 105 Mooregate Crescent. The 55 existing 2 – 3 bedroom townhouses are planned to be demolished, and conditional site plan approval has been granted (Site Plan Application SP24/026/M/CD) for a new 378 unit

affordable housing development. The development will include a mix of 1 – 5 bedroom units together with amenity spaces and non-residential uses including convenience commercial, day care and social service agency space.

REPORT:
The applicant is proposing to name the private street shown on Attachment ‘D' as Mooregate Way". The naming of the private street will eliminate the need for a Multiple Unit Identification Sign at the entrance to the site, and offers improved site navigation for emergency services, residents, and visitors.

The proposal has been circulated to internal departments and all concerns have been addressed. The dwellings will be addressed in accordance with the City's Street Naming and Addressing Policy. The Region has reserved the proposed street name. City staff are satisfied that the proposed private street name is appropriate and supports the street naming request.

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.

PREVIOUS REPORTS/AUTHORITIES:

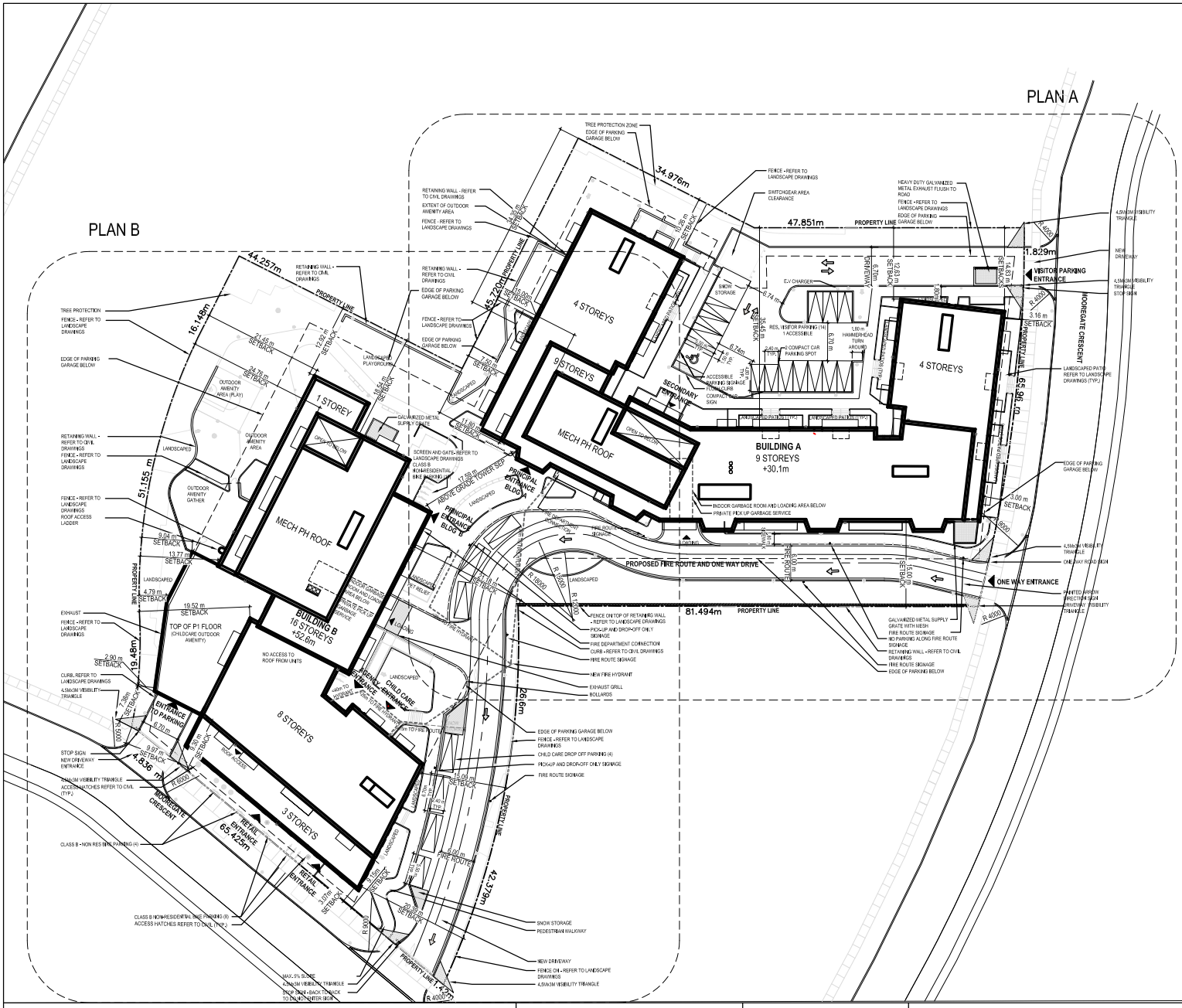
There are no previous reports/authorities related to this matter.

REVIEWED BY: Malone-Wright, Tina - Manager, Development Approvals

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

ATTACHMENTS:

Attachment A - Site Plan Application SP24/026/M/CD
Attachment B - Applicant Request Letter
Attachment C - Agency Comments
Attachment D - Private Street Name Plan



SITE STATISTICS

Zoning- RES-7, (339), (35H)
C of A Application- A2024-107
Lot Area- 12,491 m²
Building Coverage- 4485 m² (36%)
Landscaped Area- 2991 m² (24 %)
Asphalt / Hard Surface Area- 5042 m² (40 %)

Parking Required : 366 (R 303 V 30 NR 33)
Parking Provided : 369(R 305 V 31 NR 33)

Barrier Free Required: 12
Barrier Free Provided:
Type A: 6
Type B: 6

EV Parking Spaces: 75 (20% of required residential parking

Parking Space Minimum Dimensions-
Compact Car Parking - 2.4m x 4.8m
Regular Car Parking - 2.6m x 5.5m
BF Type A - 3.4m x 5.5m (min)
BF Type B - 2.4m x 5.5m (min)

BICYCLE PARKING
Class A Parking Required: 192 (R189 NR3)
Class A Parking Provided: 202 (R197 NR 5)
0.5 /Res Units + 1/1000m² Non-RES GFA

Class B Parking Required: 14 (R 6 NR 8)
Class B Provided: 26 (R 10 NR 16)
6 Residential units + 1/333 m² Non Res GFA

MULTI-RESIDENTIAL

Number of Units- 378
Floor Space Ratio- 3.98

COMMERCIAL

Total Gross Floor Area
(including mezzanine)-2673 SQM
MECH: 52 SQM
CONVENIENCE RETAIL: 581 SQM
CHILD CARE: 1045 SQM
SOCIAL SERVICE AGENCY: 995 SQM

INSTITUTIONAL

NOTE:
1. All asphalt areas to be defined with 0.15m high poured concrete curbing with the exception of cycle lane to be defined by 0.1m high poured concrete curbing.

2. Barrier Free, Visitor, Compact, Non-Residential and Drop-off spaces to be signed.

SCHEDULE B

SITE PLAN

REGIONAL MUNICIPALITY OF WATERLOO

15-105 MOOREGATE CRES.

0 5 10 15 20 25

SCALE 1: 1,000

DATE: 2025-05-07

REVISED:

SITE PLAN APPLICATION No. SP24/026/M/CD

LT 12 PL 1268 KITCHENER; S/T 398749; KITCHENER

City of Kitchener
DEVELOPMENT SERVICES DEPARTMENT

CAD FILE:
SP24026MCD.dwg

svn-ap.com
info@svn-ap.com
@svn.ap
110 Adelaide Street East
Toronto, Ontario M5C 1K9
416 593 6499
215–35 West 5th Avenue
Vancouver, British Columbia V5Y 1H4
236 317 5654
Av. Isaac Newton #53 int 6
Polanco CP 11550, Miguel Hidalgo, CDMX
52 55 5570 3708

July 2, 2025

Katie Anderl
Development Services Department, Planning Division
200 King Street West, 6th Floor
P.O. Box 1118
Kitchener, ON
N2G 4G7

RE: Private Street Name Request – Mooregate Way

Dear Ms. Anderl,

SvN is pleased to submit the enclosed materials in support of a private street name request on behalf of Waterloo Regional Housing:

- A cheque, in the amount of $1,430 to the City of Kitchener for the Planning Administrative Fee;
- A cheque, in the amount of $1,750 to the City of Kitchener for Legal Administration, Advertising and Registration;
- Confirmation from the Region of Waterloo Staff that the selected street name (Mooregate Way) is appropriate and not in use; and
- A current site plan in lieu of a R-Plan, that indicates the lane to be named. To note the R-Plan will be submitted as a pre-occupancy condition as per email from you Katie Anderl, dated

We are requesting the private street name to allow future homeowners to have a simpler and more unique address, and provide improved emergency access while avoiding the need for an MUI sign.

Please consider the attached, and we request that this matter be considered at the next available Council meeting.

Sincerely,

Reva White
Senior Planner
SvN Architects + Planners

Reva White

From: Katie Anderl <Katie.Anderl@kitchener.ca> on behalf of Katie Anderl
Sent: Thursday, June 26, 2025 12:43 PM
To: 'Reva White'; Kevin Shea
Cc: Derrick Hambly; Jennifer Wilson; Jennifer Arends
Subject: RE: private street name request

Hi Reva,
Our addressing analyst was satisfied with “Mooregate Way” and our fire prevention staff are supportive of a private street name for the Mooregate project. I will obtain their formal sign-off through a circulation of the application once submitted.
Katie

From: Reva White <rwhite@svn-ap.com>
Sent: Thursday, June 26, 2025 12:13 PM
To: Kevin Shea <KShea@regionofwaterloo.ca>
Cc: Katie Anderl <Katie.Anderl@kitchener.ca>; Derrick Hambly <DHambly@regionofwaterloo.ca>
Subject: Re: private street name request

Hi Katie,

Following up - we're you able to get confirmation from fire prevention staff that Mooregate Way is acceptable?

Thanks,
Reva

On Fri, May 23, 2025 at 4:14 PM Kevin Shea <KShea@regionofwaterloo.ca> wrote:

> Thank you Katie. I will reserve it for now.
>
> Enjoy your weekend as well
>
> **Kevin Shea**
>
> GIS Technologist, Region of Waterloo
>
> 150 Frederick St, Kitchener, ON
>
> N2G 4J3
>
> kshea@regionofwaterloo.ca

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226-752-5234

From: Katie Anderl <Katie.Anderl@kitchener.ca>
Sent: May 23, 2025 4:00 PM
To: Kevin Shea <KShea@regionofwaterloo.ca>
Cc: Reva White <rwhite@svn-ap.com>; Derrick Hambly <DHambly@regionofwaterloo.ca>
Subject: RE: private street name request

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Were you expecting this email? TAKE A CLOSER LOOK. Is the sender legitimate?
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Thanks Kevin,

If you could reserve Mooregate Way for now that would be great. My understanding is that our addressing policy allows lower order streets to have the same name as the main street but with a more diminutive suffix, where they branch off from one another (e.g. Lackner Pl is a private street that connects to Lackner Blvd). I have reached out to confirm with our addressing analyst and fire prevention staff as well, and will let you know if they request a different name or suffix such as Place or Lane.

Thanks and have a great weekend,

Katie

From: Kevin Shea <KShea@regionofwaterloo.ca>
Sent: Friday, May 23, 2025 3:26 PM
To: Katie Anderl <Katie.Anderl@kitchener.ca>
Cc: Reva White <rwhite@svn-ap.com>; Derrick Hambly <DHambly@regionofwaterloo.ca>
Subject: RE: private street name request

You don't often get email from kshea@regionofwaterloo.ca. Learn why this is important

Hello Katie,

Considering “Mooregate Cres” is already in use, and within the same development, I would advise against the use of “Mooregate Way” for a new street name to avoid complications.

However, as you are the authority on street naming, if it is your wish we can reserve the name.

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Thanks,

Kevin Shea

GIS Technologist, Region of Waterloo

150 Frederick St, Kitchener, ON

N2G 4J3

kshea@regionofwaterloo.ca

226-752-5234

From: Derrick Hambly <DHambly@regionofwaterloo.ca>
Sent: May 23, 2025 2:41 PM
To: 'Katie Anderl' <Katie.Anderl@kitchener.ca>
Cc: Reva White <rwhite@svn-ap.com>; Kevin Shea <KShea@regionofwaterloo.ca>
Subject: RE: private street name request

Hi Katie,

Kevin Shea (copied) typically handles street naming requests for us now. You can continue to copy me as a backup though.

Thanks,

Derrick

Derrick Hambly, GIS Analyst

Region of Waterloo | dhambly@regionofwaterloo.ca

From: Katie Anderl <Katie.Anderl@kitchener.ca>
Sent: May 23, 2025 9:50 AM

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To: Derrick Hambly <DHambly@regionofwaterloo.ca>
Cc: Reva White <rwhite@svn-ap.com>
Subject: private street name request

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Hi Derrick,

I wanted to check to see if you were the current regional contact for private street naming?

We are anticipating a request for a Regional Housing project at 15-105 Mooregate Cres. The project team is hoping to reserve “Mooregate Way” for a new private street name.

Could you let me know if you can reserve this?

Thanks!

Katie

Katie Anderl
Project Manager | Planning and Housing Policy| City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7

519-783-8926 | TTY 1-866-969-9994

katie.anderl@kitchener.ca

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Kitchener.ca/GreatPlaces – **Open until April 30th**

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Katie Anderl

From: Jennifer Wilson
Sent: Monday, July 7, 2025 10:47 AM
To: Katie Anderl
Subject: RE: Private Street Naming Request - 15 - 105 Mooregate Cres

No concerns.
Jenn

Jennifer Wilson

Addressing Analyst | Building Division | City of Kitchener
519-783-8258 | TTY 1-866-969-9994 | addressing@kitchener.ca

From: Janine Oosterveld
Sent: Thursday, July 3, 2025 3:49 PM
To: Dave Seller ; Jennifer Arends ; Jennifer Wilson ; Beth Bruno ; Katherine Hughes ; Derrick Hambly ; Kevin Shea ; Brad Biskaborn (Canada Post
Cc: Katie Anderl
Subject: Private Street Naming Request - 15 - 105 Mooregate Cres

Sending on behalf of Katie Anderl:

Hi Everyone,
Please see the attached Private Street Naming request from the Region of Waterloo for 15 – 105 Mooregate Cres.

The applicant requests that the private driveway be named:

Mooregate Way

Please forward any comments or RSVP 'no concerns' to Katie Anderl by July 13, 2025.
Thanks
Katie

Katie Anderl
Project Manager | Planning and Housing Policy| City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-783-8926 | TTY 1-866-969-9994
katie.anderl@kitchener.ca

VACATION ALERT: I will be away from the office from June 27 - July7.

Katie Anderl

From: Jennifer Arends
Sent: Thursday, July 3, 2025 4:02 PM
To: Katie Anderl
Subject: FW: Private Street Naming Request - 15 - 105 Mooregate Cres
Attachments: Mooregate Way - Private Streetnaming Application_Cover Letter.pdf; Mooregate Way - Private Streetnaming Application_Site Plan.pdf

No concerns

Jennifer Arends

Fire Prevention Officer | City of Kitchener
519-783-7983 | jennifer.arends@kitchener.ca

From: Janine Oosterveld
Sent: Thursday, July 3, 2025 3:49 PM
To: Dave Seller ; Jennifer Arends ; Jennifer Wilson ; Beth Bruno ; Katherine Hughes ; Derrick Hambly ; Kevin Shea ; Brad Biskaborn (Canada Post
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200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-783-8926 | TTY 1-866-969-9994
katie.anderl@kitchener.ca

VACATION ALERT: I will be away from the office from June 27 - July7.

Katie Anderl

From: Beth Bruno
Sent: Wednesday, July 16, 2025 1:25 PM
To: Katie Anderl
Cc: Katherine Hughes
Subject: FW: Private Street Naming Request - 15 - 105 Mooregate Cres
Attachments: Mooregate Way - Private Streetnaming Application_Cover Letter.pdf; Mooregate Way - Private Streetnaming Application_Site Plan.pdf

Hi Katie,

No concerns from Legal.

Kind Regards,

Beth Bruno

Legal Services Administrator | Legal Services | The Corporation of the City of Kitchener
519-783-8974 | TTY 1-866-969-9994 | beth.bruno@kitchener.ca | www.kitchener.ca

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Thanks
Katie

Katie Anderl

From: Kevin Shea <KShea@regionofwaterloo.ca>
Sent: Friday, July 4, 2025 9:52 AM
To: Katie Anderl
Cc: Derrick Hambly
Subject: RE: Private Street Naming Request - 15 - 105 Mooregate Cres

Hi Katie,

I have no new concerns since our previous discussion about Mooregate Crescent and Mooregate Way.

“Mooregate Way” is reserved and good to go.

Thanks,

Kevin Shea
GIS Technologist, Region of Waterloo
150 Frederick St, Kitchener, ON
N2G 4J3
kshea@regionofwaterloo.ca
226-752-5234

From: Janine Oosterveld
Sent: July 3, 2025 3:49 PM
To: Dave Seller ; Jennifer Arends ; Jennifer Wilson ; Beth Bruno ; Katherine Hughes ; Derrick Hambly ; Kevin Shea ; Brad Biskaborn (Canada Post
Cc: Katie Anderl
Subject: Private Street Naming Request - 15 - 105 Mooregate Cres

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Thanks
Katie

Katie Anderl

From: Dave Seller
Sent: Monday, July 14, 2025 8:50 AM
To: Katie Anderl
Subject: TS comments: Private Street Naming Request - 15 - 105 Mooregate Cres

No concerns.

Dave Seller, C.E.T.
Transportation Planning Analyst | Transportation Services | City of Kitchener
519-783-8152 | TTY 1-866-969-9994 | dave.seller@kitchener.ca

From: Janine Oosterveld
Sent: Thursday, July 3, 2025 3:49 PM
To: Dave Seller ; Jennifer Arends ; Jennifer Wilson ; Beth Bruno ; Katherine Hughes ; Derrick Hambly ; Kevin Shea ; Brad Biskaborn (Canada Post
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Katie

Katie Anderl
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200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-783-8926 | TTY 1-866-969-9994
katie.anderl@kitchener.ca

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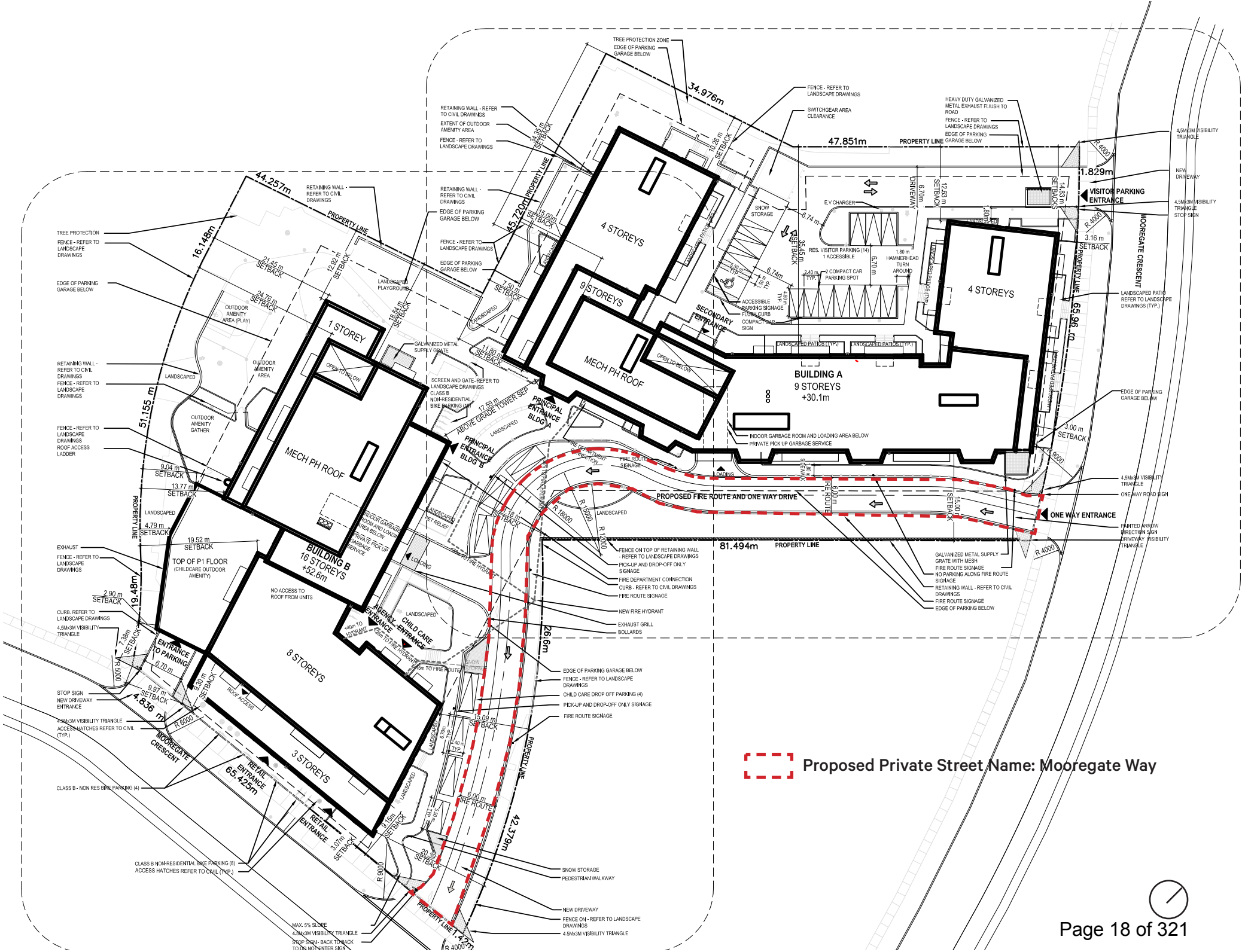
BUILDING A
9 STOREYS
+30.1m
BUILDING B
16 STOREYS
+52.6m
4 STOREYS
9 STOREYS
8 STOREYS
3 STOREYS
1 STOREY
MECH PH ROOF
TOP OF P1 FLOOR
(CHILDCARE OUTDOOR AMENITY)
PROPOSED FIRE ROUTE AND ONE WAY DRIVE
ONE WAY ENTRANCE
VISITOR PARKING ENTRANCE
MOOREGATE CRESCENT
PROPERTY LINE
81.494m
47.851m
34.976m
44.257m
45.720m
42.379m
26.6m
65.425m
4.836m
Proposed Private Street Name: Mooregate Way

REPORT TO:	**Planning and Strategic Initiatives Committee**
DATE OF MEETING:	**August 11, 2025**
SUBMITTED BY:	**Garett Stevenson, Director of Development and Housing Approvals, 519-783-8922**
PREPARED BY:	**Andrew Pinnell, Senior Planner, 519-783-8915**
WARD INVOLVED:	**5**
DATE OF REPORT:	**July 18, 2025**
REPORT NO.:	**DSD-2025-039**
SUBJECT:	**Draft Plan of Subdivision Modification Application (Stage 4, 30T-08204)** **Official Plan Amendment Application OPA24/015/T/AP** **Zoning By-law Amendment Application ZBA24/010/T/AP** **Address: 468 Trussler Road** **Owner: Activa Holdings Inc.**

RECOMMENDATION:

That the City of Kitchener, pursuant to Section 51 (44) of the Planning Act R.S.O. 1990, Chapter P 13, as amended, modify the conditions of draft approval for Draft Plan of Subdivision Application 30T-08204, in the City of Kitchener, for Activa Holdings Inc., in the form shown in the *Third Modification to Conditions of Draft Approval*, attached to Report DSD-2025-039 as Attachment 'A'; and,

That Official Plan Amendment Application OPA24/015/T/AP for Activa Holdings Inc. be approved, in the form shown in the Official Plan Amendment attached to Report DSD-2025-039 as Attachment 'B'; and further,

That Zoning By-law Amendment Application ZBA24/010/T/AP for Activa Holdings Inc. be approved in the form shown in the Proposed By-law and Map No. 1, attached to Report DSD-2025-039 as Attachment 'C'.

REPORT HIGHLIGHTS:

- The purpose of this report is to provide a planning recommendation regarding a Draft Plan of Subdivision Modification, an Official Plan Amendment Application, and a Zoning By-law Amendment Application, to allow Stage 4 of the subject subdivision to be developed for Multiple Residential (111-222 dwelling units), Open Space / Trail, and Road Widening purposes.

- Development and Housing Approvals staff recommends approval of the applications subject to the conditions outlined in the report. The development proposal represents good planning and will allow for the completion of the residential portions of the subdivision.
- Community engagement included mailing postcards advising of the applications to all occupants within 240 metres of the subject lands on November 28, 2024. The Official Plan Amendment and Zoning By-law Amendment Applications were originally advertised in The Record on November 28, 2024. A notice sign was posted on the property and information regarding the applications were posted to the City's website in November 2024. The staff report was posted to the City's website with the agenda in advance of the Council / Committee meeting. Notice of the Public Meeting was posted in The Record on July 18, 2025 (a copy of the Notice may be found in Attachment 'D'). Postcards advising of the consideration of these applications by Committee / Council were sent to all occupants within 240 metres of the subject lands, prior to the Committee meeting.
- This report supports the delivery of core services.

BACKGROUND:

The subject lands are owned by Activa Holdings Inc. and are located within the Laurentian West Community, on the west side of Kitchener, abutting Trussler Road, which is the western boundary of Kitchener. The subject lands are addressed as 468 Trussler Road, also identified as Stage 4 of Draft Plan of Subdivision 30T-08204.

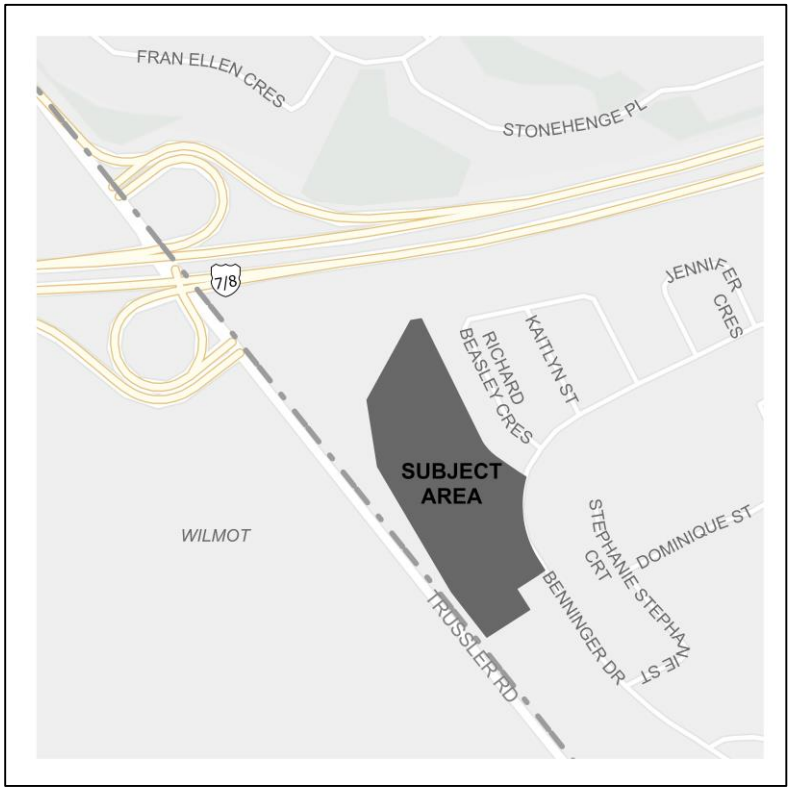

Figure 1 – Map showing the Subject Area, addressed as 468 Trussler Road, and identified as Stage 4, Draft Plan of Subdivision 30T-08204

The Draft Plan of Subdivision was originally draft approved by the Ontario Municipal Board (OMB; now the Ontario Land Tribunal) via an Order issued March 3, 2015, which draft

approved the subdivision as of January 8, 2015. The OMB also approved a related Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA).

Draft Plan of Subdivision 30T-08204 comprises 4 Stages and a total land area of 55.64 hectares (137.5 acres). The subdivision facilitates low rise residential land uses with a range of 679 - 1,238 dwelling units, in the form of single detached dwellings, multiple residential, and mixed use / multiple residential development. The subdivision also features a school site, woodland (7.5 ha), parks / parkettes, trails, pumping station, stormwater management facilities, and roads.

Apart from the school block (i.e., Stage 3), the subject lands (i.e. Stage 4) represent the last subdivision stage to be registered as part of the Draft Plan. The subject lands include 3 subdivision blocks totaling 4.3 hectares (10.64 acres) in land area.

The subject lands are irregular in shape and are bounded by Highway 7/8 to the north, Trussler Road and the Kitchener-Wilmot boundary to the west, an Open Space / Stormwater Management block to the south (registered along with a previous stage of the subject draft plan), and lands that are planned primarily for low rise residential development (dwelling construction started). The subject lands front and have access only onto Benninger Drive, which was developed along with Stages 1 and 2 of the Draft Plan.

It should be noted that the lands addressed as 493 Trussler Road, on the opposite side of Trussler Road, in Wilmot Township, are occupied by an equestrian establishment. The equestrian establishment is a semi-private boarding stable and presently houses horses. Staff understand from the applicant that the equestrian establishment can accommodate a maximum of 56 medium-frame horses.

Activa Holdings Inc. has requested approval of a modification to Draft Plan of Subdivision Application 30T-08204, an Official Plan Amendment, and a Zoning By-law Amendment to allow Stage 4 of the subject subdivision to be developed for Multiple Residential (111-222 dwelling units), Open Space / Trail, and Road Widening purposes.

REPORT:

Requested Modification to Draft Plan of Subdivision:

Following the March 2015 OMB Order that originally draft approved the subject Draft Plan of Subdivision Application 30T-08204, the City of Kitchener approved two modification applications. The latest modification resulted in the approval of the current Draft Plan (drawing), dated March 6, 2018 (see Figure 2, below).

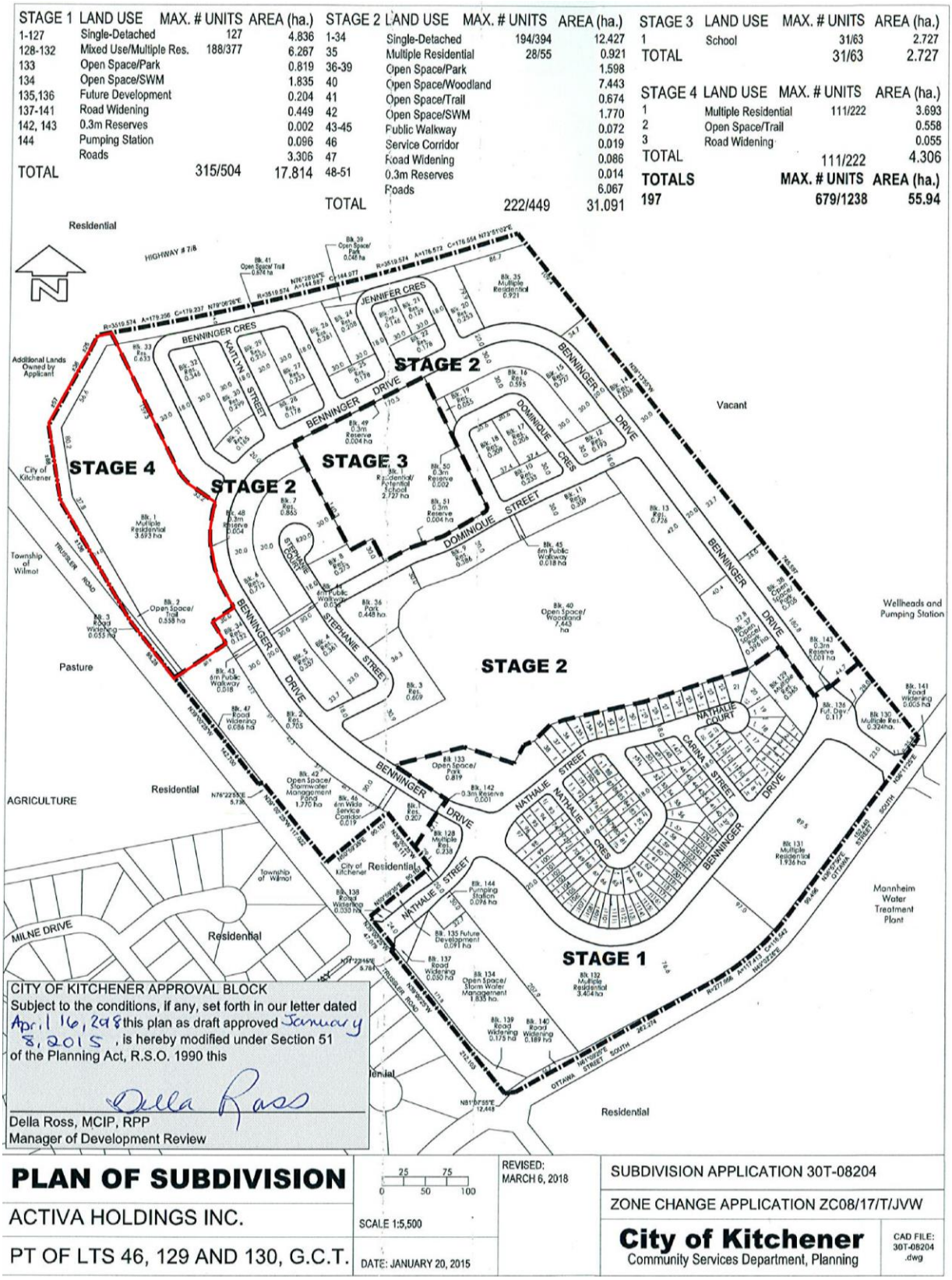

Figure 2 – Draft Approved Plan of Subdivision 30T-08204. Stage 4 (subdivision stage affected by the subject applications) is outlined in red

The applicant is now requesting a further (third) modification to the Draft Plan of Subdivision Application. The requested modification would allow development of Stage 4, being the last residential stage of Draft Plan of Subdivision 30T-08204, for Multiple Residential (111-222 dwelling units), Open Space / Trail, and Road Widening (Trussler Road) purposes. If the subject modification application is approved and registered, the school block (Stage 3) would be the only subdivision stage that remains unregistered.

Through the requested modification, only the Draft Approval conditions are proposed to change, as outlined below (see Attachment 'A'). It should be noted that the Draft Plan drawing is not proposed to be changed. The purpose of the requested modification is to delete Conditions 6.28 and 2.1.36. The wording of both Conditions 6.28 and 2.1.36 is the same:

> "The SUBDIVIDER agrees that Stage 4 shall not be registered until the holding provision is removed from the subdivision lands within Stage 4 by by-law."

These conditions relate to Holding Provision (30H) within Zoning By-law 2019-051, which requires that development comply with the Minimum Distance Separation (MDS) Formulae for the equestrian establishment located west of Trussler Road, in Wilmot Township.

The reason for the modification to the conditions of Draft Approval is to delete the requirement for Minimum Distance Separation (MDS) since, under the Provincial Planning Statement (PPS), MDS cannot legally be applied to the subject lands which are within an existing settlement area, despite the potential for odour impacts on the proposed subdivision stage associated with the existing equestrian establishment. The Province's policies do not apply to require MDS within settlement areas. Since the Ontario Municipal Board draft approved this Plan of Subdivision, the Provincial Planning Statement (formerly Provincial Policy Statement) has changed to require that MDS only be applied in the case of new settlement areas and settlement area boundary expansions, rural lands, prime agricultural areas.

Notwithstanding, the subdivision modification request to delete the MDS-related requirements, the applicant is amenable to adding a subdivision condition that would require an odour-notification clause to be included in all future Agreements of Purchase and Sale and all future lease/rental agreements, as follows:

> "The SUBDIVIDER agrees to include the following notification clause in all future Agreements of Purchase and Sale and all future lease/rental agreements and condominium declarations for all residential dwelling units within Stage 4, relative to odours associated with the nearby equestrian establishment:
>
> - WARNING: Purchasers/tenants within Stage 4 are advised that this dwelling unit is located within proximity of an equestrian establishment/livestock use, which is in continuous operation and which operations will create, without limitation, odours associated with animal manure and manure storage.
> - Purchasers/tenants are advised that this dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to

remain closed, thereby reducing odour levels associated with nearby livestock uses.
- Purchasers/tenants are advised that despite the inclusion of central air conditioning, odour levels within the dwelling unit and within outdoor living areas may on occasion interfere with some activities of the dwelling occupants."

A condition has also been added requiring the Subdivider / Owner / Builder to design all dwelling units with an air-ducted heating and ventilation system, suitably sized and designed and installed with a central air conditioning system, and to install these systems prior to occupancy of each unit.

The purpose of these conditions is to notify prospective purchasers and renters of potential odours and to ensure that central air conditioning is installed in each unit to allow windows and doors to remain closed during warm weather, so that occupants can avoid odours.

In addition to being established in the Zoning By-law, the MDS requirement related to the equestrian establishment is further entrenched through parallel Specific Policy Area #24 in the 2014 Official Plan. Through the subject Official Plan Amendment and Zoning By-law Amendment Applications, the above noted MDS requirements are proposed to be deleted (see below sections entitled, *Requested Official Plan Amendment* and *Requested Official Plan Amendment*, for more details).

Planning Analysis:

Planning Act, R.S.O. 1990, c. P.13 25:

Section 2 of the Planning Act establishes matters of provincial interest and states that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
g) The minimization of waste;
h) The orderly development of safe and healthy communities;
j) The adequate provision of a full range of housing, including affordable housing;
k) The adequate provision of employment opportunities;
p) The appropriate location of growth and development;
q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
r) The promotion of built form that,
   (i) Is well-designed,
   (ii) Encourages a sense of place, and
   (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

These matters of provincial interest are addressed and are implemented through the Provincial Planning Statement, 2024, as it directs how and where development is to occur. The City's Official Plan is the most important vehicle for the implementation of the Provincial Planning Statement, 2024 and to ensure Provincial policy is adhered to.

Provincial Planning Statement, 2024 (PPS):

The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. The PPS 2024 came into force on October 20, 2024.

According to the Province, the PPS 2024 provides municipalities with the tools and flexibility they need to build more homes. It enables municipalities to:

- plan for and support development, and increase the housing supply across the province
- align development with infrastructure to build a strong and competitive economy that is investment-ready
- foster the long-term viability of rural areas
- protect agricultural lands, the environment, public health and safety

Sections 2.1.6 and 2.3.1.3 of the PPS 2024 promote planning for people and homes and supports 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.

The PPS provides numerous MDS-related policies, which apply to new settlement areas and settlement area boundary expansions, rural lands in municipalities, and prime agricultural areas. However, under the PPS, the subject lands are identified as being within a settlement area. In this regard, Policy 2.3.1.1 states that "*Settlement areas* shall be the focus of growth and development. Within *settlement areas*, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas*." In this regard, settlement areas are to be the focus of growth and development. Moreover, there are no policies in the PPS to require that MDS be applied within settlement areas.

OMAFA Guideline 853:

OMAFA provides guidelines for the implementation of MDS via Publication 853 and applies to all Planning Act applications made after March 1, 2017. DHA staff has confirmed with OMAFA directly that MDS does not apply within settlement areas.

Regional Official Plan (ROP):

The subject property is located in the Urban Area and Designated Greenfield Area in 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.

The ROP directs most of the region's future growth within the Urban Area to delineated built-up areas through intensification. However, new development will also be directed to designated greenfield areas, to accommodate some of the Region's forecasted growth.

It should be noted that Draft Plan of Subdivision 30T-08204 was originally approved (2015) many years before Regional Official Plan Amendment #6 was approved (August 2022), which was a comprehensive update to the ROP. Accordingly, the original approval did not consciously consider updates to sections of the ROP such as the update to Section 2.G, which states that,

> "New greenfield communities will be compact and efficient to meet the vision and objectives of this Plan. They will be designed as *15-minute neigbourhoods* that enable people to live car-free or "car-lite" (i.e., households with fewer vehicles than workers) by offering convenient access to a diverse mix of jobs, housing, schools, cultural, and recreational opportunities, and local shops and food destinations."

However, it is understood that the subdivision met the Provincial Policy Statement in effect at the time of the OMB approval in 2015. The requested modification represents a minor modification that does not propose to change the layout of the subdivision or the land uses, only to delete conditions, a Site Specific Policy in the Official Plan policies, and a Holding Provision in the zoning that involve MDS matters related to the nearby equestrian establishment. No other changes are proposed.

City of Kitchener Official Plan (OP):

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

The subject lands are primarily within the Designated Greenfield Area, as outlined on Map 1 – City Urban Area and Countryside, though a narrow strip of the subject lands adjacent to Highway 7/8 is within the Built Up Area.

The Official Plan states that "Although much growth will be accommodated within the Built-Up Area, the Designated Greenfield Area is also an important location for planned growth. Development in these areas will contribute to a healthy, complete and balanced community. Generally, new development in this area will be planned and designed based on transit routes (existing and planned) and walkability."

Urban Structure

The Official Plan establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. The subject lands are primarily identified as Community Areas, as outlined on Map 2 – Urban Structure, though a narrow strip of the subject lands adjacent to Highway 7/8 is identified as Green Areas. The Official Plan states that, "The planned function of Community Areas is to provide for residential uses as well as non-residential supporting uses intended to serve the immediate residential areas." Moreover, "Limited intensification may be permitted within Community Areas in accordance with the applicable land use designation…"

The planned subdivision stage will facilitate residential uses. Staff is of the opinion that the requested Subdivision Modification, Official Plan Amendment, and Zoning By-law Amendment will support development that conforms to the City's Urban Structure policies.

Land Use Designation

The subject lands are designated 'Low Rise Residential (LRR)', as outlined on Map 3 – Land Use, though a narrow strip of the subject lands adjacent to Highway 7/8 is designated 'Open Space'. The Official Plan states that the purpose of the LRR designation is to "accommodate a full range of low density housing types which may include single detached dwellings, additional dwelling units, attached and detached, semi-detached dwellings, street townhouse dwellings, townhouse dwellings in a cluster development, low-rise multiple dwellings, special needs housing, and other forms of low-rise housing." Furthermore, "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."

The planned subdivision stage will facilitate a range of low density housing types, including low-rise multiple dwellings.

Requested Official Plan Amendment:

In addition to applying the Low Rise Residential designation to the subject lands (and Open Space designation for the trail along Highway 7/8), the Official Plan Amendment (OPA) approved by the OMB in 2015 applied Specific Policy Area #24 Trussler Rd / Highway 7 & 8 / Bleams Rd, as shown on Map 5 – Specific Policy Areas of the Official Plan. The policy that applies to this Specific Policy Area is policy 15.D.12.24, which states, "Any development within the identified area will comply with the Minimum Distance Separation Formulae for any equestrian facility located west of Trussler Road in Wilmot Township."

Through the review of the initially circulated Draft Plan of Subdivision Modification Application and Zoning By-law Amendment Application, it was determined that an OPA Application is also required to permit the lands to be developed with low rise multiple residential development.

In this regard, the requested OPA seeks to delete Specific Policy Area 24 and associated Site Specific Policy 15.D.12.24. The deleted policy would not be replaced with a new policy.

The rationale to delete Site Specific Policy Area 24 is the same as the rationale to delete the subdivision draft approval conditions related to MDS: Under the PPS, MDS cannot legally be applied to the subject lands which are within an existing settlement area. The Province's policies do not apply to require MDS within settlement areas. Accordingly, DHA staff is satisfied that the requested OPA to delete Site Specific Policy Area 24 and associated Site Specific Policy 15.D.12.24 is justified.

Requested Zoning By-law Amendment:

In addition to applying the 'RES-5' Zone with site specific provisions to the subject lands (and OSR-2 Zone for the trail along Highway 7/8), the Zoning By-law Amendment (ZBA) approved by the OMB in 2015 applied a Holding Provision, which was subsequently renamed as Holding Provision (30H), through a comprehensive Zoning By-law review by the City. Holding Provision (30H) states the following:

> "Within the lands zoned RES-5 and OSR-2 and shown as affected by this provision on Zoning Grid Schedules 8, 23 and 24 of Appendix A, the holding provision will not be removed unless development within the identified area complies with the Minimum Distance Separation Formulae for any equestrian establishment located west of Trussler Road in Wilmot Township."

In this regard, the applicant has submitted a ZBA Application to permit the lands to be developed with low rise multiple residential development. The requested ZBA seeks to delete Holding Provision (30H). The deleted provision would not be replaced with a new provision.

It should be noted that this request to *delete* the holding provision is different than a request to *lift* the holding provision, the latter of which would require the condition to be fulfilled (i.e., the subdivision would have to comply with MDS), though the outcome is the same: the holding provision would cease to apply to the subject lands.

The rationale to delete Holding Provision (30H) is the same as the rationale to delete the subdivision draft approval conditions related to MDS: Under the PPS, MDS cannot legally be applied to the subject lands which are within an existing settlement area. The Province's policies do not apply to require MDS within settlement areas. Accordingly, DHA staff is satisfied that the requested ZBA to delete Holding Provision (30H) is justified.

Review Process:
Minor subdivision modifications, such as the subject application, are typically decided by the Director of Development and Housing Approvals, rather than City Council. However, in this case, there is an accompanying Official Plan Amendment and Zoning By-law Amendment Application, which require decision by City Council, despite being technical in nature and not controversial. For consistency purposes, staff made the determination to prepare a single staff report that comprehensively addresses all three (3) related applications and direct it to City Council for decision.

Department and Agency Comments:

The Subdivision Modification and Zoning By-law Amendment Applications were circulated to all applicable City departments and other review authorities on May 13, 2024. The Official Plan Amendment Application was circulated to all applicable City departments and other review authorities on November 26, 2024. Through the application review, staff has addressed all comments. Copies of the comments are found in Attachment 'E' of this report.

The following reports and studies were considered as part of the subject applications:

Notice of Source Protection Plan Compliance
Prepared by: MHBC Planning, April 3, 2024

Planning Justification Report
Prepared by: MHBC Planning, April 2024

Planning Justification Report Addendum
Prepared by MHBC Planning, December 2024

Notice of Source Protection Plan Compliance (Section 59 Notice)
Prepared by MHBC Planning, April 3, 2024

Community Input:

The Official Plan Amendment Application was originally advertised in The Record on November 28, 2024. Postcards were sent to all occupants within 240 metres of the subject lands on November 28, 2024. A Neighbourhood Meeting was not deemed necessary based on the scoped nature of the applications. Staff did not receive any comments from the community in response to the circulation of the applications.

Planning Analysis and Conclusions:

Development and Housing Approvals staff is recommending approval of the requested Subdivision Modification, Official Plan Amendment and Zoning By-law Amendment. The applications would facilitate the development of the final residential stage (i.e., Stage 4) of the overall subdivision. Stage 4 is planned for Multiple Residential (111-222 dwelling units), Open Space / Trail, and Road Widening purposes. The overall subdivision features the development of low rise residential land uses with a range of 679-1,238 dwelling units, in the form of single detached dwellings, multiple residential, and mixed use / multiple residential development. The subdivision also features a school site, woodland (7.5 ha), parks / parkettes, trails, pumping station, stormwater management facilities, and roads. The compatibility questions related to the nearby equestrian establishment that resulted in Minimum Distance Separation (MDS) requirements have been adequately addressed; it has been determined that MDS does not apply within settlement areas, such as the subject lands. Draft approval conditions have been added to notify prospective purchasers and renters of potential odours and to ensure that central air conditioning is installed in each unit to allow windows and doors to remain closed during warm weather, so that occupants can avoid odours.

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 - Upon registration, there will be ongoing operations costs for the maintenance of the sidewalks, streets, street trees, underground services, and other infrastructure which is being dedicated to the City. In the long term, there will be repair and replacement costs for streets, sidewalks and services. Following registration, there will be ongoing revenue in the form of residential property tax revenue. Development Charges will be paid to the City, the Region, and school boards at the time of building permit issuance.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City's website with the agenda in advance of the Committee/ Council meeting. A notice sign was posted on the property and information regarding the application posted to the City's website in November 2024. Notice of the Public Meeting was posted in The Record on July 18, 2025 (a copy of the Notice may be found in Attachment 'D').

CONSULT – Postcards advising of the applications were sent to all occupants within 240 metres of the subject lands in April, 2025. The Official Plan and Zoning By-law Amendment Applications were advertised in The Record on November 28, 2024. Staff did not receive any comments from the community in response to the circulation of the applications.

PREVIOUS REPORTS/AUTHORITIES:

- *Planning Act, R.S.O. 1990, c. P.13*
- *Provincial Planning Statement, 2024*
- *Regional Official Plan, as amended by ROPA 6*
- *City of Kitchener Official Plan, 2014*
- *Zoning By-law 2019-051*
- *Ontario Municipal Board decision re Case No. PL110574, March 2, 2015 and March 3, 2015*
- *KDA Report 18/14, Modifications to Conditions of Approval, Draft Plan of Subdivision 30T-08204, April 16, 2018*
- *KDA Report 18/12, Modifications to Conditions of Subdivision 30T-08204, April 10, 2018*

REVIEWED BY: Tina Malone-Wright - Manager, Development Approvals

APPROVED BY: Justin Readman - General Manager, Development Services

ATTACHMENTS:

Attachment ‘A’ – Third Modification to Conditions of Draft Approval
Attachment ‘B’ – Proposed Official Plan Amendment
Attachment ‘C’ – Proposed Zoning By-law Amendment
Attachment ‘D’ – Newspaper Notice
Attachment ‘E’ – Department and Agency Comments

Third Modification to Conditions of Approval
Draft Plan of Subdivision 30T-08204
Activa Holdings Inc.
468 Trussler Road

Pursuant to Section 51(44) of the Planning Act, R.S.O. 1990, and By-law No. 2002-164 of the City of Kitchener, the Director of Development and Housing Approvals hereby modifies the conditions of draft approval for Plan of Subdivision 30T-08204 for Activa Holdings Inc., in the City of Kitchener, so that the conditions of draft approval read as follows (asterisk indicates revised and/or new conditions, strikethrough indicates deleted conditions, and bolding denotes modified wording):

1. That this approval applies to Plan of Subdivision 30T-08204 as shown on the attached plan prepared by MacNaughton Hermsen Britton Clarkson Planning Limited dated March 6, 2018, which shows the following:

<u>Stage 1</u>

Lots 1 to 127	- Single Detached (max. 127 units)
Blocks 128-132	- Mixed Use/Multiple Residential (min. 188 / max. 377 units)
Block 133	- Open Space/Park
Block 134	- Stormwater Management
Block 135,136	- Future Development (SD, and Road)
Blocks 137-141	- Road Widenings
Blocks 142,143	- 0.3m Reserves
Block 144	- Pumping Station

<u>Stage 2</u>

Blocks 1 to 34	- Single Detached (min. 194 / max. 394 units)
Block 35	- Multiple Residential (min. 28 / max. 55 units)
Blocks 36 to 39	- Open Space/Park
Block 40	- Open Space/Woodland
Block 41	- Open Space/Community Trail
Block 42	- Stormwater Management
Blocks 43 to 45	- Public Walkways
Block46	- Service Corridor
Block 47	- Road Widening
Blocks 48 to 51	- 0.3m Reserves

<u>Stage 3</u>

Block 1 - School (min. 31 / max. 63 units)

<u>Stage 4</u>

Block 1	- Multiple Residential (min. 111 / max. 222 units)
Block 2	- Open Space/Community Trail
Block 3	- Road Widening

Total Minimum 679 / Maximum 1, 238 units

2. CITY OF KITCHENER CONDITIONS:

2.1 That the SUBDIVIDER shall enter into a CITY Standard Residential Subdivision Agreement, as approved by CITY Council, respecting those lands shown outlined on the attached Plan of Subdivision dated January 20, 2015, and last revised on March 6th, 2018 which shall contain the following special conditions:

Part 1 – General Conditions

Part 2 – Prior to Area Grading

2.1 Prior to area grading, the SUBDIVIDER agrees to acquire a qualified Engineering Consultant who shall prepare an Area Grading, Erosion and Siltation Control Plan to the satisfaction of the CITY's Director of Engineering Services and those applicable CITY Departments in consultation with the Regional Municipality of Waterloo and the Grand River Conservation Authority. Without limiting the foregoing, the Erosion and Siltation Control Plan shall address the prevention of sedimentation into open space Block 39, Stage 2.

2.15 Prior to area grading the SUBDIVIDER shall obtain approval of a Lot Grading Control Plan showing the required elevation of each corner of each lot and block in the Plan and the required elevation(s) of the building site as approved by the CITY'S Director of Engineering Services, in consultation with the Regional Municipality of Waterloo, and the Grand River Conservation Authority. Further, the SUBDIVIDER agrees to provide a digital copy of the approved Lot Grading Control Plan to the CITY'S Director of Engineering Services once the plan is approved.

2.16 Prior to area grading or registration, whichever occurs first, the SUBDIVIDER agrees to submit the following to the satisfaction of the CITY's Coordinator, Cultural Heritage Planning:

a) A letter from a professional engineer outlining how the additions and cladding will be removed from the existing dwelling at 2220 Ottawa Street South without compromising the structural integrity of the plank construction prior to the issuance of a building permit to demolish the existing residential building,

b) Photographic documentation of the original plank construction of the existing residential building municipally addressed at 2220 Ottawa Street South prior to demolition of the dwelling.

Part 3 – Prior to Servicing

3.5 The SUBDIVIDER agrees that prior to the CITY'S approval of servicing drawings for lotless blocks intended for street townhouse dwellings or single, semi-detached or duplex dwellings, to submit a draft reference plan for each Lot or block and obtain approval of such reference plan from the CITYS' Directors of Planning and Engineering Services and HYDRO'S Engineer.

3.18 Prior to servicing, the SUBDIVIDER shall submit for review a detailed Geotechnical and Hydrogeological Investigation Report that discusses the suitability of soils to support the

infiltration measures proposed to the satisfaction of the CITY'S Director of Engineering Services.

3.19 That prior to servicing or registration, whichever occurs first, the SUBDIVIDER shall submit a detailed Water Servicing Report that reviews the extent of the lands that can be serviced by the municipal water distribution network to the satisfaction of the CITY'S Director of Engineering Services and the Regional Municipality of Waterloo.

3.20 That prior to registration or servicing of Stage 2, whichever occurs first, the SUBDIVIDER shall confirm that a legal outlet for post-development stormwater flows has been secured to the satisfaction of the CITY's Solicitor and the Region's Solicitor in consultation with the Directors of Engineering and Planning and the Regional Commissioner of Planning, Development and Legislative Services. In the event that such a legal outlet for post-development stormwater flows cannot be secured, the SUBDIVIDER must acknowledge and agree that registration shall not proceed, unless alternative means of drainage can be achieved to the satisfaction of the CITY's Director of Engineering Services in consultation with the CITY's Solicitor and the Region's Solicitor and the CITY's Director of Planning and the Regional Commissioner of Planning, Development and Legislative Services.

3.21 That prior to servicing, the SUBDIVIDER agrees to implement a detailed "pre-construction" monitoring program for stormwater management. The monitoring program is to be approved by the CITY'S Director of Engineering Services in consultation with the CITY'S Director of Planning, the Grand River Conservation Authority and the Regional Municipality of Waterloo. The "pre-construction" monitoring program will document current groundwater infiltration conditions, and will be used to provide baseline information to compare conditions through the "during" and "post" construction monitoring periods.

3.22 That prior to servicing the SUBDIVIDER agrees to submit, obtain approval of, and implement a detailed "during development" monitoring and response program for stormwater management. The program is to be approved by the CITY'S Director of Engineering Services in consultation with the Grand River Conservation Authority and the Regional Municipality of Waterloo. The purpose of the "during development" monitoring program is to ensure that the groundwater infiltration measures satisfy pre-development infiltration targets specified in the Alder Creek Watershed and Upper Strasburg Creek Subwatershed Update - CH2MHILL, 2008 report and that Chloride Impact assessments meet the Reasonable Use Criteria of the Alder Creek Watershed and Upper Strasburg Creek Subwatershed Update - CH2MHILL, 2008 report as approved. The "during development" monitoring program is to extend until 90% of the pond catchment area is stabilized (buildings are constructed and lots/blocks are sodded or vegetated) to the satisfaction of the CITY'S Director of Engineering Services in consultation with the Grand River Conservation Authority and the Regional Municipality of Waterloo.

3.23 That prior to servicing the SUBDIVIDER agrees to submit, obtain approval of, and implement a detailed "post development" monitoring program in accordance with the Alder Creek Watershed and Upper Strasburg Creek Subwatershed Update - CH2MHILL, 2008 report as approved. The program is to be approved by the CITY'S Director of Engineering Services in consultation with the Grand River Conservation Authority and the Regional Municipality of Waterloo. The purpose of the "post development" monitoring program is to ensure that the stormwater management facility continues to satisfy the current pre-development conditions for infiltration and to identify any specific additional requirements that may be necessary to monitor, including but not limited to infiltration rates, water balance, stormwater quantity and

quality and chloride impact assessments. The “post development” monitoring program will extend for a two year period after 90% of the pond catchment area is stabilized (buildings are constructed and lots/blocks are sodded or vegetated) to the satisfaction of the CITY’S Director of Engineering in consultation with the Grand River Conservation Authority and the Regional Municipality of Waterloo and coincide with the maintenance guarantee period required in the CITY’s Standard Form Residential Subdivision.

3.24 That prior to servicing the SUBDIVIDER agrees to implement any remedial action deemed necessary (including additional monitoring for 2 additional years should chloride levels exceed the Reasonable Use Criteria of Alder Creek Watershed and Upper Strasburg Creek Subwatershed Update - CH2MHILL, 2008 report as approved, including the design and installation of winter by-pass upgrades, if required) as a result of the aforementioned monitoring program at their sole expense to the satisfaction of the CITY’S Director of Engineering Services in consultation with the Grand River Conservation Authority and the Regional Municipality of Waterloo.

3.25 Prior to servicing or registration, which ever shall occur first, the SUBDIVIDER shall prepare a detailed engineering design for Storm Water Management including any requisite monitoring and obtain approval thereof from the CITY’s Director of Engineering Services in consultation with the Grand River Conservation Authority and the Regional Municipality of Waterloo. The Stormwater Management design shall be in accordance with the Alder Creek Watershed Study (2007) and Alder Creek Watershed and Upper Strasburg Creek Subwatershed Update-CH2MHILL, 2008. The approved engineering design for Storm Water Management will include a maintenance program for a period of two years following 95% build-out of the subdivision, which will ensure the stormwater management facilities function as designed to the satisfaction on the CITY’s Director of Engineering.

3.26 Prior to servicing or registration of Stage 1, the SUBDIVIDER agrees to obtain a confirmation letter from the Township of Wilmot confirming adequate stormwater capacity in the Mannheim Estates SWM facility and/or storm sewer system to the satisfaction of the Director of Engineering Services.

3.27 Prior to Servicing of each stage requiring new stormwater management facilities, including stormwater management ponds, infiltration galleries and other related appurtenances, the SUBDIVIDER shall provide a letter of credit based on 60% of the estimated cost of the approved infiltration facilities, and 100% of the estimated cost of any contingency infiltration facilities to the satisfaction of the CITY’s Director of Engineering Services. The Letter of Credit will be reduced to 15% once 90% of the pond catchment area is stabilized (meaning buildings are constructed and lot/blocks are sodded/vegetated), as well as any other requirements in the monitoring program are completed; and the SUBDIVIDER’s consulting engineer has certified the infiltration facilities are functioning as intended and approved to the satisfaction of the CITY’s Director of Engineering Services. The balance of the letter of credit will be reduced after the “post-construction” monitoring program has expired (two years after 90% of the pond catchment area is stabilized, meaning buildings are constructed and lots/blocks are sodded or vegetated) and the SUBDIVIDER’S consulting engineer has certified the “at source” infiltration facilities continue to function as intended and approved to the satisfaction of the CITY’S Director of Engineering Services.

3.28 Prior to Servicing, the SUBDIVIDER agrees to submit an infiltration design to meet the site water balance. To support the design, the SUBDIVIDER shall submit for review a detailed Geotechnical and Hydrogeological Investigation Report that discusses in further detail the suitability of soils to support the infiltration measures proposed, including further soil

investigations, to the satisfaction of the Director of Engineering Services in consultation with the Regional Municipality of Waterloo and the Grand River Conservation Authority. If existing soil conditions are not conducive to infiltration in the areas identified for infiltration, the SUBDIVIDER agrees to replace existing soils with permeable soils. Any third pipe system proposed to convey roof water to infiltration facilities may require additional financial arrangements to be paid for by the SUBDIVIDER for replacement cost of such system. The costs will be determined during the detailed design stage to the satisfaction of the CITY'S Director of Engineering Services.

3.29 Prior to the Servicing or Registration, whichever shall occur first, of each stage, the SUBDIVIDER shall prepare an On-Street Parking Plan and a Signage and Pavement Marking Plan to the satisfaction of the CITY'S Director of Transportation Services, in consultation with the CITY'S Director of Engineering Services and Director of Planning, in accordance with the CITY'S On-Street Parking Policy I-1070, as approved and amended. The On-Street Parking Plan shall be considered in accordance with the servicing drawings and shall generally provide for one on-street parking space with every two dwelling units where reasonable. Other options such as driveway length, garage space, communal parking facilities, and/or parking along the park frontage, may be considered in accordance with the CITY'S Policy. The Signage and Pavement Marking Plan shall show all required Regulatory, Warning, Information signs and Pavement Markings where applicable in accordance with the Ontario Traffic Manual**.**

3.30 Prior to servicing or registration, whichever occurs first, the SUBDIVIDER agrees to submit a functional design for the implementation of bicycle lanes, on-street parking and intersection curb extensions on both sides of Benninger Drive, in accordance with the lotting plan and On-Street Parking Plan, to the satisfaction of the CITY'S Director of Engineering Services in consultation with the Director of Transportation Services.

Part 6 – Other Time Frames

6.11 The SUBDIVIDER agrees that no building permit shall be applied for or issued for the following Priority Lots unless the building designs are in accordance with the approved *Design Guidelines for Priority Lots* to the satisfaction of the CITY'S Chief Building Official, in consultation with the CITY'S Director of Planning:

a) Corner (C) Priority Lots, being Corner Lots 8,15,39,47,51,81,82,88,92,93, and 97(Stage 1) and Blocks 2 to14, 17, 18 and 20 to 34 (Stage 2).

b) Terminating Vista (T) Priority Lots, being Lots 19,20,26,27,32,33 (Stage 1) and Blocks 132 (Stage 1); Blocks 6, 15 and 35 (Stage 2) and, Block 1 (Stage 4).

c) Gateway (G) Priority Lots, being Blocks 128,129,130,131, and 132 (Stage 1).

6.15 The SUBDIVIDER agrees that construction traffic for Stages 1 to 4 is restricted to Benninger Drive to Ottawa Street South and Trussler Road. Construction traffic will be prohibited from using any other streets in the community. The SUBDIVIDER agrees to advise all relevant contractors, builders and other persons of this requirement with the SUBDIVIDER being responsible for any required signage, all to the satisfaction of the CITY'S Director of Engineering Services.

6.16 The SUBDIVIDER agrees that if the existing private water supply is disrupted to properties located adjacent to the plan, within two years of the completion and final acceptance of underground services for the entire subdivision, as a result of the development of the subdivision, the SUBDIVIDER shall provide at its cost a water supply, to the said properties, to the satisfaction of the CITY'S Director of Engineering Services.

6.17 Prior to occupancy of the first unit being granted, the SUBDIVIDER shall determine the locations of all centralized mail receiving facilities to the satisfaction of the CITY's Director of Engineering Services in consultation with Canada Post and the City's Director of Operations. If required, the SUBDIVIDER shall provide suitable temporary centralized mail box locations that may be utilized by Canada Post until curbs, boulevards and sidewalks are constructed for the plan of subdivision.

6.18 The SUBDIVIDER shall include a statement in all Offers of Purchase and Sale Agreements, and/or Rental Agreements, which advises:

a) That the home/business mail delivery will be from a designated Community Mail Box; and,

b) Homeowners of the exact Community Mail Box locations.

The SUBDIVIDER further agrees that the location of all Community Mail Box facilities shall be shown on maps, information boards and plans, including maps displayed in the sales office(s).

6.19 The SUBDIVIDER agrees that prior to the servicing of Stage 1, the Laurentian Pumping Station Class Environmental Assessment and design for the forcemain shall be completed and the construction tender awarded for the construction of the Laurentian Pumping Station, forcemain and any other necessary sanitary upgrades as required by the Regional Municipality of Waterloo to safeguard municipal groundwater supplies, to the satisfaction of the CITY's Director of Engineering Services, in consultation with the Region of Waterloo. Design of the sanitary forcemain and any other required sanitary upgrades along Ottawa Street South from Trussler Road to David Bergey Drive must demonstrate that any and all existing and proposed City and Regional in-ground and above-ground infrastructure can be accommodated within the designated road allowance for Ottawa Street South to the satisfaction of the CITY's Director of Engineering Services in consultation with the Region of Waterloo. Furthermore, above-ground infrastructure must include, but not be limited to, a typical urban cross section including a 4 metre multi-use trail on the north side of Ottawa Street South.

Should these works become a Development Charge eligible expense, the CITY agrees to recognize any monies paid by the SUBDIVIDER for any works or services normally paid out of the CITY's Development Charge account and such monies to be refunded or to be recognized as a credit towards any CITY Development Charge payable for each lot or block only within the registered plan in accordance with the applicable CITY Development Charge By-law and Policies in effect at the time the monies are paid by the SUBDIVIDER or the works become a Development Charge eligible expense, whichever shall be later.

If the registration of the plan is staged, a Supplementary Agreement identifying each lot or block for which credits are payable shall be registered for each stage prior to the registration of each stage of the plan of subdivision, until there is no outstanding balance remaining.

When no outstanding credit balance remains, then the Development Charges will be paid in the normal manner in accordance with the CITY's By-law.

If, following the registration of the entire Plan of Subdivision and issuance of all building permits, there is any outstanding credit balance, it shall remain with the lands to be used as a credit for future development, or alternatively, the CITY may enter into an agreement with the SUBDIVIDER, under Section 40 of the Development Charges Act, to enable the transfer of Development Charge credits to other benefiting lands within the community, subject to satisfactory arrangements being made between all parties.

6.20 The SUBDIVIDER agrees to dedicate the lands for the pumping station (Block 144, Stage 1) to the CITY free of cost and encumbrances prior to servicing or registration of Stage 1, whichever occurs first.

6.21 The SUBDIVIDER agrees to install fencing and signage along the rear of all lots or blocks abutting Block 40, Stage 2 and protected with a development limit setback of 5m from the dripline, as recommended by the Natural Environment Report (Ecoplans, June 2008) within a year of registration or servicing of each stage all to the satisfaction of the CITY's Director of Planning in consultation with the Regional Commissioner of Planning, Development and Legislative Services.

6.22 Prior to registration of Stage 1, the SUBDIVIDER agrees to implement mitigation measures, and submit, obtain approval of and implement a monitoring program as outlined in the Natural Environment Report (Ecoplans, June 2008) and Addendums (dated October, 2010 and April 2013). This will include biological monitoring and any additions or modifications identified by the CITY, Region or GRCA as part of the final review and approval of the monitoring program. The SUBDIVIDER further agrees to implement any remedial action deemed necessary as a result of the aforementioned monitoring program at their sole expense to the satisfaction of the CITY's Director of Engineering Services and the Director of Planning in consultation with the CITY'S Director of Operations, Regional Municipality of Waterloo and Grand River Conservation Authority.

6.23 Prior to servicing or registration, whichever occurs first, the SUBDIVIDER agrees to submit an operational analysis and functional design for roundabouts at the various intersections of Benninger Drive, prepared by a qualified roundabout design engineer to the satisfaction of the CITY'S Director of Engineering Services in consultation with the Director of Transportation Services. In the event that it is determined through the operational analysis and/or the functional design that additional property is required to construct the roundabouts, the SUBDIVIDER agrees to dedicate the required property to the CITY free of cost and encumbrances and to modify the plan accordingly.

6.24 That the SUBDIVIDER or subsequent owner agrees that geothermal wells shall not be installed within any lot or block within the plan. This condition shall not be released from title.

6.25 The SUBDIVIDER agrees to construct required lot level infiltration galleries and, if required, convey related easements to the satisfaction of the CITY's Director of Engineering Services. Further, the SUBDIVIDER'S consulting engineer will supervise and certify installation prior to occupancy of the affected lot or block to the satisfaction of the CITY's Director of Engineering Services.

6.26 The SUBDIVIDER agrees to construct the storm sewer and appurtenances within the road allowance as required for infiltration facilities at such time as the adjacent road is constructed to the satisfaction of the CITY's Director of Engineering Services.

6.27 The SUBDIVIDER agrees to include a clause in Agreements of Purchase and Sale with home buyers, or in Agreement of Purchase and Sale with builders that will require the builders to include a statement in all Agreements of Purchase and Sale, and/or Rental Agreements with home buyers, that:

a) Identify the presence of the water pressure reduction devices, where applicable, and advises that it not be removed by the owner/occupant.

b) Advises of the presence of lot level infiltration gallery requirements (as applicable) and the requirement to maintain such facilities. Further, occupants/owners shall be notified in the Agreement of the exact location, size and intent of the infiltration galleries. The wording of the statement shall be to the satisfaction of the CITY's Director of Engineering Services.

c) Advises that due to the sensitive nature of groundwater and proximity to GUDI wells in the Mannheim well field, the installation of geothermal wells is prohibited.

~~6.28 The SUBDIVIDER agrees that Stage 4 shall not be registered until the holding provision is removed from the subdivision lands within Stage 4 by by-law.~~

***6.28 The SUBDIVIDER agrees to include the following warning clause in all future Agreements of Purchase and Sale and all future lease/rental agreements and condominium declarations for all residential dwelling units within Stage 4, relative to odours associated with the nearby equestrian establishment:**

- **"WARNING: Purchasers/tenants within Stage 4 are advised that this dwelling unit is located within close proximity of an equestrian establishment/livestock use, which is in continuous operation and which operations will create, without limitation, odours associated with animal manure and manure storage.**
- **Purchasers/tenants are advised that this dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby reducing odour levels associated with nearby livestock uses.**
- **Purchasers/tenants are advised that despite the inclusion of central air conditioning, odour levels within the dwelling unit and within outdoor living areas may on occasion interfere with some activities of the dwelling occupants."**

6.29 That the SUBDIVIDER agrees to include this clause in all Agreements of Purchase and Sale, and/or Rental Agreements for all lots with retaining walls:

"Purchasers/tenants are advised that a retaining wall is located on this property. The owner of this property also owns his/her section of the retaining wall. The retaining wall is not in public ownership. Monitoring, maintenance, inspection, repair and replacement of this retaining wall, including any associated costs, are the sole responsibility of the property owner. The City of Kitchener is in no way responsible

for this retaining wall. Should this retaining wall fail, it is the property owner's responsibility to repair or replace his/her section of the wall, at his/her cost."

6.30 The SUBDIVIDER agrees to include the following statement in all Agreements of Purchase and Sale, and/or Rental Agreements with home buyers until such time as a permanent school is constructed on Block 1, Stage 3:

"Whereas the Waterloo Region District School Board has designated this subdivision as a Development Area for the purposes of school accommodation, and despite the best efforts of the Board, sufficient accommodation may not be available for all anticipated students, you are hereby notified that students may be accommodated in temporary facilities and/or bused to a school outside the area, and further, that students may in future have to be transferred to another school."

6.31 The SUBDIVIDER agrees to include a clause in all Agreements of Purchase and Sale, and/or Rental Agreements with home buyers that provide homebuyers with the contact information for the four (4) School Boards in the Region to ensure that purchasers have contacts at the respective Boards for school boundary and other related school accommodation inquiries.

6.32 The SUBDIVIDER agrees that access to Ottawa Street South for Block 132, Stage 1 will be considered at such time as a site plan is approved for Block 132, Stage 1. Such access shall comply with Regional Municipality of Waterloo criteria to the satisfaction of the Regional Commissioner of Planning, Development and Legislative Services.

6.33 Prior to registration of Stage 1, the SUBDIVIDER agrees to construct a westbound right-turn lane with 15 metres of storage length and appropriate tapers on Nathalie Street at Trussler Road as identified in the Traffic Impact Study prepared by Paradigm Transportation Solutions Limited, dated July 2014 to the satisfaction of the CITY's Director of Engineering Services.

6.34 The SUBDIVIDER agrees that prior to servicing, grading or registration whichever comes first, to design the parks on Block 133 (Stage 1), Blocks 36, 37, and 38 (Stage 2) and the community trail system including Blocks 39, 40 and Block 41 (Stage 2) and Block 2 (Stage 4) to the satisfaction of the CITY'S Director of Operations in consultation with the CITY'S Director of Planning, prior to registration of the stage within which the park block(s) is located.

Grading, topsoiling and seeding shall be completed before occupancy of the first unit within the stage which includes the park block(s) or in the event of winter conditions by June 1st immediately following the issuance of the first occupancy permit.

The SUBDIVIDER shall complete construction of the parks and community trails within one year of registration or servicing the stage within which the park block(s) is located, whichever occurs first. The applicable construction costs of the park and community trail such as grading, topsoiling, seeding, sodding, installation of playground equipment, landscaping, seating and signage in accordance with the approved park and trail design shall be paid for by the SUBDIVIDER, and the applicable construction costs, such as playground equipment, landscaping, seating and signage relating to the parks and surface treatment relating to the trails shall be reimbursed to the SUBDIVIDER. If sufficient money is not allocated from the appropriate CITY Development Charge Account(s) to permit the CITY to fund these works or these works are not a Development Charge eligible expense and the SUBDIVIDER wishes to proceed, the SUBDIVIDER agrees to provide and up-front the cost of these works.

Should these works become a Development Charge eligible expense, the CITY agrees to recognize any monies paid by the SUBDIVIDER for any works or services normally paid out of the CITY's Development Charge account and such monies to be refunded or to be recognized as a credit towards any CITY Development Charge payable for each lot or block only within the registered plan in accordance with the applicable CITY Development Charge By-law and Policies in effect at the time the monies are paid by the SUBDIVIDER or the works become a Development Charge eligible expense, whichever shall be later.

If the registration of the plan is staged, a Supplementary Agreement identifying each lot or block for which credits are payable shall be registered for each stage prior to the registration of each stage of the plan of subdivision, until there is no outstanding balance remaining.

When no outstanding credit balance remains, then the Development Charges will be paid in the normal manner in accordance with the CITY's By-law.

If, following the registration of the entire Plan of Subdivision and issuance of all building permits, there is any outstanding credit balance, it shall remain with the lands to be used as a credit for future development, or alternatively, the CITY may enter into an agreement with the SUBDIVIDER, under Section 40 of the Development Charges Act, to enable the transfer of Development Charge credits to other benefiting lands within the community, subject to satisfactory arrangements being made between all parties.

***6.35 The SUBDIVIDER shall design all dwelling units with an air-ducted heating and ventilation system, suitably sized and designed and installed with a central air conditioning system, and shall install these systems prior to occupancy of each unit, to the satisfaction of the City's Chief Building Official.**

2.1 That prior to final approval of the plan to be registered, the SUBDIVIDER shall fulfill the following conditions:

1. The CITY Standard Residential Subdivision Agreement be registered on title.

2. The SUBDIVIDER shall submit copies of the final plan for registration to the CITY'S Director of Planning and shall obtain approval therefrom.

3. The SUBDIVIDER agrees to commute all local improvement charges outstanding on any part of the lands and to pay all outstanding taxes on the lands.

4. The SUBDIVIDER shall install within the subdivision any required geodetic monuments under the direction of the CITY'S Director of Engineering Services, with co-ordinate values and elevations thereon and submit for registration the plans showing the location of the monuments, their co-ordinate values, elevations and code numbers as prescribed by the Surveyor General of Ontario.

5. The SUBDIVIDER shall make satisfactory arrangements with Kitchener-Wilmot Hydro for the provision of permanent electrical services to the subdivision and/or the relocation of the existing services. Further, the SUBDIVIDER acknowledges that this may include the payment of all costs associated with the provision of temporary services and the removal of such services when permanent installations are possible.

6. The SUBDIVIDER shall make satisfactory arrangements for the provision of permanent telephone services to the subdivision and/or the relocation of the existing services. Further, the SUBDIVIDER acknowledges that this may include the payment of all costs associated with the provision of temporary services and the removal of such services when permanent installations are possible.

7. The SUBDIVIDER shall make arrangements for the granting of any easements required for utilities and municipal services. The SUBDIVIDER agrees to comply with the following easement procedure:

   (a) to provide copies of the subdivision plan proposed for registration and reference plan(s) showing the easements to HYDRO, and telephone companies and the CITY, to the CITY'S Director of Planning.

   (b) to ensure that there are no conflicts between the desired locations for utility easements and those easement locations required by the CITY'S Director of Engineering Services for municipal services;

   (c) to ensure that there are no conflicts between utility or municipal service easement locations and any approved Tree Preservation/Enhancement Plan;

   (d) if utility easement locations are proposed within lands to be conveyed to, or presently owned by the CITY, the SUBDIVIDER shall obtain prior written approval from the CITY'S Director of Planning and CITY'S Director of Engineering Services or, in the case of parkland, the CITY'S Director of Operations; and

   (e) to provide to the CITY'S Director of Planning, a clearance letter from each of HYDRO and telephone companies. Such letter shall state that the respective utility company has received all required grants of easement, or alternatively, no easements are required.

8. The SUBDIVIDER shall dedicate all roads, road widenings, and public walkways to the CITY by the registration of the Plan of Subdivision.

9. The SUBDIVIDER shall erect and maintain a subdivision billboard sign at each major entrance to the subdivision, in accordance with a plan approved by the CITY'S Director of Planning, in accordance with the following criteria:

   a) The sign shall be in accordance with the City of Kitchener Sign by-law and shall be located outside the required yard setbacks of the applicable zone and outside the corner visibility triangle, with the specific, appropriate location to be approved by the CITY'S Director of Planning;

   b) The sign shall have a minimum clearance of 1.5 metres, a maximum height of 6 metres, and a maximum area of 13 square metres;

   c) Graphics shall depict the features within the limits of the subdivision including, without limiting the generality of the foregoing, approved street layout, including emergency access roads, zoning, lotting and specific land uses, types of parks, storm water management areas, hydro corridors, trail links and walkways,

potential or planned transit routes and bus stop locations, notification regarding contacts for school sites, noise attenuation measures, environmentally sensitive areas, tree protection areas, special buffer/landscaping areas, water courses, flood plain areas, railway lines and hazard areas and shall also make general reference to land uses on adjacent lands including references to any formal development applications, all to the satisfaction of the CITY'S Director of Planning;

d) Approved subdivision billboard locations shall be conveniently accessible to the public for viewing. Low maintenance landscaping is required around the sign and suitable parking and pedestrian access may be required between the sign location and public roadway in order to provide convenient accessibility for viewing; and,

e) The SUBDIVIDER shall ensure that the information is current as of the date the sign is erected. Notice shall be posted on the subdivision billboard signs advising that information may not be current and, to obtain updated information, inquiries should be made at the CITY'S Community Services Department – Planning Division or the appropriate School Board for school accommodation information.

f) The sign shall also advise prospective residents that students from the subdivision may be directed to schools outside the neighbourhood.

10. The SUBDIVIDER agrees that the streets shall be named as shown on the plan.

11. To expedite the approval for registration, the SUBDIVIDER shall submit to the CITY'S Director of Planning, a detailed written submission documenting how all conditions imposed by this approval that require completion prior to registration of the subdivision plan(s), have been satisfied.

12. The SUBDIVIDER agrees to convey to the CITY the following lands for the purposes stated therein, at no cost and free of encumbrance, concurrently with the registration of the plan of subdivision:

Stage 1

a) Block 133 as Open Space/Park,
b) Block 134 as Open Space/ SWM,
c) Block 136 as Future Development (S Detached Residential/ Road),
d) Blocks 137-141 as Road Widenings,
e) Blocks 142-143 as 0.3 metre reserves, and,
f) Block 144 as Pumping Station

Stage 2

a) Blocks 36-39 as Park,
b) Block 40 as Open Space/ Woodland,
c) Block 41 as OpenSpace /Trail,
d) Block 42 as Open Space/ SWM,
e) Block 42-45 as Public Walkways,
f) Block 46 as Service Corridor,

g) Block 47 as Road Widening, and
h) Blocks 48-51 as 0.3 metre reserves.

Stage 4
a) Block 2 as Open Space/ Trail,
b) Block 3 as Road Widening.

13. The SUBIDIVDER agrees that the plan shall be registered in four stages in accordance with the following and to the satisfaction of the CITY's Director of Planning:

a) Stage 1 shall be registered first;
b) Stage 2 shall be registered concurrently with or subsequent to Stage 1;
c) Stage 3 shall be registered concurrently with or subsequent to Stage 2;
d) Stage 4 shall be registered concurrently with or subsequent to Stage 2;

14. The SUBDIVIDER shall satisfy the 5% parkland dedication for the entire subdivision by the conveyance of Block 133 (Stage 1) and Blocks 36, 37, 38 and 39 (Stage 2).

15. The SUBDIVIDER shall agree to provide adequate notice to all home purchasers of the proposal to construct multiuse pathways, including identification of pathway plans and cross sections displayed in sales offices and shall be noted in all agreements of purchase and sale when the multi-use pathway is proposed on lands immediately adjacent to the purchased lot.

16. The SUBDIVIDER agrees that if servicing or grading has not commenced prior to final approval of the plan, a Detailed Vegetation Plan is to be submitted for approval by the CITY'S Director of Planning. The Detailed Vegetation Plan shall also show approved grading. The SUBDIVIDER agrees to implement all of the measures identified in the approved Detailed Vegetation Plan including delivering all information contained in the approved Detailed Vegetation Plan to prospective purchasers to ensure that the requirements are carried out as specified.

17. The SUBDIVIDER agrees to have all proposed tree and shrub plantings on public rights of way reviewed and approved by the CITY'S Director of Operations.

18. The SUBDIVIDER agrees to obtain the appropriate land use plan, from the City of Kitchener, for the area being subdivided in order to satisfy Condition 1.23a) of the Subdivision Agreement.

19. Prior to area grading or registration, whichever occurs first, the SUBDIVIDER agrees to submit the following to the satisfaction of the CITY's Coordinator, Cultural Heritage Planning:

a) A letter from a professional engineer outlining how the additions and cladding will be removed from the existing dwelling at 2220 Ottawa Street South without compromising the structural integrity of the plank construction prior to the issuance of a building permit to demolish the existing building,

b) Photographic documentation of the original plank construction prior to demolition of the dwelling municipally addressed as 2220 Ottawa Street South prior to demolition of the existing residential dwelling.

20. The SUBDIVIDER shall obtain approval of landscape plans for the stormwater management facilities and for all buffer areas contiguous to Open Space Block 40, Stage 2 and that recommended buffer plantings consist of locally-appropriate, self-sustaining native vegetation. The landscape plans are to be prepared by a qualified landscape architect and/or environmental professional and approved by the CITY'S Director of Operations in consultation with the Grand River Conservation Authority and the Regional Commissioner of Planning, Development and Legislative Services.

21. The SUBDIVIDER agrees to dedicate the lands for the pumping station (Block 144, Stage 1) to the CITY free of cost and encumbrances immediately upon registration of Stage 1.

22. The SUBDIVIDER shall confirm whether decorative street signage and street lighting will be used for the subdivision to the satisfaction of the CITY'S Director of Transportation Services and Director of Planning and Kitchener-Wilmot Hydro. Should these decorative elements be utilized, they shall be installed at the appropriate timeframe and at the SUBDIVIDER'S cost, including the provision of 10% of the cost of materials for future replacement/maintenance, to the satisfaction of the CITY'S Director of Transportation Services and Kitchener-Wilmot Hydro.

23. Prior to the Servicing or Registration, whichever shall occur first, of each stage, the SUBDIVIDER shall prepare an On-Street Parking Plan and a Signage and Pavement Marking Plan to the satisfaction of the CITY'S Director of Transportation Services, in consultation with the CITY'S Director of Engineering Services and Director of Planning, in accordance with the CITY'S On-Street Parking Policy, as approved and amended. The On-Street Parking Plan shall be considered in accordance with the servicing drawings and shall generally provide for one on-street parking space with every two dwelling units where reasonable. Other options such as driveway length, garage space, communal parking facilities, and/or parking along the park frontage, may be considered in accordance with the CITY'S Policy. The Signage and Pavement Marking Plan shall show all required Regulatory, Warning, Information signs and Pavement Markings where applicable in accordance with the Ontario Traffic Manual.

24. The SUBDIVIDER agrees to design the parks on Block 133 (Stage 1), Blocks 36, 37, and 38 (Stage 2) and the community trail system including Blocks 39, 40 and Block 41 (Stage 2) and Block 2 (Stage 4) to the satisfaction of the CITY'S Director of Operations in consultation with the CITY'S Director of Planning, prior to registration of the stage within which the park block(s) is located.

Grading, topsoiling and seeding shall be completed before occupancy of the first unit within the stage which includes the park block(s) or in the event of winter conditions by June 1st immediately following the issuance of the first occupancy permit.

The SUBDIVIDER shall complete construction of the parks and community trails within one year of registration or servicing the stage within which the park block(s) is located, whichever occurs first. The applicable construction costs of the park and community trail such as

grading, topsoiling, seeding, sodding, installation of playground equipment, landscaping, seating and signage in accordance with the approved park and trail design shall be paid for by the SUBDIVIDER, and the applicable construction costs, such as playground equipment, landscaping, seating and signage relating to the parks and surface treatment relating to the trails shall be reimbursed to the SUBDIVIDER. If sufficient money is not allocated from the appropriate CITY Development Charge Account(s) to permit the CITY to fund these works or these works are not a Development Charge eligible expense and the SUBDIVIDER wishes to proceed, the SUBDIVIDER agrees to provide and up-front the cost of these works.

Should these works become a Development Charge eligible expense, the CITY agrees to recognize any monies paid by the SUBDIVIDER for any works or services normally paid out of the CITY's Development Charge account and such monies to be refunded or to be recognized as a credit towards any CITY Development Charge payable for each lot or block only within the registered plan in accordance with the applicable CITY Development Charge By-law and Policies in effect at the time the monies are paid by the SUBDIVIDER or the works become a Development Charge eligible expense, whichever shall be later.

If the registration of the plan is staged, a Supplementary Agreement identifying each lot or block for which credits are payable shall be registered for each stage prior to the registration of each stage of the plan of subdivision, until there is no outstanding balance remaining.

When no outstanding credit balance remains, then the Development Charges will be paid in the normal manner in accordance with the CITY's By-law.

If, following the registration of the entire Plan of Subdivision and issuance of all building permits, there is any outstanding credit balance, it shall remain with the lands to be used as a credit for future development, or alternatively, the CITY may enter into an agreement with the SUBDIVIDER, under Section 40 of the Development Charges Act, to enable the transfer of Development Charge credits to other benefiting lands within the community, subject to satisfactory arrangements being made between all parties.

25. The SUBDIVIDER agrees that prior to the registration of Stage 2 to design a commemorative plaque or feature as part of the design of park Block 36, Stage 2. The plaque or feature is to commemorate the cultural and heritage values associated with the former farmstead on the property municipally addressed as 468 Trussler Road. The design of the commemorative plaque or feature shall be prepared to the satisfaction of the CITY's Director of Operations and the CITY'S Coordinator, Cultural Heritage Planning in consultation with the CITY'S Director of Planning. Construction/installation of the commemorative plaque or feature shall be completed concurrent with the construction of park Block 36.

26. That prior to registration, the SUBDIVIDER shall develop a brochure for new home purchasers which provides information about the natural heritage features within the subdivision along with advice about how they can be good stewards of these areas, and that the brochure be to the satisfaction of the City of Kitchener in consultation with the Grand River Conservation Authority and the Region. Furthermore, the SUBDIVIDER shall enter into an agreement with the City of Kitchener to distribute this brochure to new homeowners.

27. That prior to registration of Stage 2 and conveyance of Open Space Block 40, Stage 2, the SUBDIVIDER shall remove any garbage or debris from Block 40 to the satisfaction of the

City of Kitchener in consultation with the Regional Commissioner of Planning, Development and Legislative Services.

28. That prior to servicing or registration, whichever occurs first, the SUBDIVIDER shall submit a detailed Water Servicing Report that reviews the extent of the lands that can be serviced by the municipal water distribution network to the satisfaction of the CITY'S Director of Engineering Services and the Regional Municipality of Waterloo.

29. That prior to registration or servicing of Stage 2, whichever occurs first, the SUBDIVIDER shall confirm that a legal outlet for post-development stormwater flows has been secured to the satisfaction of the CITY's Solicitor and the Region's Solicitor in consultation with the Directors of Engineering and Planning and the Regional Commissioner of Planning, Development and Legislative Services. In the event that such a legal outlet for post-development stormwater flows cannot be secured, the SUBDIVIDER must acknowledge and agree that registration shall not proceed, unless alternative means of drainage can be achieved to the satisfaction of the CITY's Director of Engineering Services in consultation with the CITY's Solicitor and the Region's Solicitor and the CITY's Director of Planning and the Regional Commissioner of Planning, Development and Legislative Services.

30. Prior to servicing or registration, which ever shall occur first, the SUBDIVIDER shall prepare a detailed engineering design for Storm Water Management including any requisite monitoring and obtain approval thereof from the CITY's Director of Engineering Services in consultation with the Grand River Conservation Authority and the Regional Municipality of Waterloo. The Stormwater Management design shall be in accordance with the Alder Creek Watershed Study (2007) and Alder Creek Watershed and Upper Strasburg Creek Subwatershed Update-CH2MHILL, 2008. The approved engineering design for Storm Water Management will include a maintenance program for a period of two years following 95% build-out of the subdivision, which will ensure the stormwater management facilities function as designed to the satisfaction on the CITY's Director of Engineering.

31. Prior to servicing or registration of Stage 1, the SUBDIVIDER agrees to obtain a confirmation letter from the Township of Wilmot confirming adequate stormwater capacity in the Mannheim Estates SWM facility and/or storm sewer system to the satisfaction of the Director of Engineering Services.

32. The SUBDIVIDER agrees to install fencing and signage along the rear of all lots of blocks abutting Block 40, Stage 2 and protected with a development limit setback of 5m from the dripline, as recommended by the Natural Environment Report (Ecoplans, June 2008) within a year of registration or servicing of each stage all to the satisfaction of the CITY's Director of Planning in consultation with the Regional Commissioner of Planning, Development and Legislative Services.

33. Prior to registration of Stage 1, the SUBDIVIDER agrees to implement mitigation measures, and submit, obtain approval of and implement a monitoring program as outlined in the Natural Environment Report (Ecoplans, June 2008) and Addendums (dated October, 2010 and April 2013). This will include biological monitoring and any additions or modifications identified by the CITY, Region or GRCA as part of the final review and approval of the monitoring program. The SUBDIVIDER further agrees to implement any remedial action deemed necessary as a result of the aforementioned

monitoring program at their sole expense to the satisfaction of the CITY's Director of Engineering Services and the Director of Planning in consultation with the CITY'S Director of Operations, Regional Municipality of Waterloo and Grand River Conservation Authority.

34. Prior to servicing or registration, whichever occurs first, the SUBDIVIDER agrees to submit a functional design for the implementation of bicycle lanes, on-street parking and intersection curb extensions on both sides of Benninger Drive, in accordance with the lotting plan and On-Street Parking Plan, to the satisfaction of the CITY'S Director of Engineering Services in consultation with the Director of Transportation Services.

35. Prior to registration of Stage 1, the SUBDIVIDER agrees to construct a westbound right-turn lane with 15 metres of storage length and appropriate tapers on Nathalie Street at Trussler Road as identified in the Traffic Impact Study prepared by Paradigm Transportation Solutions Limited, dated July 2014 to the satisfaction of the CITY's Director of Engineering Services.

~~36. The SUBDIVIDER agrees that Stage 4 shall not be registered until the holding provision is removed from the subdivision lands within Stage 4 by by-law.~~

3. REGIONAL MUNICIPALITY OF WATERLOO CONDITIONS

That the SUBDIVIDER satisfies the following conditions to the satisfaction of the Regional Municipality of Waterloo Commissioner of Planning, Development and Legislative Services.

1. That the SUBDIVIDER agrees to stage the development of this subdivision in a manner satisfactory to the Regional Commissioner of Planning, Development and Legislative Services.

2. That the plan submitted for final approval may incorporate a lot pattern for all blocks in which single detached, semi-detached and townhouse lots are permitted, at a density not exceeding the density identified in the draft approval conditions.

3. That the subdivision agreement be registered by the City of Kitchener against the land to which it applies and a copy of the registered agreement be forwarded to the Regional Commissioner of Planning, Development and Legislative Services prior to final approval of the subdivision plan.

4. a) That the SUBDIVIDER enter into an Agreement for Servicing with the Regional Municipality of Waterloo to preserve access to municipal water supply and municipal wastewater treatment services prior to final approval or any agreement for the installation of underground services, whichever occurs first. Where the owner has already entered into an agreement for the installation of underground servicing with the area municipality, such agreement shall be amended to provide for a Regional Agreement for Servicing prior to registration of any part of the plan. The Regional Commissioner of Transportation and Environmental Services shall advise prior to an Agreement for Servicing that sufficient water supplies and wastewater treatment capacity is available for this plan, or the portion of the plan to be registered.

b) That the SUBDIVIDER include the following statement in all agreements of lease or purchase and sale that may be entered into pursuant to Section 52 of the Planning Act, prior to the registration of this plan:

"The lot, lots, block or blocks which are the subject of this agreement of lease or purchase and sale are not yet registered as a plan of subdivision. The fulfilment of all conditions of draft plan approval, including the commitment of water supply and sewage treatment services thereto by the Region and other authorities, has not yet been completed to permit registration of the plan. Accordingly, the purchaser should be aware that the vendor is making no representation or warranty that the lot, lots, block or blocks which are the subject of this agreement or lease or purchase and sale will have all conditions of draft plan approval satisfied, including the availability of servicing, until the plan is registered."

5. That prior to any grading or construction, and final approval of all or any part of the draft plan of subdivision, a consultant Archaeologist shall carry out an Archaeological Survey and Rescue Excavation of any significant archaeological remains found on the site, at the expense of the SUBDIVIDER to the satisfaction of the Ministry of Tourism, Culture and Sport. Two (2) copies of the completed assessment and Ministry approval/acknowledgement must be forwarded to the Regional Commissioner of Planning, Development and Legislative Services for clearance of this condition.

6. a) That Blocks 137-141, inclusive Stage 1 and Block 47, Stage 2, and Block 3, Stage 4 be conveyed to the Region at no cost and free of encumbrance, concurrently with the registration of the plan of subdivision, for road widenings equal to 50 feet from the centreline of Ottawa Street South and Trussler Road.

b) That the SUBDIVIDER shall convey an easement to the Regional Municipality of Waterloo, no later than January 15, 2018 and at no cost to the Region, to the satisfaction of the Regional Commissioner of Planning, Development and Legislative Services and the Regional Solicitor. The easement is to provide access onto the subdivision lands for the purpose of reconstruction of Ottawa Street South including but not limited to, the installation of underground services within the road widening Blocks 140 and 141 (Stage 1) by the Region.

7. That concurrently with the registration of Stage 1, two twenty-five (25) foot daylighting triangles be established at the intersection of Ottawa Street South and Benninger Drive, which shall be dedicated on the final plan as a public highway.

8. That concurrently with the registration of Stage 1, two twenty-five (25) foot daylighting triangles be established at the intersection of Trussler Road and Nathalie Street, which shall be dedicated on the final plan as a public highway.

9. a) That prior to final approval of Stage 1 the SUBDIVIDER obtain a Regional Road Access permit for the intersections of Ottawa Street South and Benninger Drive and Trussler Road and Nathalie Street.

b) That prior to final approval of Stage 1, the SUBDIVIDER enter into an agreement with the Regional Municipality of Waterloo to obtain an Access Permit for any access proposed for Ottawa Street South on Block 132, Stage 1, to the satisfaction of the Regional Commissioner

of Planning, Development and Legislative Services.

10. That prior to final approval, the SUBDIVIDER shall enter into an agreement with the Regional Municipality of Waterloo to provide the necessary financial resources for installation of eight (8) transit pads, to the satisfaction of the Region Commissioner of Planning, Development and Legislative Services.

11. a) That prior to final approval of Stage 1, the SUBDIVIDER will provide a functional design and cost estimate for:

i) a southbound left-turn lane with 80 metres of storage length and appropriate tapers on Trussler Road at Nathalie Street;

ii) an eastbound left-turn lane with 25 metres of storage length and appropriate tapers on Ottawa Street South at Benninger Drive;

iii) a future roundabout at Ottawa Street and Trussler Road. Notwithstanding Condition 3.6, the SUBDIVIDER agrees that in the event the functional design demonstrates the potential need for additional land required from the subdivision in order to implement the roundabout, the SUBDIVIDER agrees to dedicate such land to the Regional Municipality of Waterloo prior to final approval; and

b) The SUBDIVIDER further agrees to provide the Region the necessary physical resources (free of encumbrances and at no cost to the Region) and financial resources to construct all required road improvements as noted above prior to final approval of Stage 1.

c) That conditions a) and b) above all be fulfilled to the satisfaction of the Regional Commissioner of Planning, Development and Legislative Services.

12 a) The SUBDIVIDER agrees, that prior to final approval of Stage 1, to submit a preliminary roundabout design and screening analysis and intersection control study prepared by a qualified roundabout design engineer and where necessary to the satisfaction of the Region's Commissioner of Planning, Development and Legislative Services in consultation with the CITY's Director of Transportation Services for the intersection of Trussler Road and Nathalie Street. In the event the analysis for the intersection demonstrates the potential need for additional land from the subdivision in order to implement a roundabout option or other intersection improvements, the SUBDIVIDER agrees to dedicate such land free of encumbrances and at no cost to the Regional Municipality of Waterloo prior to final approval. The SUBDIVIDER shall enter into an agreement with the Regional Municipality of Waterloo requiring that should a determination be made (through the completion of an Environmental Assessment or otherwise) that a roundabout is not the preferred alternative to address operations at the subject intersection or other intersection improvements are not required, then the land will be re-conveyed to the owner of the adjacent block(s).

b) That prior to final approval of Stage 1, the Region has the necessary financial resources to construct all required road improvements in a) above.

13. Prior to final approval of Stage 1, the SUBDIVIDER enter into an agreement with the Regional Municipality of Waterloo to provide, upon written request by the Region, for the conveyance to the Region (or as the Region directs), free of encumbrances and at no cost to the Region, a 3 metre wide driveway over Future Development Block 135, Stage 1, on terms and conditions satisfactory to the Region ("the Driveway"). The purpose of such conveyance is to provide private vehicular access for the dwelling located at 632 Trussler Road in the event the roundabout screening analysis recommends the implementation of a roundabout or traffic control signals at the intersection of Trussler Road and Nathalie Street resulting in the removal of the existing driveway.

    The location and grade of the Driveway shall be determined to the satisfaction of the CITY'S Director of Transportation Planning in consultation with the owner of 632 Trussler Road and the Regional Municipality of Waterloo. The SUBDIVIDER shall be responsible for the cost of closing the existing driveway to Trussler Road and constructing the new Driveway over Block 135 in addition to any alterations required on the property at 632 Trussler Road to connect the new Driveway to the existing driveway on 632 Trussler Road. For clarity, the costs of the closing of the existing driveway shall be limited to the portion of the existing driveway within the Trussler Road right-of-way and the costs of the new Driveway on Block 135 and 632 Trussler Road shall be based on a driveway constructed with materials consistent with the existing driveway on 632 Trussler Road. The SUBDIVIDER shall provide a cost estimate and security for such costs, satisfactory to the Regional Solicitor. Should a determination be made that a roundabout or traffic control signals at the intersection of Trussler Road and Nathalie Street are not required, then the Region shall release the securities.

14. That the SUBDIVIDER enter into an agreement with the Regional Municipality of Waterloo to distribute source water protection and winter salt management information with all Agreements of Purchase and Sale, and/or Rental Agreements to the satisfaction of the Regional Commissioner of Planning, Development and Legislative Services.

15. That prior to final approval, any existing private wells, monitoring wells and septic systems be decommissioned in accordance with applicable laws and regulations to the satisfaction of the Regional Commissioner of Planning, Development and Legislative Services.

16. That prior to final approval of Blocks 131 and 132, Stage 1; Block 35, Stage 2; Block 1, Stage 3; and Block 1, Stage 4, that the SUBDIVIDER shall enter into an Agreement with the Regional Municipality of Waterloo to require a Salt Management Plan to be submitted to the Regional Municipality of Waterloo for approval, and implementation secured through appropriate agreements with the Region and/or condominium declarations.

17. That prior to final approval an Area Grading, Erosion and Siltation Control Plan be submitted for the entire plan of subdivision to the satisfaction of the Regional Municipality of Waterloo where the lands drain to a Regional facility. The plan must be compatible with both the existing and future grades and cross-sections for Trussler Road and Ottawa Street South.

18. That prior to final approval a detailed Water Servicing Report that reviews the extent of the lands that can be serviced by the municipal water distribution network be submitted to the satisfaction of the Region's Commissioner of Transportation and Environmental Services.

19. That prior to final approval, the SUBDIVIDER shall identify which lots or blocks with a centreline road elevation lower than 372 mASL and enter into an agreement with the City of Kitchener to include water pressure devices for each dwelling unit below this elevation and

include in the Agreements of Purchase and Sale, and/or Rental Agreements a clause identifying the presence of water pressure reducing devices and advising that it not be removed by the purchaser.

20. That prior to final approval, the Region of Waterloo review and accept the noise study entitled "Trussler North Lands, City of Kitchener, Revised Noise Impact Assessment" (Stantec Consulting, November 2014). Furthermore, the SUBDIVIDER enter into an agreement with the City of Kitchener and/or the Regional Municipality of Waterloo as necessary to provide for implementation of the Study recommendations, to the satisfaction of the Regional Commissioner of Planning, Development and Legislative Services.

21. That prior to final approval of Blocks 131 and 132, Stage 1, Block 35, Stage 2, Block 1, Stage 3, and Block 1, Stage 4, the SUBDIVIDER enter into an agreement with the Regional Municipality of Waterloo to complete a detailed noise study prior to site plan approval of Blocks 131 and 132, Stage 1,Block 35, Stage2, Block 1, Stage 3, and Block 1, Stage 4 to determine noise attenuation requirements to the satisfaction of the Regional Commissioner of Planning, Development and Legislative Services. Where appropriate, the lands shall be designed to avoid the use of outdoor physical noise attenuation measures through appropriate site design and setbacks. Furthermore, the SUBDIVIDER shall enter into an agreement with the City of Kitchener and/or Regional Municipality of Waterloo as necessary to provide for implementation of the noise attenuation measures recommended in the Study.

22. That prior to the registration of Stage 1, the SUBDIVIDER prepare and submit a Boulevard Restoration Plan for Ottawa Street South and Trussler Road to the satisfaction of the Regional Municipality of Waterloo and shall enter into an agreement with the Regional Municipality of Waterloo to provide for implementation of the approved Boulevard Restoration Plan, if necessary. Implementation may be phased by stage.

23. That prior to final approval, the SUBDIVIDER agrees to provide any necessary easements in favour of the Regional Municipality of Waterloo for grading and drainage purposes over Block 134, Stage 1 and Block 42, Stage 2, to the satisfaction of the Regional Commissioner of Planning, Development and Legislative Services.

24. That prior to final approval, the SUBDIVIDER enter into an agreement with the Regional Municipality of Waterloo to indicate that any future site specific grading and drainage plan and stormwater management report submitted for site plan approval for multiple residential Blocks 131 and 132, Stage 1, multiple residential Block 35, Stage 2, School Block 1, Stage 3, and multiple residential Block 1, Stage 4, be in accordance with the approved stormwater management plan for this plan of subdivision.

25. That prior to final approval, the SUBDIVIDER submits for review and approval a final stormwater management (SWM) report, to the satisfaction of the Regional Commissioner of Planning, Development and Legislative Services. The SWM report must include, but not limited to, the following:

    i. the design and location of infiltration facilities;
    ii. infiltration facilities including conveyance infiltration facilities (CIFs) be oversized by 15 percent;
    iii. infiltration features, as well as CIFs, have overflow connections to storm sewer infrastructure;

iv. no infiltration of stormwater be permitted within 100 metres of a municipal well;
v. install borehole at the location of the proposed CIF within Park Block 36, Stage 2 to confirm that coarse soils exist beneath the proposed CIF location at the proposed depth, so that the backfilled material will drain adequately;
vi. require Guelph Permeameter testing at the proposed location and depths of the two (2) CIFs; and
vii. water balance analysis.

26. That prior to servicing or final approval for Stage 1, whichever shall occur first, the SUBDIVIDER submits for review and approval a functional design, and detailed design as deemed necessary by the Region, for the outlet of the proposed stormwater management facilities related to the storm crossing on Trussler Road at Rickert Way/Nathalie Street, and that all associated road widenings be conveyed to the Region free of cost and encumbrances for both the existing road and future improved road conditions. Furthermore, that all associated storm outlet improvement costs will be the responsibility of the SUBDIVIDER, all to the satisfaction of the Region.

27. That prior to final approval, open space Block 40, Stage 2 and associated buffers within the subject block be placed in suitable conservation open space zoning (P-2).

28. That prior to any land clearing, grading or construction on the subdivision lands, the SUBDIVIDER enter into an agreement with the Regional Municipality of Waterloo to indicate that no clearing of vegetation on the site occur during the bird breeding season (May 1 - July 31) in compliance with the ***Migratory Birds Convention Act*** unless it can be ascertained by a qualified expert that no birds covered by the Act are observed to be breeding in or adjacent to the affected area;

29. That all storm sewer and sanitary sewer infrastructure within 100 metres of municipal wells K91 and K92 (wells situated on the north side of Ottawa Street South), and aquifer storage and recovery well ASR02 (well situated on the south side of Ottawa Street S.) be constructed to zero exfiltration standards, to the satisfaction of the Regional Commissioner of Transportation and Environmental Services.

30. That any system upgrades to the sanitary and/or storm services farther east along Ottawa Street South, within 100 metres of municipal production well K21, be completed to meet zero exfiltration standards, to the satisfaction of the Regional Commissioner of Transportation and Environmental Services.

31. That impermeable geotextile liners will be installed underneath boulevards for all roads within 100 metres of municipal wells K91 and K92, and aquifer storage and recovery well ASR02, to the satisfaction of the CITY's Director of Engineering Services in consultation with the CITY'S Director of Operations the Regional Commissioner of Transportation and Environmental Services.

32. That prior to any grading or construction, and final approval of all or any part of the draft plan of subdivision, the SUBDIVIDER enter into an agreement with the Regional Municipality of Waterloo to notify the Region's Manager of Hydrogeology and Source Water at least thirty (30) days prior to commencement of any grading or construction-related activities, or storage of equipment within 100 metres radius surrounding the Region's municipal supply wells, in

order that the Region may advise on practices and procedures required to safeguard such municipal supply wells**.**

33. That the proposed sewage pumping station constructed within pumping station Block 144, Stage 1, require an automatic call procedure and a spill response and contingency plan prepared to the satisfaction of the Regional Commissioner of Transportation and Environmental Services.

34. That prior to final approval, the SUBDIVIDER complete a Risk Management Plan for stormwater management Block 134, Stage 1, and Block 42, Stage 2, to address nitrate issues identified within WHPA E for municipal well K23 pursuant to the Clean Water Act, to the satisfaction of the Regional Commissioner of Transportation and Environmental Services.

35. That prior to final approval, the SUBDIVIDER enter into an agreement with the City of Kitchener to complete, prior to site plan approval, a land use compatibility study to address stationary noise associated with any commercial uses within multiple residential Block 132, Stage 1, and proximity to sensitive uses.

36. That prior to final approval of Stage 1, the SUBDIVIDER agrees to convey, free of encumbrances and at no cost to the Region, any additional road widening required along the plan's frontage on Ottawa Street South as a result of completing the detailed design for the sanitary forcemain as set out in CITY Condition 6.19, to the satisfaction of the Regional Commissioner of Planning, Development and Legislative Services.

4. OTHER AGENCY CONDITIONS

Grand River Conservation Authority

1. Prior to any grading or construction on the site and prior to registration of the plan, the SUBDIVIDER or their agents submit the following plans and reports to the satisfaction of the Grand River Conservation Authority.

   a) A detailed storm water management report in accordance with the 2003 Ministry of the Environment Report entitled "Stormwater Management Planning and Design Manual" and in keeping with the Preliminary Servicing and Stormwater Management Report, dated April 2013 prepared by Stantec Consulting Ltd., as well as additional information provided by Stantec Consulting Limited in their memo dated September 13, 2012.

   b) A detailed Lot Grading, Servicing and Storm Drainage Plan.

   c) An Erosion and Siltation Control Plan in accordance with the Grand River Conservation Authority's Guidelines for sediment and erosion control, indicating the means whereby erosion will be minimized and silt maintained on-site throughout all phases of grading and construction. The plan should be prepared to take into consideration the environmental management recommendations contained in the Natural Environment Report (Ecoplans Ltd., June 2008).

   d) The submission and approval of a Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Permit from Grand River Conservation

Authority prior to the construction in a wetland and/or any grading or development (as defined by the Conservation Authorities Act) within regulated areas.

e) Confirm that no trails are within 15 meters of the wetland within Block 40, Stage 2.

f) Confirm that site and grading plans demonstrate how the water balance in the wetland in Block 40, Stage 2 will be maintained post development.

Waterloo Region District School Board

1. That prior to final approval of Stage 3, the SUBDIVIDER agrees to make satisfactory arrangements with the Waterloo Region District School Board with respect to Block 1, Stage 3.

5. CLEARANCE CONDITIONS

1. That prior to the signing of the final plan by the CITY'S Director of Planning, the Director shall be advised by the Regional Commissioner of Planning, Development and Legislative Services that Conditions 3.1 to 3.36 have been carried out to the satisfaction of the Regional Municipality of Waterloo. The clearance letter from the Region shall include a brief statement detailing how each condition has been satisfied.

2. That prior to the signing of the final plan by the CITY'S Director of Planning, the Director, shall be advised by the telephone company that Conditions 2.1.6 and 2.1.7 have been carried out satisfactorily. The clearance letter should contain a brief statement as to how the conditions were satisfied.

3. That prior to the signing of the final plan by the CITY'S Director of Planning, the Director shall be advised by Kitchener-Wilmot Hydro that Conditions 2.1.5 and 2.1.7 have been carried out satisfactorily. The clearance letter should contain a brief statement as to how the conditions were satisfied.

4. That prior to the signing of the final plan by the CITY'S Director of Planning, the Director shall be advised by the Grand River Conservation Authority that Condition 4.1 has been carried out satisfactorily. The clearance letter should contain a brief statement as to how the condition was satisfied.

5. That prior to the signing of the final plan for Stage 3 by the CITY'S Director of Planning, the Director shall be advised by the Waterloo Region District School Board that Condition 4.2 has been carried out satisfactorily. The clearance letter should contain a brief statement as to how the condition was satisfied.

6. NOTES

Development Charges

1. The owner/developer is advised that the provisions of the Development Charge By-laws of the City of Kitchener and the Regional Municipality Waterloo, as they may be amended from time to time, are applicable.

Registry Act

2. The final plans for Registration must be in conformity with Ontario Regulation 43/96, as amended, under The Registry Act.

Updated Information

3. It is the responsibility of the owner of this draft plan to advise the Regional Municipality of Waterloo and the City of Kitchener Business and Planning Services Departments of any changes in ownership, agent, address and phone number.

Agreement

4. Most of the Regional Municipality of Waterloo conditions can be satisfied through an agreement. The onus is on the owner to contact Regional staff in writing to request the preparation of such an agreement. A copy of a reference plan showing the lands to be registered that are affected by the agreement and the conditions to be covered by the agreement should be provided. The fees for the preparation and registration of this agreement, are payable to the Regional Municipality of Waterloo.

Fees

5. The owner/developer is advised that the City of Kitchener and the Regional Municipality of Waterloo have adopted By-Laws, pursuant to Section 69 of the Planning Act, R.S.O. 1990 c. P.13, to prescribe a tariff of fees for application, recirculation, draft approval, modification to draft approval and registration release of plans of 30T-08204.

Approvals for Servicing Systems

6. The proposed water distribution system meets the definition of a "water works" as defined in the Ontario Water Resources Act. Prior to the construction of the proposed water supply system, the proponent must ensure that the application for approval of water works, and appropriate supporting information, is submitted to the Ministry of the Environment for approval.

Stormwater Management

7. The proposed stormwater management system meets the definition of a "sewage works" as defined in the Ontario Water Resources Act. Therefore, approval of the Director must be obtained under Section 53 of the Ontario Water Resources Act prior to the construction of the proposed stormwater management system. The proponent must ensure that the application for approval of sewage works, and appropriate supporting information, is submitted to the Ministry of the Environment for approval.

Sewage System

8. The proposed sanitary sewage collection system meets the definition of a "sewage works' as defined in the Ontario Water Resources Act. Therefore, approval of the Director must be obtained under section 53 of the Ontario Water Resources Act prior to the construction of the proposed sanitary sewage collection system. The proponent must ensure that the application for approval of sewage works, and appropriate supporting information, is submitted to the Ministry of the Environment for approval.

Identification of Applicable Planning Act

9. This draft plan was received on July 29, 2008 and shall be processed and finally disposed of under the Planning Act, R.S.O. 1990, c. P.13, as amended as of that date.

Regional Servicing Agreement

10. The owner/developer is advised that draft approval is not a commitment by the Regional Municipality of Waterloo to water and wastewater servicing capacity. To secure this commitment, the owner/developer must enter into an "Agreement for Servicing" with the Regional Municipality of Waterloo by requesting that the Region's Planning, Housing and Community Services Department initiate preparation of the agreement. When sufficient capacity is confirmed by the Region's Commissioner of Engineering to service the density as defined by the plan to be registered, the owner/developer will be offered an "Agreement for Servicing". This agreement will be time limited, define the servicing commitment by density and use. Should the "Agreement for Servicing" expire prior to plan registration, a new agreement will be required.

    The owner/developer is to provide the Regional Municipality of Waterloo with two print copies of the proposed plan to be registered along with the written request for a servicing agreement.

Registration Release

11. To ensure that a Regional Release is issued by the Regional Commissioner of Planning, Development and Legislative Services to the City of Kitchener prior to year end, it is the responsibility of the owner to ensure that all fees have been paid, that all Regional conditions have been satisfied and the required clearance letters, agreements, prints of plan to be registered, and any other required information or approvals have been deposited with the Regional Planner responsible for the file, no later than December 15th. Regional staff cannot ensure that a Regional Release would be issued prior to yearend where the owner has failed to submit the appropriate documentation by this date.

Airport Zoning

12.a) The Owner is advised that the lands, or a portion of the lands, are subject to the Region of Waterloo International Airport Zoning Regulations issued under the federal Aeronautics Act. The purpose of the Regulations is two-fold: 1) to prevent lands adjacent to or in the vicinity of the Region of Waterloo International Airport site from being used or developed in a manner that is incompatible with the safe operation of the airport or an aircraft; and 2) to prevent lands adjacent to or in the vicinity of facilities used to provide services relating to aeronautics from being used or developed in a manner that would cause interference with signals or communications to and from aircraft or to and from those facilities.

    It is the landowner's responsibility to be aware, and to make all users of the land aware, of the restrictions under these Regulations, which may include but are not limited to height restrictions on buildings or structures, height of natural growth, interference with communications, and activities or uses that attract birds.

12.b) The Owner is advised that the lands, or a portion of the lands, may be subject to Canadian Aviation Regulations Standard 621.19 issued under the federal Aeronautics Act. This Standard allows aviation officials to assess individual obstructions, namely buildings, structures or objects, to determine if they are likely to constitute a hazard to air navigation and consequently require marking and/or lighting in accordance with the Standards. Persons planning to erect an obstruction, namely a building, structure or object, including a moored balloon, either permanently or temporarily, should contact the Regional Manager, Aerodrome Safety (Ontario Region), Transport Canada at (416) 952-0248 as early as possible and provide the necessary information on the planned

obstruction using the Aeronautical Obstruction Clearance Form (#26-0427) issued by Transport Canada.

Ministry of Transportation

13.a) The Owner is advised that permits are required from the Ministry of Transportation before any grading or construction commences within 45 metres of any highway limit and within a 395 metre radius of the centreline intersection of Highway 7 & 8 and Trussler Road.

13.b) The Owner will be required to submit to the Ministry of Transportation for review and approval: development drawings/plans not limited to site plans, grading plans, servicing plans, illumination plans, landscaping plans and details.

13.c) The Ministry requires that all buildings and structures be setback a minimum of 14.0 metres from the Highway 7 & 8 property limit. Fences (noise barriers) shall be setback a minimum of 0.3 metres from the Highway 7 & 8 property limit.

13.d) The Owner shall provide the Ministry of Transportation a mylar and three paper copies of the registered final plans.

Final Plans

14. When the survey has been completed and the final plan prepared to satisfy the requirements of the Registry Act, they should be forwarded to the City of Kitchener. If the plans comply with the terms of approval, and we have received an assurance from the Regional Municipality of Waterloo and applicable clearance agencies that the necessary arrangements have been made, the Manager of Development Review's signature will be endorsed on the plan and it will be forwarded to the Registry Office for registration.

The following is required for registration and under The Registry Act and for our use:

One	(1)	original mylar
Four	(4)	mylar copies
Four	(4)	white paper copies

STAGE 1	LAND USE	MAX. # UNITS	AREA (ha.)
1-127	Single-Detached	127	4.836
128-132	Mixed Use/Multiple Res.	188/377	6.267
133	Open Space/Park		0.819
134	Open Space/SWM		1.835
135,136	Future Development		0.204
137-141	Road Widening		0.449
142, 143	0.3m Reserves		0.002
144	Pumping Station		0.096
	Roads		3.306
TOTAL		315/504	17.814

STAGE 2	LAND USE	MAX. # UNITS	AREA (ha.)
1-34	Single-Detached	194/394	12.427
35	Multiple Residential	28/55	0.921
36-39	Open Space/Park		1.598
40	Open Space/Woodland		7.443
41	Open Space/Trail		0.674
42	Open Space/SWM		1.770
43-45	Public Walkway		0.072
46	Service Corridor		0.019
47	Road Widening		0.086
48-51	0.3m Reserves		0.014
	Roads		6.067
TOTAL		222/449	31.091

STAGE 3	LAND USE	MAX. # UNITS	AREA (ha.)
1	School	31/63	2.727
TOTAL		31/63	2.727

STAGE 4	LAND USE	MAX. # UNITS	AREA (ha.)
1	Multiple Residential	111/222	3.693
2	Open Space/Trail		0.558
3	Road Widening		0.055
TOTAL		111/222	4.306

TOTALS	MAX. # UNITS	AREA (ha.)
197	679/1238	55.94

CITY OF KITCHENER APPROVAL BLOCK
Subject to the conditions, if any, set forth in our letter dated April 16, 2018 this plan as draft approved January 8, 2015, is hereby modified under Section 51 of the Planning Act, R.S.O. 1990 this

Della Ross

Della Ross, MCIP, RPP
Manager of Development Review

PLAN OF SUBDIVISION

ACTIVA HOLDINGS INC.

PT OF LTS 46, 129 AND 130, G.C.T.

0 25 50 75 100

SCALE 1:5,500

DATE: JANUARY 20, 2015

REVISED: MARCH 6, 2018

SUBDIVISION APPLICATION 30T-08204

ZONE CHANGE APPLICATION ZC08/17/T/JVW

City of Kitchener
Community Services Department, Planning

CAD FILE: 30T-08204 .dwg

AMENDMENT NO. XX TO THE OFFICIAL PLAN

OF THE CITY OF KITCHENER

CITY OF KITCHENER

468 Trussler Road

AMENDMENT NO. XX TO THE OFFICIAL PLAN

OF THE CITY OF KITCHENER

CITY OF KITCHENER
468 Trussler Road

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

SECTION 1 – TITLE AND COMPONENTS

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

SECTION 2 – PURPOSE OF THE AMENDMENT

The purpose of the Official Plan Amendment is to amend the City of Kitchener Official Plan (2014) by deleting *Area Specific / Special Policy 15.D.12.24 Trussler Road / Highway 7&8 / Bleams Road* and by deleting *Specific Policy Area 24. Trussler Rd / Highway 7 and 8 / Bleams Rd* on *Map No. 5 – Specific Policy Areas*.

SECTION 3 – BASIS OF THE AMENDMENT

Planning Analysis:

Planning Act, R.S.O. 1990, c. P.13 25:

Section 2 of the Planning Act establishes matters of provincial interest and states that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
g) The minimization of waste;
h) The orderly development of safe and healthy communities;
j) The adequate provision of a full range of housing, including affordable housing;
k) The adequate provision of employment opportunities;
p) The appropriate location of growth and development;
q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
r) The promotion of built form that,
   (i) Is well-designed,
   (ii) Encourages a sense of place, and
   (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

These matters of provincial interest are addressed and are implemented through the Provincial Planning Statement, 2024, as it directs how and where development is to occur. The City's Official Plan is the most important vehicle for the implementation of the Provincial Planning Statement, 2024 and to ensure Provincial policy is adhered to.

Provincial Planning Statement, 2024 (PPS):

The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. The PPS 2024 came into force on October 20, 2024.

According to the Province, the PPS 2024 provides municipalities with the tools and flexibility they need to build more homes. It enables municipalities to:

- plan for and support development, and increase the housing supply across the province
- align development with infrastructure to build a strong and competitive economy that is investment-ready
- foster the long-term viability of rural areas
- protect agricultural lands, the environment, public health and safety

Sections 2.1.6 and 2.3.1.3 of the PPS 2024 promote planning for people and homes and supports 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.

The PPS provides numerous MDS-related policies, which apply to new settlement areas and settlement area boundary expansions, rural lands in municipalities, and prime agricultural areas. However, under the PPS, the subject lands are identified as being within a settlement area. In this regard, Policy 2.3.1.1 states that "*Settlement areas* shall be the focus of growth and development. Within *settlement areas*, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas*." In this regard, settlement areas are to be the focus of growth and development. Moreover, there are no policies in the PPS to require that MDS be applied within settlement areas.

OMAFA Guideline 853:
OMAFA provides guidelines for the implementation of MDS via Publication 853 and applies to all Planning Act applications made after March 1, 2017. DHA staff has confirmed with OMAFA directly that MDS does not apply within settlement areas.

Regional Official Plan (ROP):

The subject property is located in the Urban Area and Designated Greenfield Area in 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.

The ROP directs most of the region's future growth within the Urban Area to delineated built-up areas through intensification. However, new development will also be directed to designated greenfield areas, to accommodate some of the Region's forecasted growth.

It should be noted that Draft Plan of Subdivision 30T-08204 was originally approved (2015) many years before Regional Official Plan Amendment #6 was approved (August 2022), which was a comprehensive update to the ROP. Accordingly, the original approval did not consciously consider updates to sections of the ROP such as the update to Section 2.G, which states that,

> New greenfield communities will be compact and efficient to meet the vision and objectives of this Plan. They will be designed as *15-minute neigbourhoods* that enable people to live car-free or “car-lite” (i.e., households with fewer vehicles than workers) by offering convenient access to a diverse mix of jobs, housing, schools, cultural, and recreational opportunities, and local shops and food destinations.

However, it is understood that the subdivision met the Provincial Policy Statement in effect at the time of the OMB approval in 2015. The requested modification represents a minor modification that does not propose to change the layout of the subdivision or the land uses, only to delete conditions, a Site Specific Policy in the Official Plan policies, and a Holding Provision in the zoning that involve MDS matters related to the nearby equestrian establishment. No other changes are proposed.

City of Kitchener Official Plan (OP):

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

The subject lands are primarily within the Designated Greenfield Area, as outlined on Map 1 – City Urban Area and Countryside, though a narrow strip of the subject lands adjacent to Highway 7/8 is within the Built Up Area.

The Official Plan states that “Although much growth will be accommodated within the Built-Up Area, the Designated Greenfield Area is also an important location for planned growth. Development in these areas will contribute to a healthy, complete and balanced community. Generally, new development in this area will be planned and designed based on transit routes (existing and planned) and walkability.”

Urban Structure

The Official Plan establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. The subject lands are primarily identified as Community Areas, as outlined on Map 2 – Urban Structure, though a narrow strip of the subject lands adjacent to Highway 7/8 is identified as Green Areas. The Official Plan states that, “The planned function of Community Areas is to provide for residential uses as well as non-residential supporting uses intended to serve the immediate residential areas.” Moreover, “Limited intensification may be permitted within Community Areas in accordance with the applicable land use designation…”

The planned subdivision stage will facilitate residential uses. Staff is of the opinion that the requested Subdivision Modification, Official Plan Amendment, and Zoning By-law Amendment will support development that conforms to the City’s Urban Structure policies.

Land Use Designation

The subject lands are designated Low Rise Residential (LRR), as outlined on Map 3 – Land Use, though a narrow strip of the subject lands adjacent to Highway 7/8 is designated Open Space. The Official Plan states that the purpose of the LRR designation is to “accommodate a full range of low density housing types which may include single detached dwellings, additional dwelling units, attached and detached, semi-detached dwellings, street townhouse dwellings, townhouse dwellings in a cluster development, low-rise multiple dwellings, special needs housing, and other forms of low-rise housing.” Furthermore, “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.”

The planned subdivision stage will facilitate a range of low density housing types, including low-rise multiple dwellings.

Requested Official Plan Amendment:

In addition to applying the Low Rise Residential designation to the subject lands (and Open Space designation for the trail along Highway 7/8), the Official Plan Amendment (OPA) approved by the OMB in 2015 applied Specific Policy Area #24 Trussler Rd / Highway 7 & 8 / Bleams Rd, as shown on Map 5 – Specific Policy Areas of the Official Plan. The policy that applies to this Specific Policy Area is policy 15.D.12.24, which states, “Any development within the identified area will comply with the Minimum Distance Separation Formulae for any equestrian facility located west of Trussler Road in Wilmot Township.”

Through the review of the initially circulated Draft Plan of Subdivision Modification Application and Zoning By-law Amendment Application, it was determined that an OPA Application is also required to permit the lands to be developed with Low Rise Multiple Residential development.

In this regard, the requested OPA seeks to delete Specific Policy Area 24 and associated Site Specific Policy 15.D.12.24. The deleted policy would not be replaced with a new policy.

The rationale to delete Site Specific Policy Area 24 is the same as the rationale to delete the subdivision draft approval conditions related to MDS: Under the PPS, MDS cannot legally be applied to the subject lands which are within an existing settlement area. The Province’s policies do not apply to require MDS within settlement areas. Accordingly, DHA staff is satisfied that the requested OPA to delete Site Specific Policy Area 24 and associated Site Specific Policy 15.D.12.24 is justified.

Requested Zoning By-law Amendment:

In addition to applying RES-5 Zone with site specific provisions to the subject lands (and OSR-2 Zone for the trail along Highway 7/8), the Zoning By-law Amendment (ZBA) approved by the OMB in 2015 applied a holding provision, which was subsequently renamed as Holding Provision (30H), through a comprehensive Zoning By-law review by the City. Holding Provision (30H) states the following:

> Within the lands zoned RES-5 and OSR-2 and shown as affected by this provision on Zoning Grid Schedules 8, 23 and 24 of Appendix A, the holding provision will not be removed unless development within the identified area complies with the Minimum Distance Separation Formulae for any equestrian establishment located west of Trussler Road in Wilmot Township.

In this regard, the applicant has submitted a ZBA Application to permit the lands to be developed with Low Rise Multiple Residential development. The requested ZBA seeks to delete Holding Provision (30H). The deleted provision would not be replaced with a new provision.

It should be noted that this request to *delete* the holding provision is different than a request to *lift* the holding provision, the latter of which would require the condition to be fulfilled (i.e., the subdivision would have to comply with MDS), though the outcome is the same: the holding provision would cease to apply to the subject lands.

The rationale to delete Holding Provision (30H) is the same as the rationale to delete the subdivision draft approval conditions related to MDS: Under the PPS, MDS cannot legally be applied to the subject lands which are within an existing settlement area. The Province’s policies do not apply to require MDS within settlement areas. Accordingly, DHA staff is satisfied that the requested ZBA to delete Holding Provision (30H) is justified.

SECTION 4 – THE AMENDMENT

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

a) Part D, Section 15.D.12 *Area Specific/Site Specific Policy Areas* is amended by deleting *Area Specific / Special Policy 15.D.12.24 Trussler Road / Highway 7&8 / Bleams Road*.

b) *Map No. 5 – Specific Policy Areas* is amended by deleting *Specific Policy Area 24. Trussler Rd / Highway 7 and 8 / Bleams Rd*, as shown on the attached Schedule ‘A’.

APPENDIX 1

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood
468 Trussler Road

KITCHENER

Location Map

Have Your Voice Heard!

Planning & Strategic Initiatives Committee

Date: **August 11, 2025**

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

Go to **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

or contact:

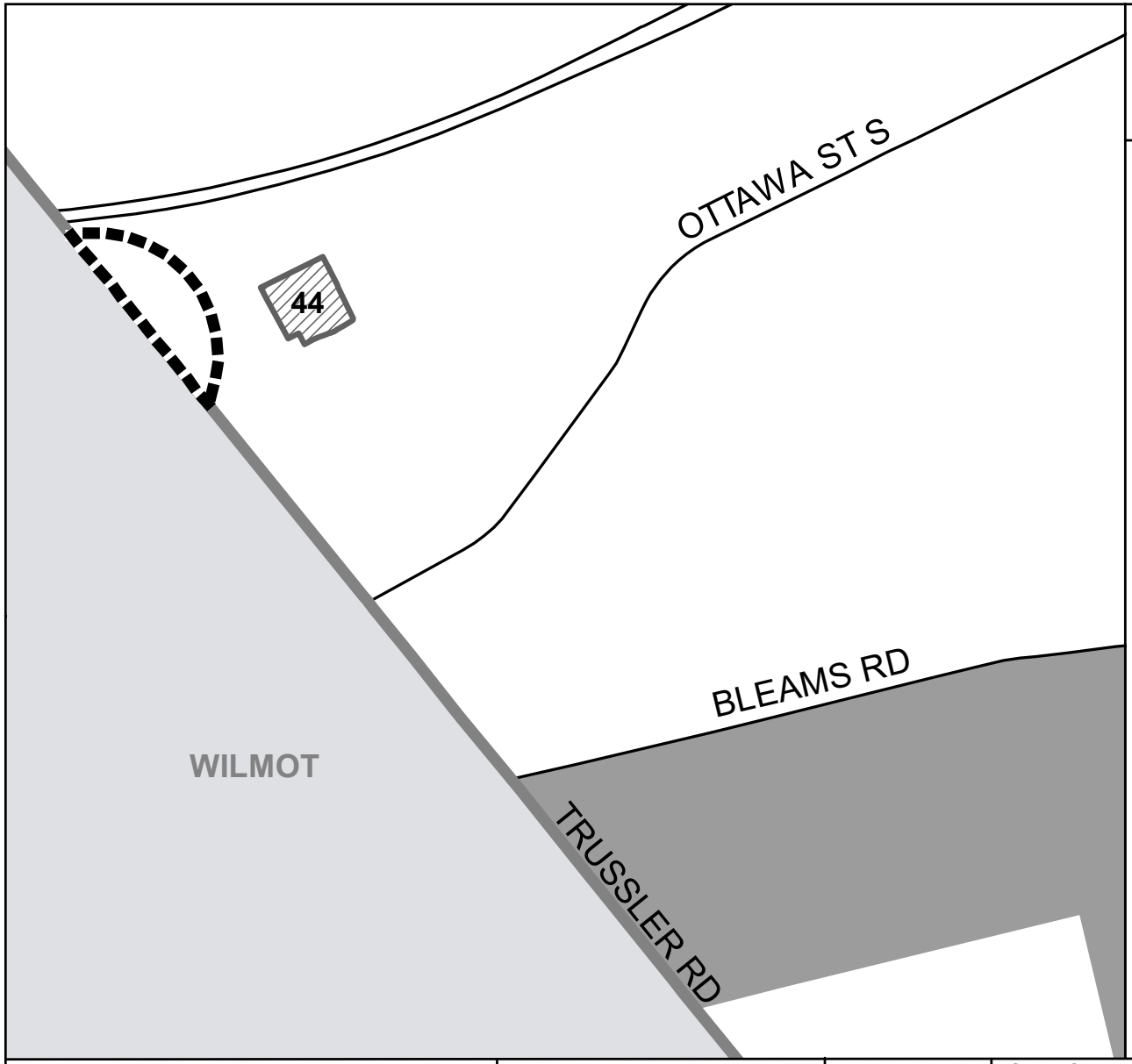
Andrew Pinnell, Senior Planner
andrew.pinnell@kitchener.ca
519.783.8915

Delete Minimum Distance Separation requirements regarding an Equestrian Facility

The City of Kitchener will consider applications for a Minor Subdivision Modification, Official Plan and Zoning By-law Amendments, to delete requirements for Minimum Distance Separation related to an equestrian establishment, located west of Trussler Road, and to add conditions to notify purchasers and renters of potential odours, and to ensure that central air conditioning is installed in units to allow windows and doors to remain closed during warm weather. The Applications would facilitate the development of the final residential stage of the overall subdivision, which comprises low rise multiple residential development, open space / trail uses, and a road widening.

APPENDIX 2 Minutes of the Meeting of Planning and Strategic Initiatives Committee – August 11, 2025

APPENDIX 3	Minutes of the Meeting of City Council – August 25, 2025



CITY OF KITCHENER
OFFICIAL PLAN
AMENDMENT TO MAP 5
SPECIFIC POLICY AREAS

N

Specific Policy Areas

44. Lands designated LRR in Trussler Rd subdiv.

Refer to Urban Growth Centre and Secondary Plans for details

Area of Amendment

To Remove Specific Policy Area 24. Trussler Rd/Highway 7 and 8/ Bleams Rd

SCHEDULE 'A'	0 500 METRES	REVISED:	OFFICIAL PLAN AMENDMENT OPA24/015/T/AP
			ZONING BY-LAW AMENDMENT ZBA24/010/T/AP
APPLICANT: ACTIVA HOLDINGS INC.	SCALE 1:16,000		SUBDIVISION APPLICATION 30T-08204
468 TRUSSLER RD	DATE: JANUARY 24, 2025		**City of Kitchener** DEVELOPMENT SERVICES DEPARTMENT, PLANNING — FILE: OPA24015TAP_MAP5 .mxd

PROPOSED BY – LAW

_____, 2025

BY-LAW NUMBER _____

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to amend By-law No. 2019-051, as amended, known as the Zoning By-law for the City of Kitchener – Activa Holdings Inc. – 468 Trussler Road)

WHEREAS it is deemed expedient to amend Zoning 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 Numbers 23 and 24 of Appendix “A” to By-law 2019-051 are hereby amended by changing the zoning applicable to the parcel of land specified and illustrated as Area 1 on Map No. 1, in the City of Kitchener, attached hereto, from Low Rise Residential Five Zone (RES-5) with Site Specific Provisions (297), (301), and (303) and Holding Provision (30H) to Low Rise Residential Five Zone (RES-5) with Site Specific Provisions (297), (301), and (303).

2. Section 20 of By-law 2019-051 is hereby amended by removing Section 20 (30H) thereto.

3. This By-law shall become effective only if Official Plan Amendment No. __, 468 Trussler Road comes into effect, pursuant to Section 24(2) of The Planning Act, R.S.O. 1990, c. P.13, as amended.

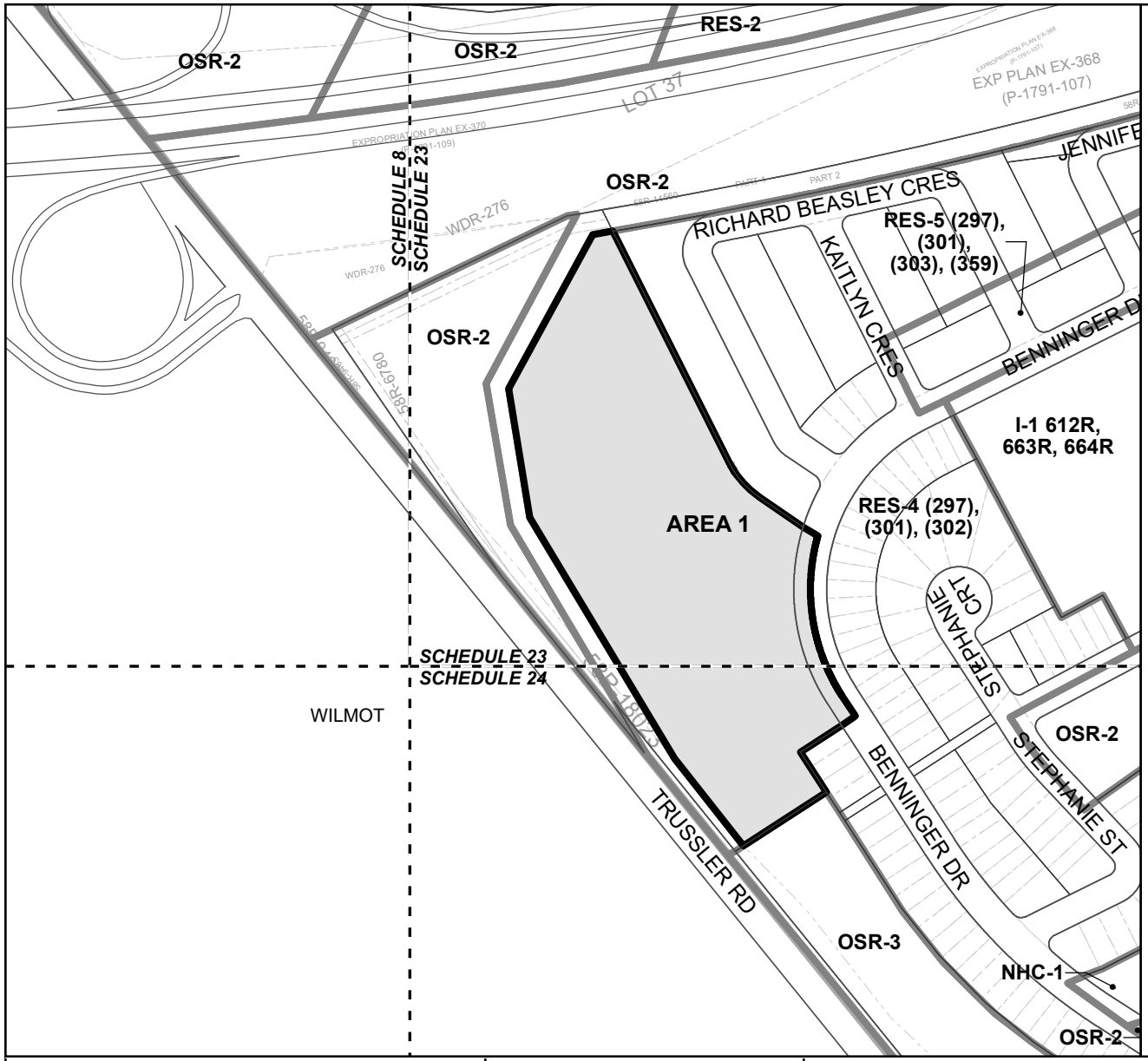
PASSED at the Council Chambers in the City of Kitchener this _____day of _____, 2025.

_____

Mayor

_____

Clerk



SUBJECT AREA(S)

N

AMENDMENT TO BY-LAW 2019-051
AREA 1 -
FROM LOW RISE RESIDENTIAL FIVE ZONE (RES-5)
WITH SITE SPECIFIC PROVISIONS (297), (301), (303)
AND HOLDING PROVISION (30H)
TO LOW RISE RESIDENTIAL FIVE ZONE (RES-5)
WITH SITE SPECIFIC PROVISIONS (297), (301), (303)

BY-LAW 85-1
I-1 NEIGHBOURHOOD INSTITUTIONAL ZONE
BY-LAW 2019-051
NHC-1 NATURAL CONSERVATION ZONE
OSR-2 OPEN SPACE: GREENWAYS ZONE
OSR-3 OPEN SPACE: STORMWATER MANAGMENT ZONE
RES-2 LOW RISE RESIDENTIAL TWO ZONE
RES-4 LOW RISE RESIDENTIAL FOUR ZONE
RES-5 LOW RISE RESIDENTIAL FIVE ZONE

ZONE GRID REFERENCE
SCHEDULE NO. 23 AND 24
OF APPENDIX 'A'
KITCHENER ZONING BY-LAW 85-1 AND 2019-051

ZONE LIMITS

MAP NO. 1

ACTIVA HOLDINGS INC.

468 TRUSSLER RD

0 50 100
METRES

SCALE 1:4,000

DATE: MAY 13, 2024

ZONING BY-LAW AMENDMENT ZBA24/010/T/AP

OFFICIAL PLAN AMENDMENT N/A

City of Kitchener
DEVELOPMENT SERVICES DEPARTMENT, PLANNING

FILE: ZBA24010TAP_MAP1 .mxd

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood

468 Trussler Road

Location Map

Have Your Voice Heard!

Planning & Strategic Initiatives Committee

Date: **August 11, 2025**

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Andrew Pinnell, Senior Planner
andrew.pinnell@kitchener.ca
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Region of Waterloo

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

Shilling Yip (226) 753-1064 (cell)
File: D17-50/2/24015

January 15, 2025

Andrew Pinnell, MCIP, RPP
Senior Planner
City of Kitchener
City Hall, P.O. Box 1118
200 King St. West
Kitchener, ON N2G 4G7

Dear Mr. Pinnell:

Re: Post Circulation Comments
OPA 24/015/T/AP
(x-Ref Subdivision 30T-08204 Stage 4)
Activa Holdings Inc.
468 Trussler Road
CITY OF KITCHENER

Region staff has reviewed the above-noted application and provide the following comments. The purpose of the application is to delete Specific Policy Area 24 and associated site specific Policy 15.D.12.24 which requires that, "Any development within the identified area will comply with the Minimum Distance Separation Formulae for any equestrian facility located west of Trussler Road in Wilmot Township." The application will permit the lands to be developed with Low Rise Multiple Residential development.

On January 1st, 2025, Bill 23 (the More Homes Built Faster Act, 2022), the upper-tier without planning responsibilities provisions were proclaimed for the Region of Waterloo. With this proclamation, certain review responsibilities that the Region historically undertook on behalf of the Province, including those regarding Minimum Distance Separation are now the responsibility of the City of Kitchener. As such, the Region will not be providing any further comments on the MDS analysis or conclusion.

Trussler Road EA
Regional staff provided comments on the proposed ZBA and modifications to conditions of draft approval for the plan of subdivision in a letter dated November 18, 2024. The letter included comments on the Region's Trussler Road environmental assessment currently underway. While those comments continue to apply, by way of an update staff

wish to advise that information related to detail design will not be available until Q4 2025 instead of Q2 as previously noted.

Staff also advise that no modifications to Regional condition 3.6 (road widenings) are required at this time. Any requirements to road improvements stemming from the EA will be addressed as part of site plan for Stage 4, or through the EA process.

Other

The Region's OPA review fee was received December 9, 2024. However this fee amount does not reflect the current fee. Staff understands the applicant is processing a subsequent cheque to cover the balance owing. This arrangement is satisfactory to Regional staff.

Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

Shilling Yip, MCIP, RPP
Principal Planner

cc. Pierre Chauvin, MHBC Planning
Katrina Fluit, Region Corridor Development

Andrew Pinnell

From: Andrew Martin <andrew.martin@Wilmot.ca>
Sent: Monday, January 13, 2025 3:34 PM
To: Andrew Pinnell; Amanda Kutler; Shilling Yip
Cc: Harold O'Krafka
Subject: RE: Circulation for Comment - 468 Trussler Road (OPA) / Planning Justification Report Addendum

Hi Andrew,

In instances where the Province chose to expand the Township Urban Boundary into areas with an MDS impact, the Township requested that those lands not be included and that the boundary be drawn back to preserve the MDS protection. Ideally that would have occurred in this example, but given the boundary now exists, I would tend to agree that MDS 1 no longer applies.

Notwithstanding that MDS 1 is no longer applicable given the current boundary limit, we had previously suggested that an MDS calculation be completed to assess the impact of the existing home at 483 Trussler on the equestrian facility. A prior PJR provided that information and the Township generally concurred that existing home at 483 Trussler Rd and the pre ROPA 6 urban boundary already impacted the ability of the equestrian facility to expand and this newest boundary limit creates very little new impact.

The Township has no further comments on this application.

Andrew Martin, MCIP RPP
Manager of Planning and Economic Development
Development Services | Township of Wilmot | 519-634-8519 x. **9245**

Wilmot.ca | Twitter | Facebook | LinkedIn | YouTube

Andrew Pinnell

From: Johnston, Jeremiah (MTO) <Jeremiah.Johnston@ontario.ca>
Sent: Wednesday, June 12, 2024 10:51 AM
To: Andrew Pinnell
Cc: Backtash, Khalid (MTO)
Subject: FILE # MTO-LD-2024-31L-000180 (30T-08204 Stage 4 & ZBA Removal of Holding Provision)

Good morning Andrew,

The Ministry of Transportation (MTO) has completed a review of the incoming file # MTO-LD-2024-31L-000180. The documents were reviewed in accordance with the requirements of the *Public Transportation and Highway Improvement Act*, permits previously issued related to the subdivision and all other related MTO policy.

The site is in proximity to Highway 7&8, which is designated as a **Controlled Access Highway (CAH)**. As such, all requirements, guidelines and best practices in accordance with this classification and designation shall apply;

The owner should be aware that the property falls within MTO's Permit Control Area (PCA), and as such, MTO Permits may be required before any demolition, grading, construction or alteration to the site commences. In accordance with the Ontario Building Code, municipal permits may not be issued until such time as all other applicable requirements (i.e.: MTO permits/approvals) are satisfied.

While MTO has no specific comment or requirement for the removal of the holding provision (Minimum Distance Separation Formulae (“MDS”) to the Brookside Equestrian Centre, located on 493 Trussler Road) MTO provides the following comments on outstanding items related to MTO requirements / permitting for this phase of and the subdivision overall.

- As identified earlier, lands as identified as required by MTO are to be transferred to MTO from the North West corner of the site.
- An agreement (MOU) between the Regional Municipality of Waterloo and MTO addressing the construction of highway improvements, required as a result of this subdivision will need to be executed prior to issuance of any future MTO permits. MTO is in the process of drafting this agreement (MOU).
- As a condition of MTO permits a SWM Plan shall be provided for Stage 4 for MTO review.

Additionally, prior to the construction of the Community Trail within the MTO 14m setback, an agreement is required between the City of Kitchener and MTO addressing the location and future use of the trail will need to be executed prior to issuance of MTO permits for the trail.

If there are any questions please contact me directly.

Thank you,

Jeremiah Johnston
Corridor Management Planner | Highway Operations Branch

Ministry of Transportation | Ontario Public Service
(226)-980-6407 | jeremiah.johnston@ontario.ca

4th Floor, Corridor Magment Office
659 Exeter Road,
London, ON N6E 1L3

Ontario

Taking pride in strengthening Ontario, its places and its people

Andrew Pinnell

From: Niall Melanson
Sent: Wednesday, May 15, 2024 1:30 PM
To: Andrew Pinnell
Subject: FW: Circulation for Comment - Modification to Draft Plan of Subdivision 30T-08204 (Stage 4) & ZBA Removal of Holding Provision - 468 Trussler Road
Attachments: Modification Circulation Letter_Activa Trussler Stage 4_May 2024.pdf

No concerns from Engineering.

Thanks

Niall Melanson, C.E.T.
Project Manager, Development Engineering, City of Kitchener
niall.melanson@kitchener.ca, 519-741-2200 x 7133
200 King St. W., Kitchener, ON N2G 4G7

Andrew Pinnell

From: Niall Melanson
Sent: Monday, December 9, 2024 1:51 PM
To: Andrew Pinnell
Subject: Circulation for Comment - 468 Trussler Road (OPA)

Hello Andrew

Engineering has no concerns regarding this application.

Thank you.

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

Andrew Pinnell

From: Barbara Steiner
Sent: Monday, May 13, 2024 7:09 PM
To: Andrew Pinnell
Subject: City Envl Planning RE: Modification to Draft Plan of Subdivision 30T-08204 (Stage 4) & ZBA Removal of Holding Provision - 468 Trussler Road
Attachments: Modification Circulation Letter_Activa Trussler Stage 4_May 2024.pdf

Andrew: City Environmental Planning has no concerns with the proposed modification, nor the removal of the holding provision.

Barbara Steiner
Senior Environmental Planner | Planning | City of Kitchener
519-741-2200 X7293 | TTY 1-866-969-9994 | barbara.steiner@kitchener.ca

Andrew Pinnell

From: Barbara Steiner
Sent: Friday, December 20, 2024 12:51 PM
To: Andrew Pinnell
Subject: City Environmental Planning RE: - 468 Trussler Road OPA24/015/T/AP - DP 30T-08204

Andrew:

All natural heritage issues (features/functions) and compliance with City's *Tree Management Policy* were addressed during the circulation and review for DP 30T-08204.

The Kitchener Natural Heritage System (KNHS) in the area of the DP, Trussler Woods, an upland Regionally Significant Woodland with wetland inclusions, was addressed in the EIS/ EIR (Ecoplans 2008 with Addenda 2010 and 2013 (MMM)), submitted and approved with the DP application. The treed vegetation subject to City policy was finally addressed in the approved Detailed Vegetation Plan, all stages (MMM/WSP 2019). This northwest area of the DP had only a few trees associated with a rural laneway and farmhouse which were approved for removal; the balance of the area was cropland.

City Environmental Planning therefore has no concerns with OPA24/015/T/AP.

Barbara Steiner
Senior Environmental Planner | Planning | City of Kitchener
519-783-8947| TTY 1-866-969-9994 | barbara.steiner@kitchener.ca

PHONE NUMBER CHANGE – As of November 12, 2024 you can reach me directly at **519-783-8947**.

Andrew Pinnell

From: Christine Kompter
Sent: Tuesday, May 28, 2024 8:03 AM
To: Andrew Pinnell
Subject: FW: Kitchener - 468 Trussler Road - 30T-08204 (Stage 4)

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

---

From: AMIN Pranav <Pranav.Amin1@HydroOne.com>
Sent: Monday, May 27, 2024 4:47 PM
To: Christine Kompter <Christine.Kompter@kitchener.ca>
Subject: Kitchener - 468 Trussler Road - 30T-08204 (Stage 4)

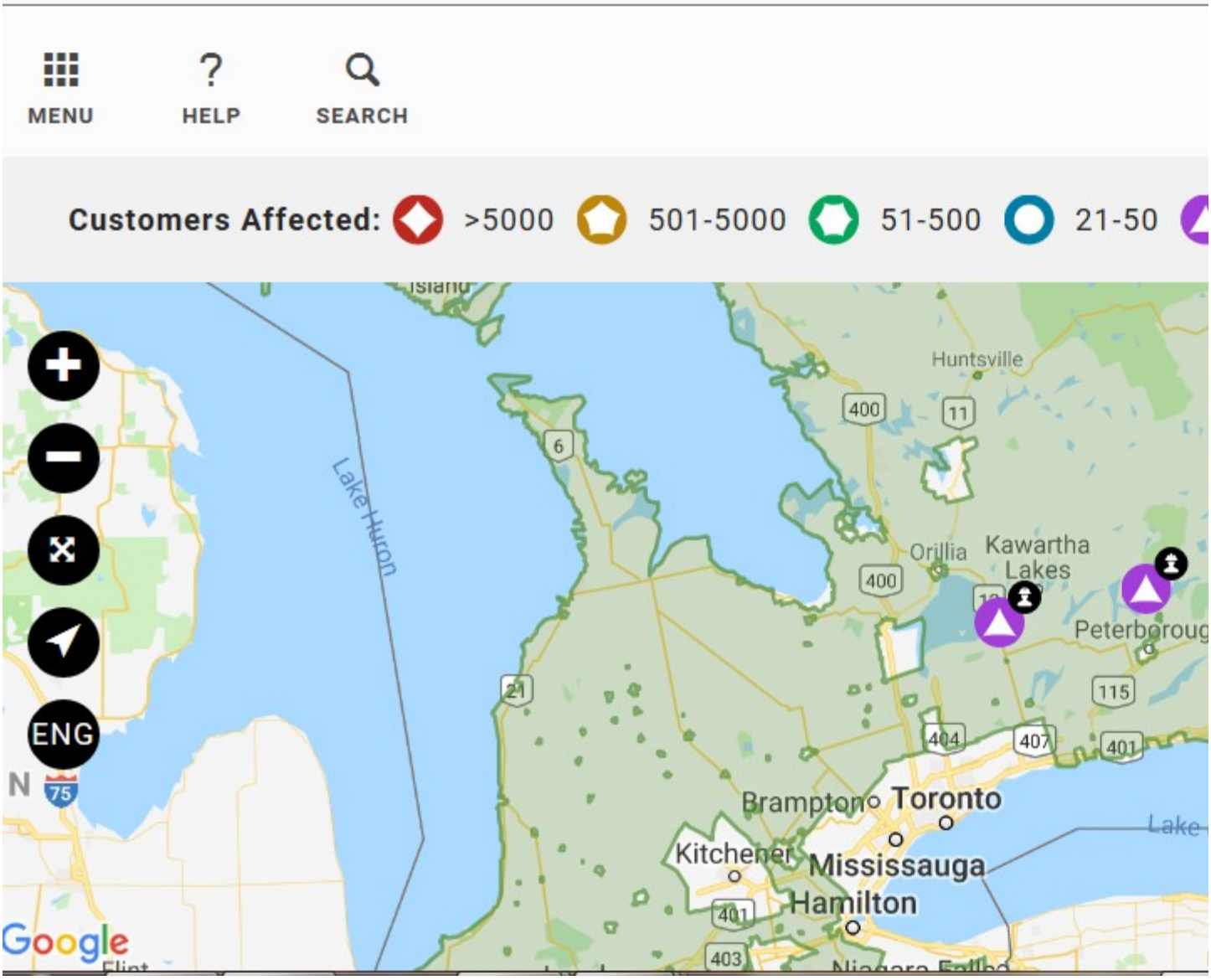
Hello,

We are in receipt of your Plan of Subdivision application, 30T-08204 dated May 13th, 2024. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at subdivision@Hydroone.com or 1-866-272-3330.

To confirm if Hydro One is your local distributor please follow the following link:
Stormcentre (hydroone.com)

Please select " Search" and locate address in question by entering the address or by zooming in and out of the map



If you have any further questions or inquiries, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

If you have any questions please feel free to contact myself.

Thank you,

Dennis De Rango
Specialized Services Team Lead, Real Estate Department
Hydro One Networks Inc.
Tel: (905)946-6237

Email: Dennis.DeRango@HydroOne.com

Andrew Pinnell

From: Lenore Ross
Sent: Thursday, June 20, 2024 9:36 AM
To: Andrew Pinnell
Subject: RE: Circulation for Comment - Modification to Draft Plan of Subdivision 30T-08204 (Stage 4) & ZBA Removal of Holding Provision - 468 Trussler Road

Hi Andrew,

I have reviewed the correspondence sent to the Parks Inbox while I was away May 3-June 10 2024 and noted that there was a Minor Mod/ZBA application for 30T-08204 /Trussler West circulated on May 09 2024 and a follow up email sent May 21 2024. Based on our files, it does not look like anyone from Parks responded, and I apologize for that omission. Parks comments are provided below for the record.

I have reviewed the proposed changes to draft approval conditions for Stage 4 concerning potential odors related to the adjacent agricultural operations. Similarly, through the proposed ZBA, the existing 30H provision requiring the development to comply with the Minimum Distance Separation Formulae is proposed to be removed.

Parks has no concerns with the proposed changes to the draft plan conditions specifying a new warning clause for odor. Although a portion of the affected lands are zoned OSR, Parks does not have any concerns with the proposed zone change to remove the 30H provision.

Regards,

Lenore

Lenore Ross MSc, MCIP, RPP
Parks Planning and Development Project Manager

Development and Housing Approvals | Development Services | City of Kitchener
519-741-2200 ext 7427 | TTY 1-866-969-9994 | Lenore.Ross@Kitchener.ca

Discover nature in the city: www.kitchener.ca/parks

A City for Everyone ~ Working Together ~ Growing Thoughtfully ~ Building Community

Andrew Pinnell

From: Lenore Ross
Sent: Thursday, December 19, 2024 11:09 AM
To: Andrew Pinnell
Subject: RE: Circulation for Comment - 468 Trussler Road (OPA)
Attachments: RE: Circulation for Comment - Modification to Draft Plan of Subdivision 30T-08204 (Stage 4) & ZBA Removal of Holding Provision - 468 Trussler Road

Hi Andrew,

As with the ZBA, Parks has no concerns or requirements for the OPA related to the proposed changes.

Regards,

Lenore

Andrew Pinnell

From: Dave Seller
Sent: Tuesday, May 14, 2024 1:27 PM
To: Andrew Pinnell
Subject: TS comments - Modification to Draft Plan of Subdivision 30T-08204 (Stage 4) & ZBA Removal of Holding Provision - 468 Trussler Road
Attachments: Modification Circulation Letter_Activa Trussler Stage 4_May 2024.pdf

Transportation Services have no concerns with the mod or removal of the holding provision.

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

City of Kitchener
OPA comments

Application type:	Official Plan Amendment OPA24/015/T/AP
Comments of:	Transportation Services
Commenter's name:	Dave Seller
Email:	dave.seller@kitchener.ca
Phone:	519-783-8152
Date of comments:	December 18, 2024
Comments due:	December 20, 2024
Project address:	468 Trussler Road (Stage 4, 30T-08204)
Amanda:	24-130783

Applicant proposal

The applicant is requesting an Official Plan Amendment to delete Specific Policy Area 24 and associated Site Specific Policy 15.D.12.24, which says, "Any development within the identified area will comply with the Minimum Distance Separation Formulae for any equestrian facility located west of Trussler Road in Wilmot Township." The application will permit the lands to be developed with Low Rise Multiple Residential development.

Conclusions

Transportation Serves have reviewed this application and have no concerns.

Andrew Pinnell

From: Planning <planning@wcdsb.ca>
Sent: Friday, May 17, 2024 4:38 PM
To: Andrew Pinnell
Subject: RE: Circulation for Comment - Modification to Draft Plan of Subdivision 30T-08204 (Stage 4) & ZBA Removal of Holding Provision - 468 Trussler Road

You don't often get email from planning@wcdsb.ca. Learn why this is important

Good Afternoon Andrew,

The Waterloo Catholic District School Board has reviewed the subject modification and removal of holding provision and has no objecions or new comments to add.

If you require any further information, please contact me by e-mail at Jordan.Neale@wcdsb.ca.

Thank you,
Jordan Neale
Planning Technician, WCDSB
480 Dutton Dr, Waterloo, ON N2L 4C6
519-578-3660 **ext. 2355**

Andrew Pinnell

From: Planning <planning@wcdsb.ca>
Sent: Monday, December 16, 2024 2:58 PM
To: Andrew Pinnell
Subject: Re: Circulation for Comment - 468 Trussler Road (OPA)

Hi Andrew,

The Waterloo Catholic District School Board has reviewed the subject application and has no objections or new comments to add.

Thank you.

Kind regards,

Isabelle Lung Ler
Planning Technician
Waterloo Catholic District School Board
Phone: 519-578-3677 x 2355
Email: Isabelle.LungLer@wcdsb.ca

Andrew Pinnell

From: Jennifer Arends
Sent: Thursday, November 28, 2024 2:30 PM
To: Andrew Pinnell
Subject: FW: Circulation for Comment - 468 Trussler Road (OPA)
Attachments: Dept & Agency Circ Letter - 468 Trussler Rd.pdf; Cover Letter.pdf; OPA Application Form.pdf

No concerns or comments from fire on this one.

Thank you Andrew,

Jennifer Arends

Fire Prevention Officer | City of Kitchener
519-783-7983 | jennifer.arends@kitchener.ca

Andrew Pinnell

From: Angela Wang <awang@grandriver.ca>
Sent: Wednesday, November 27, 2024 1:45 PM
To: Andrew Pinnell
Subject: RE: Circulation for Comment - 468 Trussler Road (OPA)

> You don't often get email from awang@grandriver.ca. Learn why this is important

Hi Andrew,

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 this application.

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
www.grandriver.ca | Connect with us on social media

REPORT TO:	**Planning and Strategic Initiatives Committee**
DATE OF MEETING:	**August 11, 2025**
SUBMITTED BY:	**Garett Stevenson, Director of Housing and Development Approvals, 519-783-8922**
PREPARED BY:	**Brian Bateman, Senior Planner, 519-783-8905**
WARD(S) INVOLVED:	**Ward 1**
DATE OF REPORT:	**July 11, 2025**
REPORT NO.:	**DSD-2025-286**
SUBJECT:	**Official Plan Amendment Application OPA25/004/L/BB Zoning By-law Amendment Application ZBA25/009/L/BB Address: Block 1, 58M-711 – Sandra Springs Subdivision Owner: 2597316 Ontario Corp.**

RECOMMENDATION:

That Official Plan Amendment Application OPA25/004/L/BB for 2597316 Ontario Corp. requesting to change the Land Use on Map 3 from 'Mixed Use' to 'Low Rise Residential', be approved, in the form shown in the Official Plan Amendment attached to Report DSD-2025-286 as Attachments 'A1', and 'A2'.

That Zoning By-law Amendment Application ZBA25/009/L/BB to change the zoning from 'MIX-1' to 'RES-5' be approved in the form shown in the 'Proposed By-law', and 'Map No. 1', attached to Report DSD-2025-286 as Attachments 'B1' and 'B2'.

REPORT HIGHLIGHTS:

- The purpose of this report is to evaluate and provide a planning recommendation regarding Official Plan Amendment and Zoning By-law Amendment Applications for the subject lands, described as Block 1, 58M-711, forming part of the Sandra Springs residential Subdivision in the Grand River North neighbourhood.
- Staff support the land use designation change from 'Mixed Use' to 'Low Rise Residential' to reinstate residential permissions for this block approved by Council in 2016 subsequently changed to 'Mixed Use' in 2019 and zoned 'MIX-1' in 2022, respectively.
- Community engagement included:
  - circulation of a preliminary notice letter to property owners and residents within 240 metres of the subject site;
  - installation of a large billboard notice sign on the property;
  - follow up one-on-one correspondence with members of the public;
  - Virtual Neighbourhood Meeting held on May 14, 2025;

- Postcard advising of the statutory public meeting was circulated to all residents and property owners within 240 metres of the subject site, those who responded to the preliminary circulation; and those who attended the Neighbourhood Meeting;
- Notice of the public meeting was published in The Record on July 18, 2025.

- This report supports the delivery of core services.
- The applications were deemed complete on April 4, 2025. The Applicant can appeal these applications for non-decision after July 3, 2025.
- It is planning staff's recommendation that the Official Plan and Zoning By-law Amendments be approved.

EXECUTIVE SUMMARY:

The City of Kitchener has received applications to amend the City's Official Plan and Zoning By-law 2019-051 for Block 1, 58M-711. The amendments seek to reinstate residential land use permissions obtained through a Council decision in 2016. The residential land use designation was subsequently changed to mixed-use though implementation of Zoning By-law 2019-051 in 2022. The proposed applications do not propose any modifications to the subdivision and only seek amendments to the Official Plan and Zoning By-law. Accordingly, these applications are technical in nature and staff are therefore recommending approval.

Background

The subject lands comprise a vacant block of land within the Sandra Springs Plan of Subdivision shown below in Figure 1 shaded in blue.

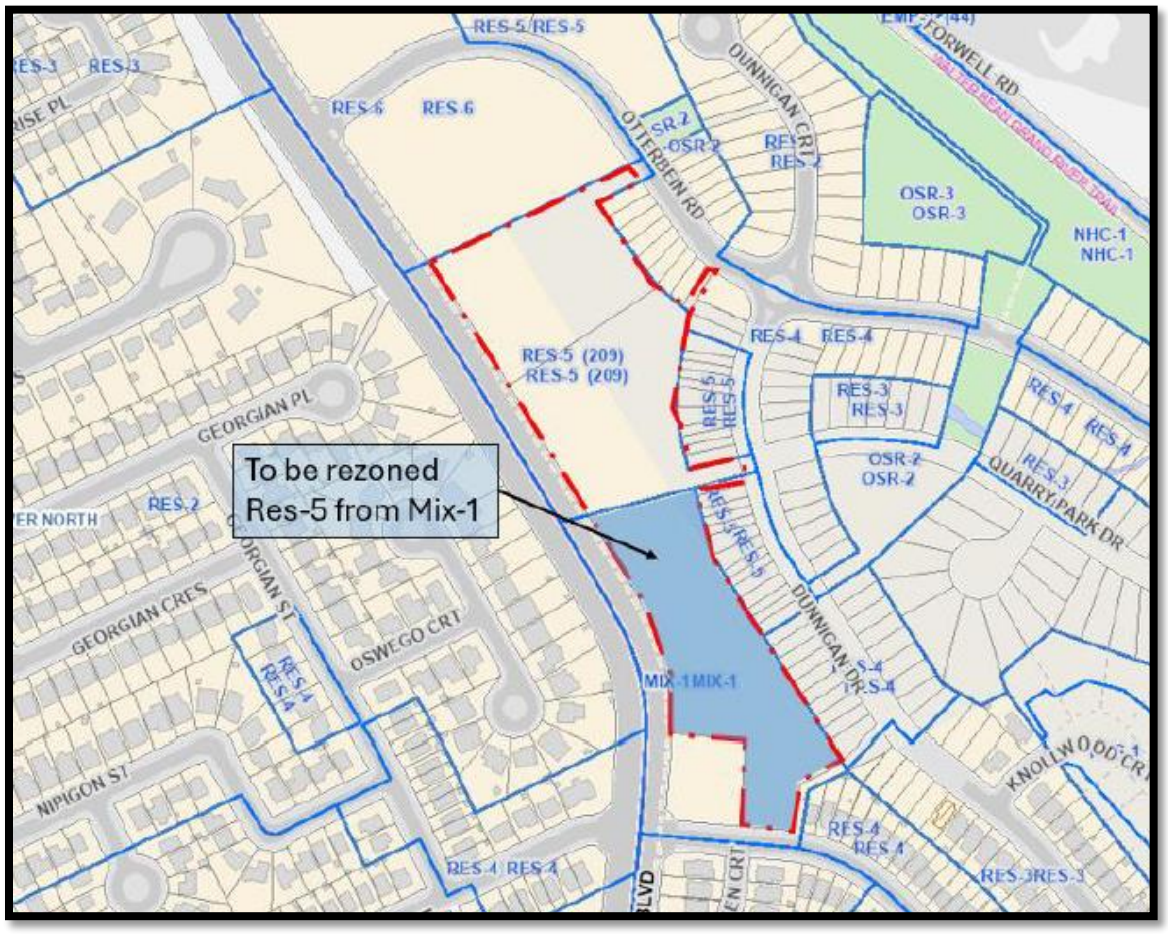


Figure 1 – Subject Block of Land

The subject block of land is described legally as Block 1, 58M-711. It has frontage onto both Lackner Boulevard and Keewatin Avenue. It forms part of a residential plan of subdivision consisting of by existing and proposed low rise residential land use in the Grand River North Planning Neighbourhood. At the time of the subdivision approval in 2016, staff interpreted that Block 1 was part of the Community Area and Low Rise Residential designation of the Official Plan. Accordingly, Block 1 was zoned R-6 in By-law 85-1 which allowed for low-rise residential building forms including multiples. The exception is a vacant block of land (Block 2, 58M-711– see Figure 2 below) situated at the northeast corner of Lackner and Keewatin of the subdivision. Block 2 is both designated and zoned for Mixed Use. It serves as the planned commercial block for the subdivision and corresponded with an interpretation made in 2016 that Block 2 was the Neighbourhood Node. Figure 2 shows Block 1 as being approved for 'multiple residential' and adjacent Block 2 for 'commercial'. As noted previously, the applications seek to amend the City's Official Plan and Zoning By-law.

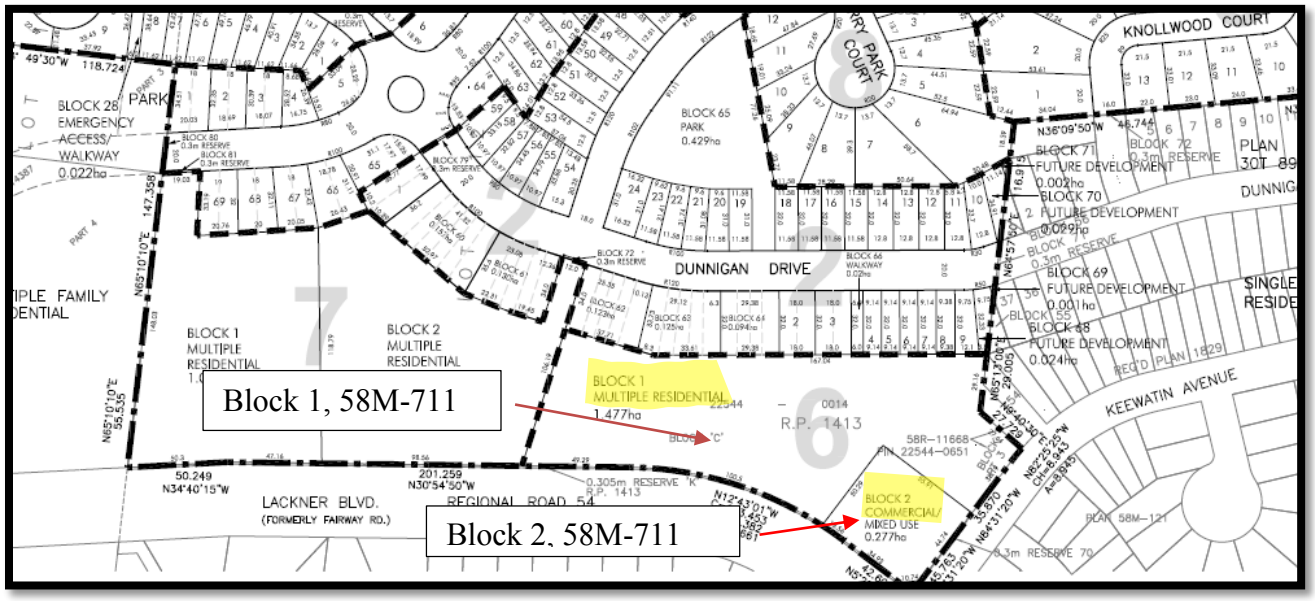


Figure 2 – Showing Lower Portion of Approved Plan of Subdivision (Note: Block 1, Stage 6, Multiple Residential and Block 2, Stage 6, Commercial)

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 development 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. 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 'D'). 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 Official Plan establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. Intensification Areas are targeted throughout the Built-up Area in key locations to accommodate and receive the majority of development or redevelopment for a variety of land uses. Primary Intensification Areas include the Urban Growth Centre (Downtown), Major Transit Station Areas, City Nodes, Community Nodes, and Urban Corridors, per Policy 3.C.2.3 of the Official Plan. As per policy 3.C.2.4, Secondary Intensification Areas are Neighbourhood Nodes and Arterial Corridors. These areas may experience intensification at a smaller scale. Such intensification may be permitted provided that the planned function of the structure component is not compromised. At this location in Grand River North, a 'Neighbourhood Node' is identified (see Figure 3).

Neighbourhood Nodes are considered Secondary Intensification Areas in the City of Kitchener's Official Plan on Map 2 – Urban Structure. As per 3.C.2.4, Secondary Intensification Areas may experience intensification at a smaller-scale and include Neighbourhood Nodes, Arterial Corridors and other site-specific opportunities. Such intensification may be permitted provided that the planned function of the structure component is not compromised.

The planned function of a Neighbourhood Node is to serve the day-to-day commercial needs of surrounding residential areas and encouraged to be cycling and pedestrian friendly. Within an area identified as a Neighbourhood Node the applicable land use designations may include Mixed Use and/or Commercial. The implementing zoning may impose a minimum and/or maximum percentage or amount of floor space for residential and/or non-residential uses to ensure an appropriate combination of uses and to achieve the planned function of Neighbourhood Nodes.

The proposed Official Plan Amendment will not affect the planned function of the Neighbourhood Node. The size of the Node on Map 2 of the Official Plan is conceptual intended to illustrate a need for commercial/retail lands in the general location shown on Figure 3. This was the interpretation made at the time of subdivision approval in 2016. As such, Block 1, 58M-711 was considered part of the 'Community Area' and Block 2, 58M-711 was zoned Commercial/Mixed Use.

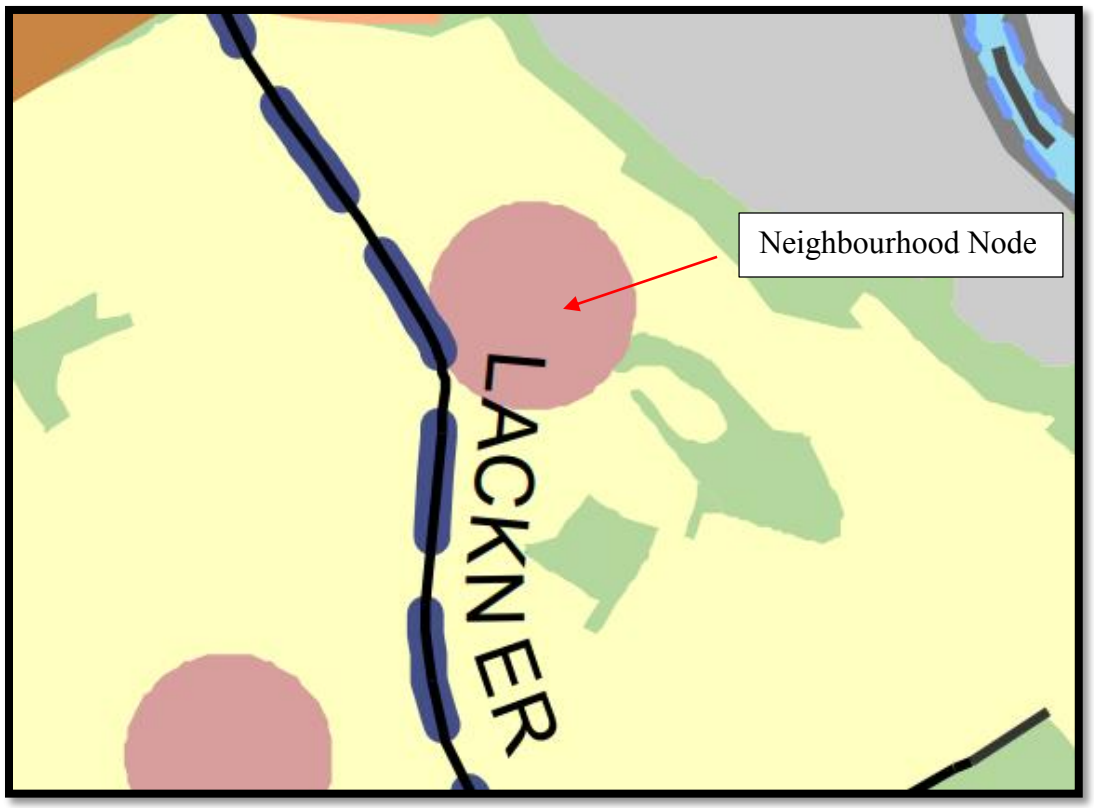


Figure 3 – Neighbourhood Node from Map 2, Urban Structure, Official Plan

Existing and Proposed Land Use Designation

The Official Plan designates the subject block as 'Mixed Use' The Mixed-Use land use designation is intended to be flexible and responsive to land use pattern changes and demands and permit a broad range of uses at different scales and intensities depending on the lands' geographic location and identification at the urban structure level. As such, an appropriate and compatible mix and range of commercial, retail, institutional and residential uses, at different scales and intensities will be encouraged and supported within lands designated Mixed Use depending on their location within the City's Urban Structure.

Block 1, 58M-711 is proposed to be redesignated '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. 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. No buildings shall exceed 3 storeys or eleven (11) metres in height. This designation is consistent with the subdivision approval from 2016 and planned nature of the block of land in question. This change will not impact the Node as Block 2, 58M-711 is the planned commercial lands for the subdivision. Block 2 is being preserved to maintain the important function a commercial block plays in ensuring the achievement of complete communities. As such, it is staff's opinion the reinstatement of the residential land use is technical in nature enabling the developer to move forward in creating more housing as planned for the community.

Existing and Proposed Zoning

The subject block of land is currently zoned 'Mixed Use One Zone (MIX-1)' in the City of Kitchener Zoning By-law 2019-051 (Figure 3). The purpose of this zone is to accommodate a variety of uses within mixed use buildings and mixed-use developments at a low density and scale in Neighbourhood Nodes and certain other areas that are adjacent to low-rise residential zones. This zone permits a variety of commercial and residential uses providing either that residential is not located on the ground floor of the same building or if separate buildings are proposed it must include non-residential use. Building height is allowed up to 4 storeys and 14 metres.

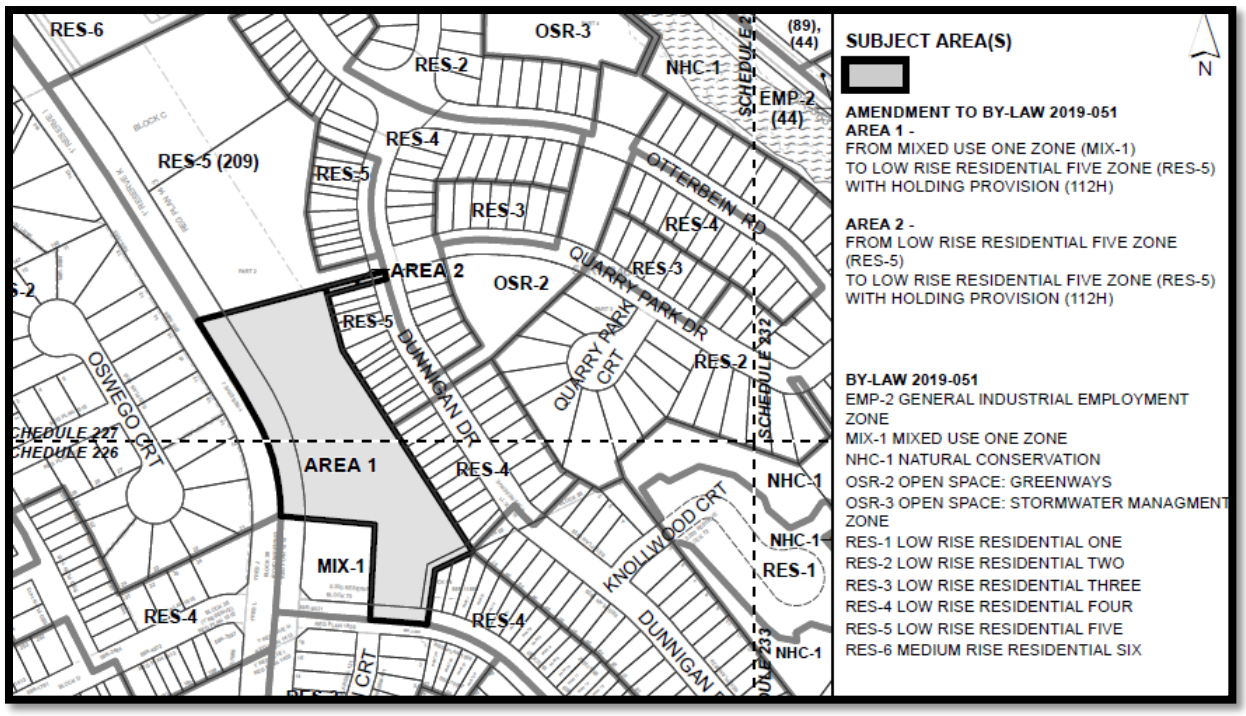


Figure 3 – Map Showing Zoning of Subject and Surrounding Properties

The proposed zoning is 'Low Rise Residential Five Zone (RES-5)'. As can be seen in Figure 3, 'RES-5' is consistent with the zoning of surrounding properties. The 'RES-5' zone permits a variety of low-rise residential building forms including multiple dwellings up to three (3) storeys in height and 11 metres. Although MIX-1 zone does permit similar

building forms to RES-5, non-residential use (i.e. commercial) must be provided either at grade or a separate standalone commercial building. RES-5, conversely, is a residential zone, which is key to the developer and in keeping with the spirit of original approval in 2016.

Through the application circulation, the Region of Waterloo has requested a Holding Provision (116H) placed on Block 1, 58M-711. It is for the completion and approval of a traffic noise study. 116H has to be lifted prior to residential development taking place on Block 1.

Staff is of the opinion that the proposed zoning to RES-5 is appropriate given the technical change to reinstate residential zoning permissions granted previously by Council in 2016 under Zoning By-law 85-1 for the plan of subdivision.

Department and Agency Comments:

Preliminary circulation of the Official Plan Amendment and Zoning By-law Amendment was undertaken in April 2024, to applicable City departments and other review authorities. No concerns were identified by any commenting City department or agency. As noted in the zoning section of the report, the Region has requested a holding provision be added and staff have incorporated it as part of the Zoning By-law attached to this report. Copies of the comments are found in Attachment ‘D’ of this report.

The following report was considered as part of this proposed Official Plan Amendment and Zoning By-law Amendment Applications:

- Planning Justification Report
  Prepared by GSP Group Inc.

Community Input and Staff Response:

Postcards were mailed to residents and property owners within 240 metres of the subject site. As a result of the circulation, staff received six (6) email responses included in Attachment ‘E’. A virtual Neighbourhood Meeting was held May 14, 2025. Approximately

twenty (20) persons were in attendance. Majority of comments received were around a perceived increase in density because of the proposed change in land use that would lead to higher traffic volumes. Limiting vehicular access to Dunnigan Drive was suggested. One resident was concerned about the potential loss of commercial that would affect the plan from achieving complete communities' status.

As the subdivision builds out, more traffic is expected. That is typical and expected as the City grows. Staff does not foresee the proposed change increasing traffic significantly or in a manner that would have a significant negative impact. Mixed land use tends to generate consistent and elevated traffic volumes throughout the day whereas residential land use experiences higher volumes at peak hours of the day. Accordingly, the overall generated traffic volume would be similar. Block 1 (subject site) was planned for and assessed through the subdivision approval as a low rise residential multiple block of land and not mixed use.

In terms of accesses, Block 1 was designed through the subdivision process to have 3 points of access: one to Dunnigan, a second onto Keewatin and a third onto Lackner Boulevard. This was done to split and divert the traffic pattern to limit impact. This will remain unchanged. For these reasons, staff is confident the existing road network with multiple points of access is sufficient to handle traffic volumes as the subdivision continues to build out.

Regarding the loss of commercial lands, the plan of subdivision was planned to have a Mixed-Use Block (Block 2, 58M-711). This is not affected by this request. The Sandra Springs Subdivision provides a variety of low-rise building forms from single and semi-detached to cluster, street fronting townhouses and multiple dwelling units, in addition to open space (active and passive use) and commercial lands where residents can live, work and play.

Planning Conclusions:

In considering the foregoing, staff are supportive of the proposed Official Plan Amendment and Zoning By-law Amendment Applications to change the land use and zoning of Block 1, 58M-711. Staff are of the opinion that the subject applications are technical in nature to re-establish the land use and zoning permissions granted in 2016. Notwithstanding, the proposed changes will not compromise the existing planned commercial component of the approved subdivision and is consistent with policies of the Provincial Planning Statement (2024), the Regional Official Plan, and the City of Kitchener Official Plan and therefore represents good planning.

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

Capital Budget – The recommendation has no impact on the Capital 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 notice sign was posted on the property and information regarding the application posted to the City's website in November 2024. Notice of the Public Meeting was posted in The Record on July 18, 2025 (a copy of the Notice may be found in Attachment 'C').

CONSULT – Postcards advising of the applications were sent to all occupants within 240 metres of the subject lands in April 2025. The Applications were advertised in The Record on April 25, 2025. Staff received six (6) written comments from the community in response to the circulation of the applications.

PREVIOUS REPORTS/AUTHORITIES:

- *Planning Act, R.S.O. 1990, c. P.13*
- *Provincial Planning Statement, 2024*
- *Regional Official Plan, as amended by ROPA 6*
- *City of Kitchener Official Plan, 2014*
- *Zoning By-law 2019-051*
- *CSD-16-01 - Modification to Draft Approved Plan of Subdivision 30T-91005 (Sandra Springs) Zone Change Application ZC07/23/L/JB Lackner Blvd/Otterbein Road, Wm. J. Gies Construction Limited*

REVIEWED BY: Tina Malone-Wright – Manager, Development Approvals

APPROVED BY: Barry Cronkite, Acting General Manager of Development Services

ATTACHMENTS:

Attachments A1, A2 – Proposed Official Plan Amendment and Schedule A
Attachments B1, B2 – Proposed Zoning By-law Amendment and Map
Attachment C – Newspaper Notice
Attachment D – Department and Agency Comments
Attachment E – Public Comments

AMENDMENT NO. XX TO THE OFFICIAL PLAN

OF THE CITY OF KITCHENER

CITY OF KITCHENER

Block 1, 58M-711

Sandra Springs Subdivision, Lackner/Keewatin

AMENDMENT NO. XX TO THE OFFICIAL PLAN

OF THE CITY OF KITCHENER

CITY OF KITCHENER

Block 1, 58M-711

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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 July 18, 2025
APPENDIX 2	Minutes of the Meeting of Planning and Strategic Initiatives Committee – August 11, 2025
APPENDIX 3	Minutes of the Meeting of City Council – August 25, 2025

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

SECTION 1 – TITLE AND COMPONENTS

This amendment shall be referred to as Amendment No. ## 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 the Official Plan Amendment is to:

- Amend Map 3 – Land Use by redesignating Block 1, 58M-711 from ‘Mixed Use’ to ‘Low Rise Residential’

SECTION 3 – BASIS OF THE AMENDMENT

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 development 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. 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 ‘D’). 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 Official Plan establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. Intensification Areas are targeted throughout the Built-up Area in key locations to accommodate and receive the majority of development or redevelopment for a variety of land uses. Primary Intensification Areas include the Urban Growth Centre (Downtown), Major Transit Station Areas, City Nodes, Community Nodes, and Urban Corridors, per Policy 3.C.2.3 of the Official Plan. As per policy 3.C.2.4, Secondary Intensification Areas are Neighbourhood Nodes and Arterial Corridors. These areas may experience intensification at a smaller scale. Such intensification may be permitted provided that the planned function of the structure component is not compromised. At this location in Grand River North, a ‘Neighbourhood Node’ is identified (see Figure 3).

Neighbourhood Nodes are considered Secondary Intensification Areas in the City of Kitchener’s Official Plan on Map 2 – Urban Structure. As per 3.C.2.4, Secondary Intensification Areas may experience intensification at a smaller-scale and include Neighbourhood Nodes, Arterial Corridors and other site-specific opportunities. Such intensification may be permitted provided that the planned function of the structure component is not compromised.

The planned function of a Neighbourhood Node is to serve the day-to-day commercial needs of surrounding residential areas and encouraged to be cycling and pedestrian friendly. Within an area identified as a Neighbourhood Node the applicable land use designations may include Mixed Use and/or Commercial. The implementing zoning may impose a minimum and/or maximum percentage or amount of floor space for residential and/or non-residential uses to ensure an appropriate combination of uses and to achieve the planned function of Neighbourhood Nodes.

The proposed Official Plan Amendment will not affect the planned function of the Neighbourhood Node. The size of the Node on Map 2 of the Official Plan is conceptual intended to illustrate a need for commercial/retail lands in the general location shown on Figure 3. This was the interpretation made at the time of subdivision approval in 2016.

As such, Block 1, 58M-711 was considered part of the ‘Community Area’ and Block 2, 58M-711 was zoned Commercial/Mixed Use tied to the Node.

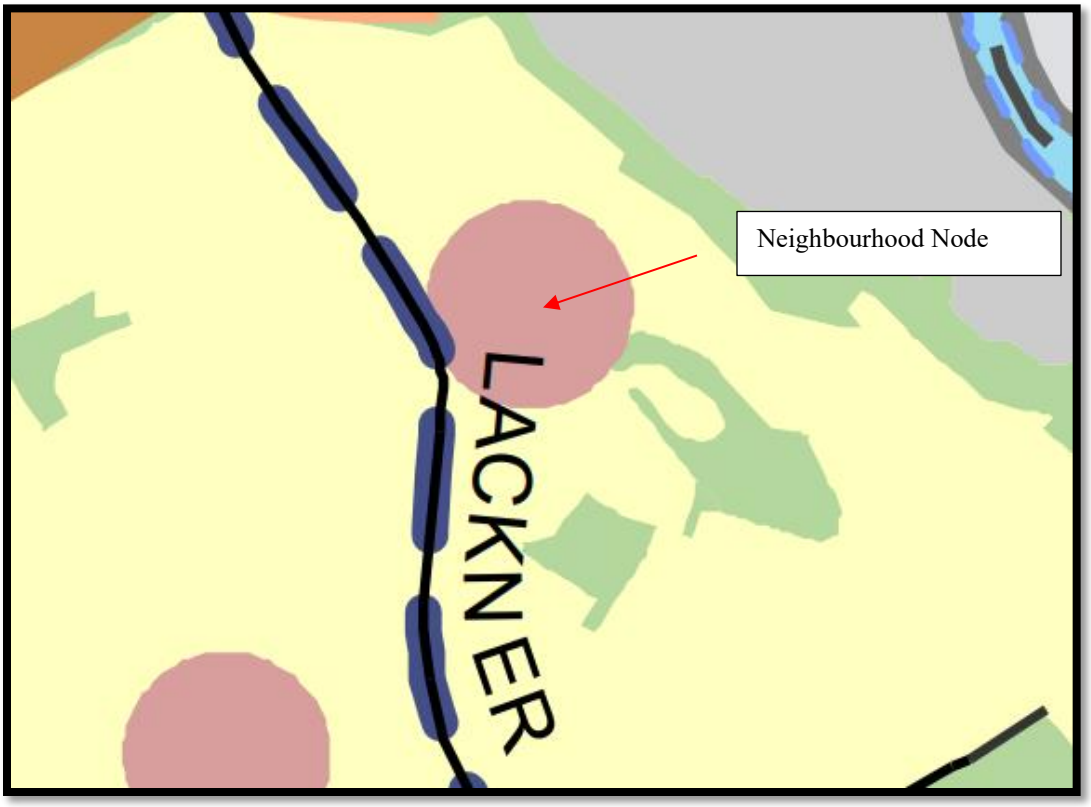


Figure 3 – Neighbourhood Node from Map 2, Urban Structure, Official Plan

Existing and Proposed Land Use Designation

The Official Plan designates the subject block as ‘Mixed Use’ The Mixed-Use land use designation is intended to be flexible and responsive to land use pattern changes and demands and permit a broad range of uses at different scales and intensities depending on the lands’ geographic location and identification at the urban structure level. As such, an appropriate and compatible mix and range of commercial, retail, institutional and residential uses, at different scales and intensities will be encouraged and supported within lands designated Mixed Use depending on their location within the City’s Urban Structure.

Block 1, 58M-711 is proposed to be redesignated ‘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. 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. No buildings shall exceed 3 storeys or eleven (11) metres in height. This designation is consistent with the subdivision approval from 2016 and planned nature of the block of land in question. This change will not impact the Node as Block 2, 58M-711 is the planned commercial lands for the subdivision. Block 2 is being preserved to maintain

the important function a commercial block plays in ensuring the achievement of complete communities. As such, it is staff’s opinion the reinstatement of the residential land use is technical in nature enabling the developer to move forward in creating more housing as originally planned for the subdivision.

SECTION 4 – THE AMENDMENT

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

a) Amend Map No. 3 – Land Use, from **‘**Mixed Use’ to ‘Low Rise Residential’ as shown on the attached Schedule ‘A’.

APPENDIX 1 NOTICE OF PUBLIC MEETING

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood
Lackner Boulevard & Keewatin Avenue

KITCHENER

Location Map

Mixed Use to Low Rise Residential

3-storey Multiple Dwellings

Have Your Voice Heard!

Planning & Strategic Initiatives Committee

Date: **August 11, 2025**

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

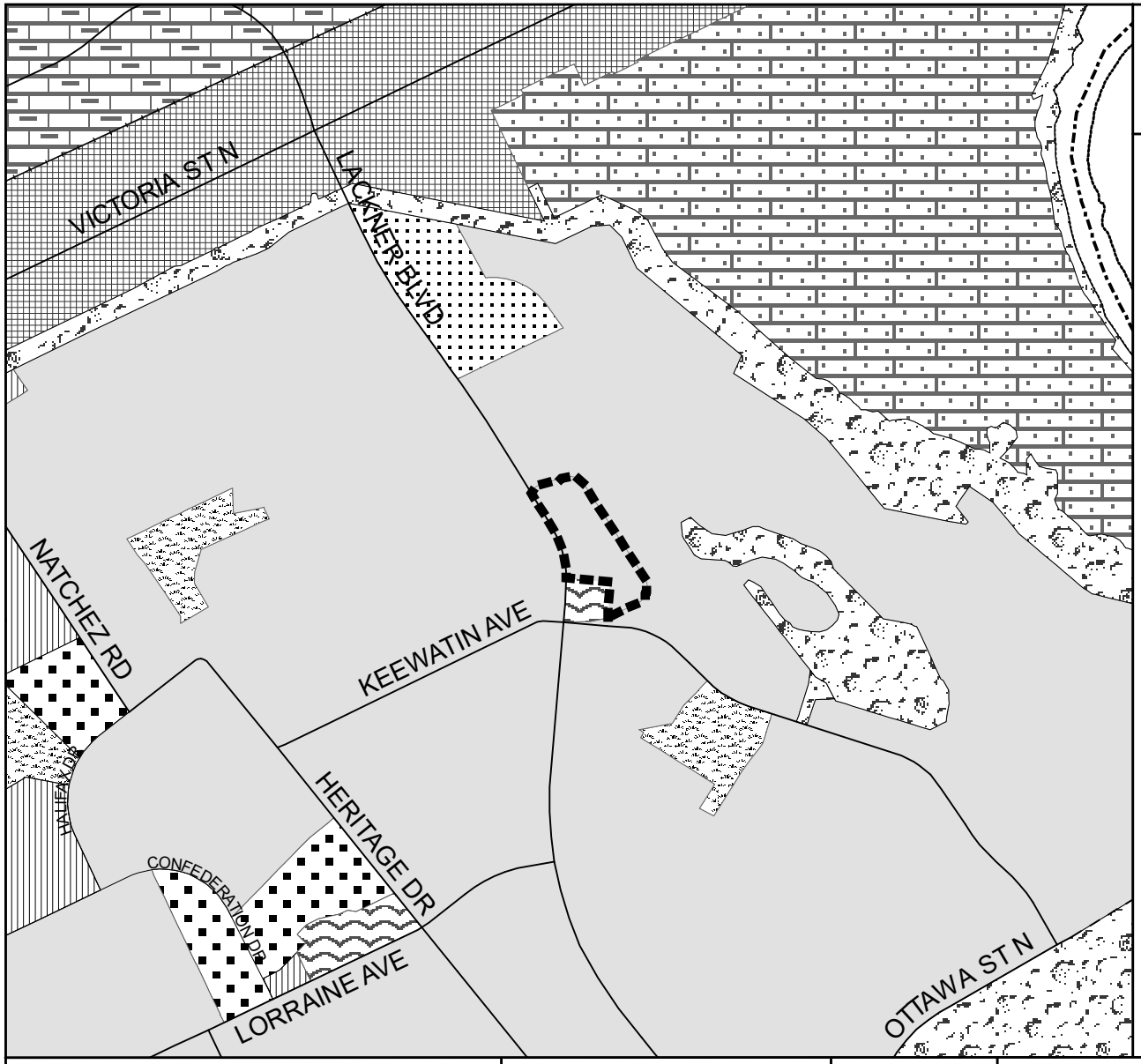
Go to **kitchener.ca/meetings**
and select:
- Current agendas and reports (posted 10 days before meeting)
- Appear as a delegation
- Watch a meeting

To learn more about this project, including information on your appeal rights, visit:
www.kitchener.ca/PlanningApplications
or contact:
Brian Bateman, Senior Planner
brian.bateman@kitchener.ca
519.783.8905

The City of Kitchener will consider applications to amend the Official Plan and Zoning-By-law for lands described as Block 1, Plan 58M-711 within the Sandra Springs Subdivision from 'Mixed Use' to 'Low Rise Residential' on Map 3 in the Official Plan and from 'Mixed Use One Zone (MIX-1)' to 'Low Rise Residential Five Zone (RES-5)', in Zoning By-law 2019-051, that would allow for the development of low-rise multiple dwellings.

APPENDIX 2 Minutes of the Meeting of Planning and Strategic Initiatives Committee – August 11, 2025

APPENDIX 3	Minutes of the Meeting of City Council – August 25, 2025



CITY OF KITCHENER
OFFICIAL PLAN
AMENDMENT TO MAP 3
LAND USE

N

- Low Rise Residential
- Medium Rise Residential
- High Rise Residential
- Mixed Use
- Commercial
- General Industrial Employment
- Business Park Employment
- Institutional
- Natural Heritage Conservation
- Open Space

Area of Amendment

Area 1
From Mixed Use
To Low Rise Residential

SCHEDULE 'A'	0 250 METRES	REVISED:	OFFICIAL PLAN AMENDMENT OPA25/004/L/BB
APPLICANT: 2597316 ONTARIO CORP.	SCALE 1:10,000		ZONING BY-LAW AMENDMENT ZBA25/009/L/BB
LACKNER BLVD	DATE: JUNE 10, 2025		**City of Kitchener** DEVELOPMENT SERVICES DEPARTMENT, PLANNING — FILE: OPA25004LBB_MAP3 .mxd

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 - WM. J. Gies Construction Limited, Block 1, 58M-711)

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 Numbers 226 and 277 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 Mixed Use One Zone (MIX-1) to Low Rise Residential Five Zone (RES-5) with Holding Provision (116H).

2. Zoning Grid Schedule Numbers 226 and 277 of Appendix “A” to By-law 2019-051 is hereby further amended by incorporating additional zone boundaries as shown on Map No. 1 attached hereto.

3. Section 20 of By-law 2019-051 is hereby amended by adding Section 20 (116H) thereto as follows:

“(116H) - 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 Numbers 226 and 277 of Appendix “A”, no *residential uses* shall be permitted until such time as the following condition has been met and this holding provision has been removed by by-law:

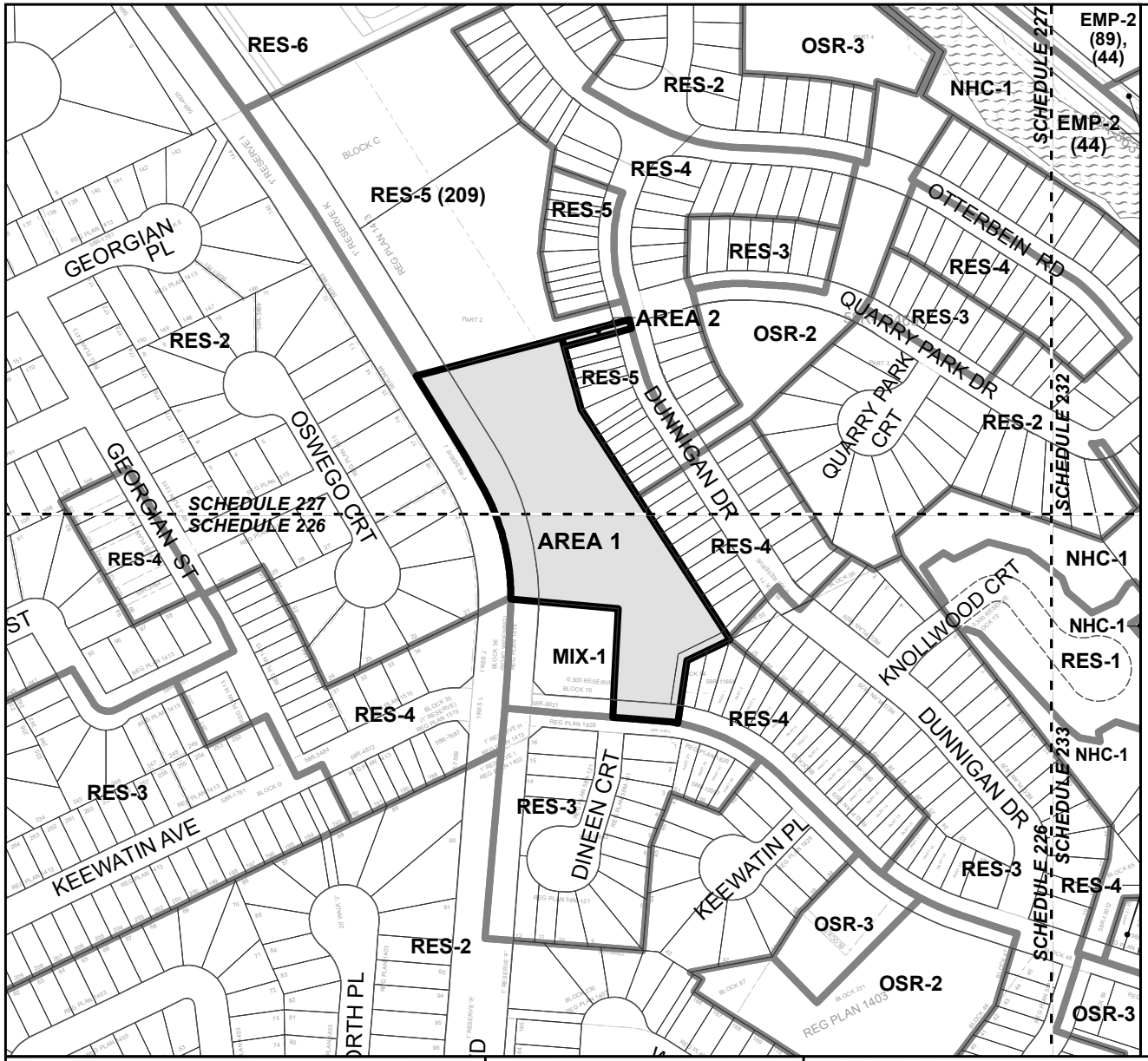
a) That a satisfactory detailed stationary noise study has been completed and implementation measures have been addressed to the satisfaction of the *City*. The detailed stationary noise study shall review the potential impacts of transportation noise from Lackner Boulevard on the sensitive points of reception and the impacts of the development on adjacent noise sensitive *uses.*”

4. This By-law shall become effective only if Official Plan Amendment No. __ (Block 1, 58M-711) 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



SUBJECT AREA(S)

N

AMENDMENT TO BY-LAW 2019-051

AREA 1 -
FROM MIXED USE ONE ZONE (MIX-1)
TO LOW RISE RESIDENTIAL FIVE ZONE (RES-5)
WITH HOLDING PROVISION (112H)

AREA 2 -
FROM LOW RISE RESIDENTIAL FIVE ZONE (RES-5)
TO LOW RISE RESIDENTIAL FIVE ZONE (RES-5)
WITH HOLDING PROVISION (112H)

BY-LAW 2019-051

EMP-2 GENERAL INDUSTRIAL EMPLOYMENT ZONE
MIX-1 MIXED USE ONE ZONE
NHC-1 NATURAL CONSERVATION
OSR-2 OPEN SPACE: GREENWAYS
OSR-3 OPEN SPACE: STORMWATER MANAGMENT ZONE
RES-1 LOW RISE RESIDENTIAL ONE
RES-2 LOW RISE RESIDENTIAL TWO
RES-3 LOW RISE RESIDENTIAL THREE
RES-4 LOW RISE RESIDENTIAL FOUR
RES-5 LOW RISE RESIDENTIAL FIVE
RES-6 MEDIUM RISE RESIDENTIAL SIX

FLOODING HAZARD

ZONE GRID REFERENCE
SCHEDULE NO. 226 AND 227
OF APPENDIX 'A'
KITCHENER ZONING BY-LAW 85-1 AND 2019-051

ZONE LIMITS

MAP NO. 1

2597316 ONTARIO CORP

LACKNER BLVD

0 50 100
METRES

SCALE 1:4,000

DATE: JUNE 10, 2025

ZONING BY-LAW AMENDMENT ZBA25/009/L/BB

OFFICIAL PLAN AMENDMENT OPA25/004/L/BB

City of Kitchener
DEVELOPMENT SERVICES DEPARTMENT, PLANNING

FILE: ZBA25009LBB_MAP1 .mxd

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood
Lackner Boulevard & Keewatin Avenue

Location Map

Mixed Use to Low Rise Residential

3-storey Multiple Dwellings

Have Your Voice Heard!

Planning & Strategic Initiatives Committee

Date: **August 11, 2025**

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

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or contact:

Brian Bateman, Senior Planner
brian.bateman@kitchener.ca
519.783.8905

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PLANNING, DEVELOPMENT AND
LEGISLATIVE SERVICES

150 Frederick Street, 8th floor
Kitchener Ontario N2G 4J3 Canada
Telephone: 519-575-4400
Fax: 519-575-4449
www.regionofwaterloo.ca

Will Towns: 519-616-1868
File: D17/2/25001
C14/2/25002

May 1, 2025

Brian Batemen
Senior Planner
City of Kitchener
200 King Street West, 6th Floor
P.O. Box 1118, Kitchener, ON
N2G 4G7

Dear Mr. Bateman,

Re: Official Plan Amendment OPA25/004/L/BB
Zoning By-law Amendment ZBA25/009/L/BB
Lackner Boulevard & Keewatin Avenue (Block 1 & 2, Registered Plan 58M-710 and Block 1, Registered Plan 58M-711)
WM. J. Gies Construction Ltd. c/o GSP Group
City of Kitchener

Regional staff have received Official Plan amendment (OPA) and zoning by-law amendment (ZBA) applications pertaining to lands located within a registered plan of subdivision. The original approvals on these lands through plan of subdivision 30T-91005 (most recently in 2016) contemplated residential uses, which were subsequently revised to mixed uses through City-initiated Official Plan and zoning by-law reviews. The amendments sought at this point are technical and seek to permit low-rise multiple dwellings rather than mixed commercial/residential uses. No other changes are proposed. Regional staff understand that the subject lands are further regulated by Subdivision Agreement WR1091435.

The subject 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 Mixed Use on Map 3 of the City's Official Plan; and zoned Mixed Use (MIX-1). The OPA seeks to change the designation to Low Rise Residential (as applied to the property until 2016), while the ZBA seeks to change the zone category to Residential (RES-5), which would permit multiunit residential development.

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

Environmental Noise

At this location, the proposed development may encounter environmental noise sources from Regional Road #54 (Lackner Boulevard). It is the responsibility of the applicant to ensure the proposed noise sensitive development is not adversely affected by anticipated noise impacts.

Regional staff have reviewed the application in conjunction with a previous noise study completed in support of the subdivision within which these lands are located – specifically, the report entitled "Sandra Springs Subdivision Final Environmental Noise Assessment, City of Kitchener" prepared by MTE Consultants Inc. and dated March 9, 2018, as well as addendum material from MTE dated July 27, 2018. As this study is more than five years old, and the study assesses commercial uses on the subject lands, an update to the noise study will be required to reflect current traffic volume information and the proposed addition of sensitive uses.

Regional staff will accept the implementation of a holding provision to assess the impacts of transportation noise on the proposed sensitive land uses, to be prepared and accepted by the Region. Required wording for the holding provision is as follows:

> *That a holding provision shall apply to the entirety of the subject lands until satisfactory preliminary and detailed noise studies have been completed and implementation measures addressed to the satisfaction of the Regional Municipality of Waterloo. The noise studies shall review the potential impacts of transportation noise from Lackner Boulevard (Regional Road No. 54) on the sensitive points of reception.*

The noise level criteria and guidelines for the preparation of the updated noise study should follow the Ministry of the Environment, Conservation and Park NPC-300 requirements and the Region's Noise Policy Implementation Guideline, and the consultant must be listed on the Region's Approved List of Noise Consultants. The noise consultant is responsible for obtaining current information, applying professional expertise in preforming calculations, making detailed and justified recommendations, submitting the Consultant Noise Declaration and Owner/Authorized Agent Statement. The consultant preparing the Environmental Noise Study must contact Regional staff for transportation data, including traffic forecasts and truck percentages, who will provide this data within three weeks of receiving the request from the noise consultant.

Please note that there is a $500 fee for the preparation of the traffic forecasts and review of the updated Environmental Noise Study. The noise consultant preparing the Environmental Noise Study must submit the transportation data request online via (https://rmow.permitcentral.ca/Permit/GroupApply?groupId=3). Resubmission may be subject to a $250 resubmission fee.

Grand River Transit (GRT) – Advisory

GRT provides two-way service adjacent to the subject property on Lackner Blvd via express Route 204. The nearest stops are approximately 390 metres to the north of the subject property on Lackner Boulevard south of Victoria Street North (stops #1678 and #2339). GRT currently has no plans to provide service on Otterbein Road or construct a stop closer to the proposed development, as Route 204 iXpress is a limited-stop express route and existing stop spacing is appropriate for this level of service along Lackner Boulevard. Should a future service review indicate that transit stops at Otterbein Road are warranted, there is sufficient boulevard space within the right-of-way on Lackner Boulevard to implement these stops without requiring an easement. As such, GRT has no requirements in association with the OPA/ZBA or future site plan application.

Region of Waterloo International Airport

The property is located within the Airport Zoning Regulations with an allowable height of 356.5 metres above sea level (ASL). The ground elevation varies across the property, though elevations appear to be as high as 330 metres ASL, resulting in only 26.5 metres in height available in certain locations. While Regional staff generally have no concerns with future low-rise development and compatibility with airport operations on these lands, please note that all development, including any permanent or temporary structures, must comply with the Airport Zoning Regulations. If cranes are to be used for construction, the developer must submit a Land Use application to Nav Canada and obtain a letter of no objections to the satisfaction of the Region.

Housing Services

The Region of Waterloo is the Service System Manager for housing locally and is therefore required by legislation to create a plan to address affordable housing and homelessness every 10 years for the geography it covers. The plan must outline current housing needs, develop objectives and targets related to meeting housing needs, and commit to actions to meet these targets. To fulfill this role, the Region establishes, administers, and funds housing and homelessness programs and services, and operates housing directly. Specifically:

- The 10-Year Housing and Homelessness Plan for Waterloo Region contains an affordable housing target which is that 30 percent of all new residential development between 2019 and 2041 in Waterloo Region be affordable to low- and moderate-income households.
- The Building Better Futures Framework shows how the Region plans to create 2,500 units of housing affordable to people with low to moderate incomes by 2025.

The Region supports the provision of affordable housing. Should this development application move forward and all necessary applications be approved, staff recommend that the applicant consider providing additional affordable housing units on the site, as defined in the Provincial Planning Statement 2024 (PPS 2024). Rent levels and house prices that are considered affordable according to the PPS 2024 are provided below in the section on affordability. These are the levels and prices for which developments will be eligible for Regional Development Charge exemptions.

For affordable housing to fulfill its purpose of being affordable to those who require rents or purchase prices lower than the regular market provides, a mechanism should be in place to ensure the units remain affordable and establish income levels of the households who can rent or own the homes. 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.

According to the PPS 2024, an affordable housing price is the lesser of the following values:

- A price 10 percent below the average purchase price of a resale market unit; or
- A price for which payments would not exceed 30 percent of gross annual household income at the 60th percentile.

For an ownership unit of any dwelling type (i.e. single, semi, towns, apartment) to be deemed affordable, the proposed house price in the City of Kitchener must be at or below is $370,100 (Provincial Bulletin, June 2024).

According to the PPS 2024, affordable rent is the lesser of the following values:

- Average market rent provided annually by the Canada Mortgage and Housing Corporation; or
- Rent which would not exceed 30% of gross annual renter household income at the 60th percentile.

For a rental unit to be deemed affordable, the rent for the proposed units in the City of Kitchener must be at or below Source: Provincial Bulletin, June 2024):

- Studio $1,117
- One Bedroom: $1,322
- Two Bedroom: $1,594
- Three+ Bedroom: $1,779

Please do not hesitate to contact Housing Services staff directly at JMaanMiedema@regionofwaterloo.ca or 226-753-9593 should you have any questions or wish to discuss in more detail.

Environmental Threats & Site Contamination (Advisory)

Note that the Region's Threat Inventory Database identifies no environmental threats on or adjacent to the subject lands.

Fees

The Region acknowledges receipt of fees in accordance with the requirements of Regional Fees and Charges By-law 24-052. Regional staff have been in contact with the applicant about the amount and the correct amount ($3,000) is to be coordinated and provided to the Region. Once received, no additional fees are required beyond the noise study review fee of $500 as described above).

Conclusions & Next Steps

The Region has no objection to the City of Kitchener's approval of this OPA/ZBA application, provided a holding provision is applied to the subject lands requiring an update to the environmental noise study for these lands to account for updated traffic volumes and the proposed sensitive uses.

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.

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

Yours truly,

Will Towns, MCIP, RPP
Senior Planner

cc. Brandon Flewwelling, GSP Group (Agent)

From: Katie Wood
Sent: Friday, April 25, 2025 9:49 AM
To: Brian Bateman
Subject: Fw: Circulation for Comment - Lackner Boulevard & Keewatin Avenue (OPA/ZBA)
Attachments: department agency letter-Sandra Springs.pdf

Hello Brian,
I have looked at the zone change application, and Engineering does not have any concerns. With the changes from Mixed Use to Res-5, it is recommended that the applicant confirm the services that are provided are sufficient based on their new plans.

Sincerely,
Katie Wood, C.E.T.

Project Manager | Development Engineering | Engineering Division | City of Kitchener
519-783-8902 | TTY 1-866-969-9994 | katie.wood@kitchener.ca

From: Subdivisions (SM) <Subdivisions@kitchener.ca>
Sent: Friday, April 11, 2025 2:32 PM
To: Katie Wood <Katie.Wood@kitchener.ca>
Subject: FW: Circulation for Comment - Lackner Boulevard & Keewatin Avenue (OPA/ZBA)

Hello Katie,

Looks like you are next as per the circulation list. Will you be able to take this?

Thanks,

Nadiya Mahida
Program Assistant, Development Engineering | Engineering Division | City of Kitchener
519-707-0774 | TTY 1-866-969-9994 | nadiya.mahida@kitchener.ca

---

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Friday, April 11, 2025 2:04 PM
To: _DL_Team_DSD-Planning <TeamDSD-Planning@kitchener.ca>; Bell <circulations@bell.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Enbridge - Lewis Oatway <lewis.oatway@enbridge.com>; Subdivisions (SM) <Subdivisions@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; Fire Prevention (SM) <FirePrevention@kitchener.ca>; French

Catholic School Board <planification@cscmonavenir.ca>; Grand River Hospital - Sylvia Rodas <Sylvia.Rodas@grhosp.on.ca>; GRCA - Planning (planning@grandriver.ca) <planning@grandriver.ca>; Landuse Planning <landuseplanning@hydroone.com>; Justin Readman <Justin.Readman@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; NavCAN <commercialrelations@navcanada.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Planning Applications <planningapplications@regionofwaterloo.ca>; Region of Waterloo International Airport <pdlairportconstruction@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Rogers <swogr-permits@rci.rogers.com>; Stefan Hajgato <Stefan.Hajgato@kitchener.ca>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>; UW-WUSA (Feds) (pres@wusa.ca) <pres@wusa.ca>; Viamonde School Board - Daniel Stojc <stojcd@csviamonde.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: Circulation for Comment - Lackner Boulevard & Keewatin Avenue (OPA/ZBA)

Please see attached. Additional documentation can be found in AMANDA folders 25 108887 & 25 108889 (City staff) and ShareFile (external agencies). Comments or questions should be directed to **Brian Bateman**, Senior Planner (brian@kitchener.ca; 519-783-8905).

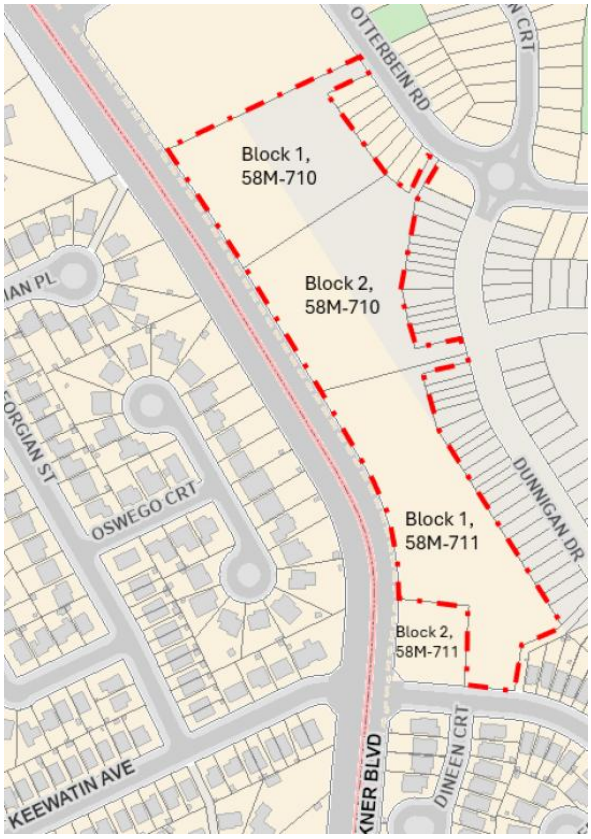
Christine Kompter
Administrative Assistant | Development Services Department - Planning | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-783-8147| TTY 1-866-969-9994 | christine.kompter@kitchener.ca

City of Kitchener
OPA/ZBA comments

Application type:	Official Plan Amendment OPA25/004/L/BB
	Zoning By-law Amendment ZBA25/009/L/BB
Comments of:	Transportation
Commenter's name:	Dave Seller
Email:	Dave.Seller@kitchener.ca
Phone:	(519) 783-8152
Date of comments:	April 16, 2025
Comments due:	April 30, 2025
Project address:	Lackner Boulevard & Keewatin Avenue

Development proposal

A technical amendment has been requested to change the 'Mixed Use' land use designation affecting Block 1, 58M711 to 'Low Rise Residential' (shown below) and to rezone it from 'MIX-1' to 'RES-5' in Zoning By-law 2019-051. The purpose of the technical change is to return the low rise residential permissions for Block 1 received through Zoning By-law Amendment application ZBA07/23/L/BB under Zoning By-law 85-1 that were approved by Council in 2017. No other changes are proposed. The subject lands are regulated by Subdivision Agreement WR1091435.



Conclusion

Transportation Services have no concerns with the proposed amendment to return Block 1, 58M711 to low rise residential that was received through Zoning By-law Amendment application ZBA07/23/L/BB under Zoning By-law 85-1 that were approved by Council in 2017.

From: Angela Wang <awang@grandriver.ca>
Sent: Monday, April 14, 2025 9:03 AM
To: Brian Bateman
Subject: RE: Circulation for Comment - Lackner Boulevard & Keewatin Avenue (OPA/ZBA)

Hi Brian,

Please be advised that the subject property is 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
Resource Planner
Grand River Conservation Authority

400 Clyde Rd
Cambridge, ON N1R 5W6
Office: 519-621-2763 ext. 2270
Email: awang@grandriver.ca
www.grandriver.ca | Connect with us on social media

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Friday, April 11, 2025 2:04 PM
To: _DL_Team_DSD-Planning <TeamDSD-Planning@kitchener.ca>; Bell <circulations@bell.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Enbridge - Lewis Oatway <lewis.oatway@enbridge.com>; Subdivisions (SM) <Subdivisions@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; Fire Prevention (SM) <FirePrevention@kitchener.ca>; French Catholic School Board <planification@cscmonavenir.ca>; Grand River Hospital - Sylvia Rodas <Sylvia.Rodas@grhosp.on.ca>; Planning <planning@grandriver.ca>; Landuse Planning <landuseplanning@hydroone.com>; Justin Readman <Justin.Readman@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; NavCAN <commercialrelations@navcanada.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Planning Applications <planningapplications@regionofwaterloo.ca>; Region of Waterloo International Airport <pdlairportconstruction@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Rogers <swogr-permits@rci.rogers.com>; Stefan Hajgato <Stefan.Hajgato@kitchener.ca>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>; UW-WUSA (Feds) (pres@wusa.ca) <pres@wusa.ca>; Viamonde School Board - Daniel Stojc <stojcd@csviamonde.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: Circulation for Comment - Lackner Boulevard & Keewatin Avenue (OPA/ZBA)

Please see attached. Additional documentation can be found in AMANDA folders 25 108887 & 25 108889 (City staff) and ShareFile (external agencies). Comments or questions should be directed to **Brian Bateman**, Senior Planner (brian@kitchener.ca; 519-783-8905).

Christine Kompter
Administrative Assistant | Development Services Department - Planning | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-783-8147| TTY 1-866-969-9994 | christine.kompter@kitchener.ca

From: Carrie Musselman
Sent: Friday, April 11, 2025 4:03 PM
To: Brian Bateman
Subject: Re: Circulation for Comment - Lackner Boulevard & Keewatin Avenue (OPA/ZBA)

Hello Brian,

Environemtal planning has no comments and/or concerns with the proposed OPA/ZBA.

Warmest regards,
Carrie Musselman, BSc., Dip., MCIP, RPP

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Friday, April 11, 2025 2:04 PM
To: _DL_Team_DSD-Planning <TeamDSD-Planning@kitchener.ca>; Bell <circulations@bell.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Enbridge - Lewis Oatway <lewis.oatway@enbridge.com>; Subdivisions (SM) <Subdivisions@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; Fire Prevention (SM) <FirePrevention@kitchener.ca>; French Catholic School Board <planification@cscmonavenir.ca>; Grand River Hospital - Sylvia Rodas <Sylvia.Rodas@grhosp.on.ca>; GRCA - Planning (planning@grandriver.ca) <planning@grandriver.ca>; Landuse Planning <landuseplanning@hydroone.com>; Justin Readman <Justin.Readman@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; NavCAN <commercialrelations@navcanada.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Planning Applications <planningapplications@regionofwaterloo.ca>; Region of Waterloo International Airport <pdlairportconstruction@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Rogers <swogr-permits@rci.rogers.com>; Stefan Hajgato <Stefan.Hajgato@kitchener.ca>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>; UW-WUSA (Feds) (pres@wusa.ca) <pres@wusa.ca>; Viamonde School Board - Daniel Stojc <stojcd@csviamonde.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: Circulation for Comment - Lackner Boulevard & Keewatin Avenue (OPA/ZBA)

Please see attached. Additional documentation can be found in AMANDA folders 25 108887 & 25 108889 (City staff) and ShareFile (external agencies). Comments or questions should be directed to **Brian Bateman**, Senior Planner (brian@kitchener.ca; 519-783-8905).

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Want to know more about planning?
short videos
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walking tours
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From: Emily Law
Sent: Monday, May 5, 2025 11:31 PM
To: Brian Bateman
Subject: Lackner & Keewatin Ave

You don't often get email from . Learn why this is important

Hi Brian,

I received a card in the mail requesting comments to the file manager.

I love the idea of 15-minute walkable neighbourhood communities (ref. Page 12 of https://app2.kitchener.ca/AppDocs/OpenData/AMANDADataSets/743875_Lackner%20at%20Keewatin%20-%20Revised%20PJR%20-%20Mar%202025.pdf), and I recognize that the demand for (more affordable) housing is high. How does changing the zoning from mixed use to low rise residential accomplish the goal of 15-minute neighbourhoods more so than the current zoning of mixed use, as the remaining designated land is much smaller (Maybe I'm thinking "mixed use" incorrectly as cafes, doctor offices, pharmacies, post offices, similar to the amenities and conveniences within walking and rolling distance in a master planned community).

If the zoning is changed from mixed use to low rise residential, are there also plans to address potentially more residential traffic and parking congestion along the smaller streets due to more denser living spaces? This is especially since Crescent Homes (or another low to medium rise complex nearby) had their minimum number of parking spots per unit ratios/requirements reduced as well.

We already notice reduced visibility and space when both sides of the street are lined with parked cars (eg. from construction on Otterbein) along with residential cars (eg. on Dunnigan), effectively making a two-way street into one lane (one way traffic / one direction at a time). The residential cars from this neighbourhood come from bigger semi-detached and detached homes, so I would imagine that denser living would have even more vehicles. Furthermore, if the intersection remains the same at Otterbein and Lackner with the stop sign, if we have more vehicles going in and out of the neighbourhood (especially during peak times), the turns from Otterbein onto Lackner may get increasingly more difficult, especially the left turns.

I'll try to tune in to the meeting on May 14, and I understand that these application proposals would likely go ahead but I wanted to throw in those considerations anyway.

Many thanks,
Emily
Resident in new development area of Sandra Springs, Grand River North

From: Nancy Fulton
Sent: Monday, April 28, 2025 8:37 AM
To: Brian Bateman
Subject: Lackner Boulevard & Keewatin Avenue - Notice of application

[You don't often get email from Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Good morning Brian,

I read about the notice of development application in The Record. I have visited the proposed site https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.kitchener.ca%2FPlanningApplications&data=05%7C02%7Cbrian.bateman%40kitchener.ca%7C328bb8874c3045a7e5ac08dd86515cf7%7Cc703d79153f643a59255622eb33a1b0b%7C0%7C0%7C638814406208292836%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=nkh%2B4Q7TTxiaSs4dK4cW13cLTHtHbuw4S%2BYgL0VKdV0%3D&reserved=0. Unfortunately, I cannot see anything listed for the Lackner Boulevard & Keewatin Avenue development.

Hoping you can redirect me or provide a direct link to make this review easier.

I am a concerned homeowner near this development. My initial concern is traffic congestion based on increased density of housing in this area. Already there is an apartment building in progress and it is not yet populated. The traffic is already quite alarming in this area without the already budgeted population in motion.

My next concern is our ability to support this increased population with our existing schools. Already the schools assigned for this area are overpopulated with many portables.

Finally, it is important to consider allocating property to single dwelling units to allow “the dream” to own a home with some land for the next generation.

Already the development of this land, originally proposed for single dwelling units is taking on an immense transformation with more population than originally envisioned. I would resist changing the application to multiple dwelling units.

Sincerely,

Nancy Fulton

From: Sandra Freeman
Sent: Wednesday, April 30, 2025 5:50 PM
To: Brian Bateman
Subject: Neighbourhood meeting post card

You don't often get email from [redacted] Learn why this is important

Hi Brian,

I live at Dunnigan Dr, Kitchener, ON N2B 3W5, my name is Sandra Freeman.

I have just received a meeting notice and wanted to follow-up re the proposed development. Unfortunately, I can't see the pictures/plot diagrams well enough, even with my glasses on, to determine what is being proposed I can't see what's written. Also, there are two 'icons' that say mixed use to low rise residential and 3 storey multiple dwellings I don't have a clear idea of what they are as there is no image to identify those.

Is there online access to this information so I can see the area clearly, maybe enlarge a photo if needed? If I have an idea what is being proposed, I can send you my comments.

Thanks,

Sandra Freeman

From: P CARTER
Sent: Thursday, May 1, 2025 1:00 PM
To: Brian Bateman
Subject: Neighbourhood Meeting

You don't often get email from [redacted] Learn why this is important

Hi Brian:

I received the flyer for the upcoming meeting.

Due to my eye surgery and diminished sight, I am unable to see the 2 maps on the flyer.

Would you be able to send me a larger version of these maps electronically.

Thanks,
Pete Carter

From:
Sent: Wednesday, April 30, 2025 6:36 PM
To: Brian Bateman
Subject: Proposed Development - Lackner & Keewatin

You don't often get email from [redacted] Learn why this is important

Brian:

The notice of a Zoom Meeting received does not provide much in the line of details. Is this a change from past plans and does it impact 58M-710 Blocks 1, 2 and Block 58M-711. The subject area seems to indicate only Block 58M-711 in the top right diagram. Will Blocks 1, 2 in 58M-710 remain 3 story multiple dwellings (max height 45 feet) from past plans? If not what is the maximum height of the mixed use to low rise residential. We back are on Georgian Place and back onto Lackner Blvd and I am wondering if there is any impact on us.

Thanks,

Allan

Kitchener.ca/GreatPlaces – Open until April 30t

-----Original Message-----
From: PAMELA SMYTH
Sent: Monday, May 19, 2025 9:48 PM
To: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: Feedback from meeting

Hi Brian.

It was nice to see you, if only virtually, at the neighbourhood meeting regarding the Sandra Springs development. I hope you're doing well.

Thanks for answering my many questions at the meeting. I wish to provide some feedback about the development, which I understand the City of Kitchener welcomes. I request that you please make the residences along a rezoned area of Lackner directly accessible from Lackner. Not only would this access be more convenient for these residents, it would hopefully mean less traffic on Dunnigan Drive, Otterbein Road and Keewatin Avenue.

When will the City of Kitchener welcome public input about the mixed-use area on Keewatin?

Thanks, Brian. I look forward to seeing you at the next meeting.

Sincerely,
Pamela Smyth

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

DATE OF MEETING: **August 11, 2025**

SUBMITTED BY: **Garett Stevenson, Director of Development and Housing Approvals, 519-783-8922**

PREPARED BY: **Andrew Pinnell, Senior Planner, 519-783-8915**

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

DATE OF REPORT: **July 25, 2025**

REPORT NO.: **DSD-2025-310**

SUBJECT: **Official Plan Amendment Application OPA25/005/F/AP**
Zoning By-law Amendment Application ZBA25/011/F/AP
132 Fairway Road North
Maxwell Building Consultants Ltd.

RECOMMENDATION:

That Official Plan Amendment Application OPA25/005/F/AP for Maxwell Building Consultants Ltd. requesting to add *Specific Policy Area 83* to permit a multiple dwelling with a Floor Space Ratio of 1.33 on the parcel of land specified and illustrated on Schedule 'A', be approved, in the form shown in the Official Plan Amendment attached to Report DSD-2025-310 as Attachment 'A'; and

That Zoning By-law Amendment Application ZBA2/011/F/AP for Maxwell Building Consultants Ltd. be approved in the form shown in the Proposed By-law and Map No. 1 attached to Report DSD-2025-310 as Attachment 'B'; and further

That the *Revised Urban Design Brief*, prepared by GSP Group Inc., dated July 2025, attached as Attachment 'C' to report DSD-2025-310, be endorsed, and that staff be directed to implement the *Revised Urban Design Brief* through a future Site Plan Application Approval process and, at the discretion of the City's Director of Development and Housing Approvals, significant changes to the *Revised Urban Design Brief* will be to the satisfaction of Council.

REPORT HIGHLIGHTS:

- The purpose of this report is to evaluate and provide a planning recommendation regarding the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) Applications for the subject property, addressed as 132 Fairway Road North. It is Development and Housing Approvals (DHA) staff's recommendation that the OPA and ZBA be approved and the *Revised Urban Design Brief* be endorsed.

- The requested amendments support the redevelopment of the lands with a 3-storey multiple dwelling consisting of 26 dwelling units, in place of a single detached dwelling. All dwelling units are proposed to be provided as rental affordable housing.
- Community engagement included:
  - A preliminary postcard notice and Neighbourhood Meeting invitation was mailed to all residents and property owners within 240 metres of the subject property;
  - Installation of two notice signs on the property;
  - Follow-up communication with respondents;
  - Virtual Neighbourhood Meeting held on June 18, 2025;
  - Postcard advising of the statutory public meeting was forwarded to all residents and property owners within 240 metres of the subject property and those who responded to the preliminary notice;
  - Notice of the public meeting was published in The Record on July 18, 2025.
- This report supports the delivery of core services.
- The applications were deemed complete on May 13, 2025. The Applicant can appeal these applications for non-decision after September 10, 2025.

EXECUTIVE SUMMARY:

The owner of the subject property, addressed as 132 Fairway Road North, is requesting to amend the Official Plan and Zoning By-law, to facilitate redevelopment of the property with a “missing middle” housing, comprised completely of affordable units, in the form of a low-rise multiple dwelling. The proposed 3-storey building would contain a total of 26 dwelling units, comprising both studio and 1-bedroom units. The building has a flat roof design and an articulated parapet around the perimeter to add visual interest to the building. A total of 8 parking spaces are proposed at the rear of the property, with access off Jansen Avenue.

To facilitate the development concept, the applicant is requesting an Official Plan Amendment (OPA) to add a Site Specific Policy Area to permit a Floor Space Ratio of 1.33. In addition, the applicant is requesting a Zoning By-law Amendment (ZBA) to change the zoning of the subject property to permit a multiple dwelling and further regulate various zoning provisions, such as Floor Space Ratio, minimum-maximum front yard setbacks, minimum exterior and interior setbacks, private patio areas, and parking.

Development and Housing Approvals Staff is recommending that the applications be approved.

BACKGROUND:

The City of Kitchener has received owner-initiated Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) Applications to facilitate redevelopment of the lands with a 3-storey multiple dwelling consisting of 26 dwelling units, all of which are proposed to be provided as rental affordable units. The OPA would retain the existing ‘Low Rise Residential’ land use designation and add a Site Specific Policy Area to permit a multiple dwelling with a Floor Space Ratio of 1.33. The ZBA would amend the zone category of the property under Zoning By-law 2019-051 from ‘RES-4’ to ‘RES-5’ with a Site Specific Provision. The requested zoning would permit a multiple dwelling and would further regulate various zoning provisions such as Floor Space Ratio, minimum-maximum front yard setbacks, minimum exterior and interior setbacks, private patio areas, and minimum parking requirements. Details of the amendments are outlined in the report, below.

The property is currently owned by Maxwell Building Consultants and will be conveyed to partner not-for-profit Eleven Housing Corporation. Eleven Housing Corporation has applied for and received approval for the City's affordable housing incentive programs including the Not-for-Profit Affordable Rental and Co-op Housing Incentive (pilot grant program) and the Affordable Rental Housing Fee Waiver. All proposed units qualify as affordable housing, will be managed by a not-for-profit, and will maintain affordability for a minimum period of 25 years.

Site Context:
The subject property is addressed as 132 Fairway Road North and is owned by Maxwell Building Consultants Ltd. The property is located at the intersection of Jansen Avenue and Fairway Road North, in the Centreville Chicopee Planning Community. The property has approximately 21.7 metres of frontage on Fairway Road North, and 47.9 metres of frontage on Jansen Avenue. The subject property is 952 square metres in area (1/4 of an acre) and is developed with a single detached dwelling (raised bungalow) constructed in approximately 1966. The dwelling was vacant when it was purchased by the current owner in August 2024 and continues to be vacant.

Figure 1 - Location Map: 132 Fairway Road North

The subject property is well-connected to transit and alternative transportation facilities, being located on local GRT routes 1 and 23, within 350 metres of iXpress route 206 and local routes 8 and 27, and within 1.5 kilometres of the Fairway ION Station. The Dom Cardillo Trail is located approximately 620 metres to the northeast.

The immediately surrounding area is comprised primarily of a mix of residential land uses, including single detached dwellings, semi-detached dwellings, townhouses, low-rise apartment buildings. Howard Robertson Public School is located on the opposite side of

Fairway Road North. Oaten Park is located approximately 250 metres to the northwest, while Idlewood Park is located 900 metres to the north.

It should be noted that in 2024, a property on the opposite side of Jansen Avenue, addressed as 179 Jansen Ave was the subject of a recent Zoning By-law Amendment Application and Site Plan Application, to permit the development of a 56-unit stacked townhouse complex. It is anticipated that final site plan approval will be granted in the near future, which will allow building permits to be issued.

REPORT:

Proposed Development Concept

The applicant is proposing to redevelop the subject property with a low-rise apartment building (Multiple Dwelling). The building is proposed to have a building height of 3-storeys (9.9 metres) and contain a total of 26 dwelling units (combination of studio and 1-bedroom dwelling units), all of which are proposed to be provided as rental affordable housing.

The owner is seeking to qualify for financing through CMHC, which requires at least 20% of units to have rents below 30% of the median total income of families and the total residential rental income must be at least 10% below its gross achievable residential income in order to qualify. All 26 proposed dwelling units are considered *affordable* under the Provincial Planning Statement definition:

> in the case of rental housing, the least expensive of:
>
> 1. a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or
> 2. a unit for which the rent is at or below the average market rent of a unit in the municipality.

Within an updated document entitled, *Affordable Residential Units for the Purposes of the Development Charges Act, 1997 Bulletin,* the Ontario Provincial Government outlines "the market-based (that is, average purchase prices and market rents) and income-based thresholds that are to be used to determine the eligibility of a residential unit for an exemption from development charges and exclusions from the maximum community benefits charge and parkland dedication requirements." This document states that, for Kitchener, the maximum monthly affordable rent for a 'bachelor' (i.e., studio) unit is $1,210 and $1,382 for 1-bedroom units. By comparison, the owner of the subject property advises that the studio units are scheduled to be rented at $860 per month ($350 less expensive), and the 1-bedroom units are scheduled to be rented at $1,139 per month ($243 less expensive).

The proposed building will have a flat roof design and an articulated parapet around the perimeter to add visual interest to the building. The building will also have a raised basement to allow windows to encroach above grade level, allowing light to enter the basement units. The 3rd floor will include a small (17.0 sq.m / 183 sq.ft.) exterior amenity area that faces Jansen Avenue. Laundry facilities are proposed on-site. The principal entrance is to be provided to Jansen Avenue through a private vestibule and elevator lobby.

The building will have a bike storage room on the basement floor, with 28 Class A Bicycle Parking Stalls (secure, long-term parking) and 6 Class B Bicycle Parking Stalls (secure, short-term parking) fronting Jansen Avenue.

The preliminary design of the units vary in size from 22.3 square metres (240 sq.ft.) to 33.6 square metres (362 sq.ft.). The applicant advises that the proposed development will achieve accessibility to minimum building code standards, include rainwater harvesting and rooftop solar panels, and target an energy efficiency that is 35 percent better than current building code.

All parking spaces, a total of eight (8) parking spaces, are proposed at the rear of the property (furthest area from Fairway Road), with a single driveway access off Jansen Avenue. The parking comprises 5 standard parking spaces, 3 visitor parking spaces, one barrier-free space (Type A), and 2 compact spaces. Four (4) of the parking spaces are located below a cantilevered portion of the building (second and third storeys), while the other four (4) are fully outdoor spaces.

Table 1, below, highlights the development concept statistics while Figures 2, 3, 4, 5, and 6 show the conceptual site plan and renderings.

	Development Concept
Number of Dwelling Units	26 units – all affordable housing, rental, studio and 1-bedroom units
Parking Spaces	8 spaces (4 spaces below a cantilevered portion of the building; 4 fully outdoor)
Building Height	9.9 metres, excluding architectural features which are not counted towards building height
Class A Bicycle Parking (within an enclosed, secure area with controlled access)	28 stalls within a dedicated basement bicycle room, with access to an elevator
Class B Bicycle Parking (short-term)	6 stalls (outdoor; at-grade; facing Jansen Avenue)
Floor Space Ratio	1.33
Landscaped Area	282.9 square metres (33.5%)

Table 1 – Proposed Development Concept Statistics

Figure 2 – Conceptual Site Plan

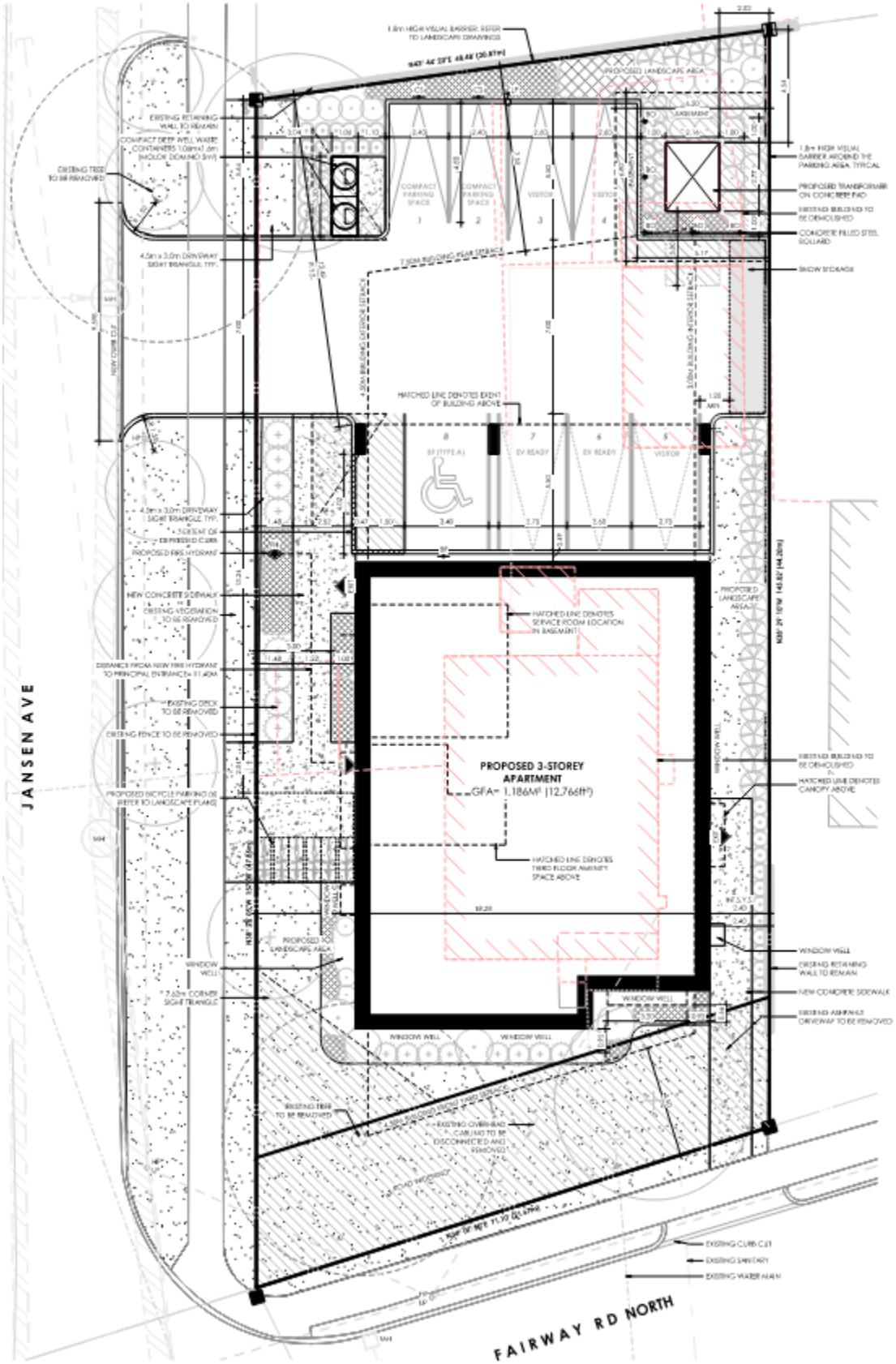

Figure 3 – Conceptual Rendering showing the proposed building, looking north from the intersection of Jansen Ave and Fairway Rd N.

Figure 4 – Conceptual Rendering showing the proposed building, looking southeast from Jansen Ave.

Figure 5 – Conceptual Rendering showing the proposed building, looking south.

Figure 6 – Conceptual Rendering showing the proposed building, looking west from Fairway Rd N.

To facilitate the proposed development concept, an OPA is required to add a Site Specific Policy Area to permit a multiple dwelling with a Floor Space Ratio of 1.33. Also, a ZBA is required to change the zoning of the subject property since, for example, the current zoning does not permit multiple dwellings and requires 1 parking space per dwelling unit. The current Official Plan policies and zoning would not allow the proposed development concept. The details of the OPA and ZBA are discussed in detail in the *Requested Official Plan Amendment* and *Requested Zoning By-law Amendment* sections of this report.

Planning Analysis:

Planning Act, R.S.O. 1990, c. P.13 25

Section 2 of the Planning Act establishes matters of provincial interest and states that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

e) The supply, efficient use and conservation of energy and water;
f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
g) The minimization of waste;
h) The orderly development of safe and healthy communities;
j) The adequate provision of a full range of housing, including affordable housing;
k) The adequate provision of employment opportunities;
p) The appropriate location of growth and development;
q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
r) The promotion of built form that,
(i) Is well-designed,
(ii) Encourages a sense of place, and
(iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

These matters of provincial interest are addressed and are implemented through the Provincial Planning Statement, 2024, as it directs how and where development is to occur. The City's Official Plan is the most important vehicle for the implementation of the Provincial Planning Statement, 2024 and to ensure Provincial policy is adhered to.

Provincial Policy Statement, 2024

The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. The PPS 2024 came into force on October 20, 2024.

According to the Province, the PPS 2024 provides municipalities with the tools and flexibility they need to build more homes. It enables municipalities to:

- plan for and support development, and increase the housing supply across the province
- align development with infrastructure to build a strong and competitive economy that is investment-ready
- foster the long-term viability of rural areas
- protect agricultural lands, the environment, public health and safety

Sections 2.1.6 and 2.3.1.3 of the PPS 2024 promote planning for people and homes and supports 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.

Section 2.2.1 requires that Planning authorities provide for a range and mix of housing options and densities to meet projected needs of current and future residents. One way this is accomplished is by "permitting and facilitating: 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification…for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units…"

In this regard, Development and Housing Approvals (DHA) staff is of the opinion that the requested amendments are consistent with the PPS 2024; they will facilitate residential redevelopment of the property with affordable housing.

Regional Official Plan (ROP)

The subject property is located in the Urban Area and Delineated Built Up Area in 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.

Growth is directed to the Built Up Area of the Region 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. Regional policies require Area Municipalities to plan for a range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents.

The requested amendments conform to the ROP by facilitating compact, well-connected development that will assist in transitioning the existing neighbourhood into a 15-minute neighbourhood. Moreover, the requested amendments will assist in diversifying the range of housing within the neighbourhood, in this case by providing affordable housing units that are easily accessed by nearby transit, pedestrian, and cycling facilities.

Regional staff has advised that they have no objections to the requested amendments, subject to a provision in the amending by-law prohibiting geothermal energy systems. In this regard, the recommended ZBA implements the Region's request.

City of Kitchener Official Plan (OP)

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

Urban Structure

The Official Plan establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. The subject property is identified on Map 2 – Urban Structure of the City's Official Plan (OP) as 'Community Areas'. The OP states that "The planned function of Community Areas is to provide for residential uses as well as non-residential supporting uses intended to serve the immediate residential areas." This urban structure component allows for limited intensification in accordance with the applicable land use designation and the Urban Design Policies in Section 11. In addition, "development must be sensitive to and compatible with the character, form and planned function of the surrounding context."

The subject proposal would facilitate the planned function by providing residential use through intensification that is sensitive to and compatible with the surrounding context. The requested amendments would facilitate low rise residential development that is compatible in height and massing with the adjacent neighbourhood.

DHA staff is of the opinion that the requested OPA and ZBA will support redevelopment that conforms to the City's Community Areas' policies.

Housing Policies

The City's Official Plan contains numerous housing-related objectives and policies that apply to the subject proposal, for example:

4.1.1. 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.

4.C.1.6. The City will identify and encourage residential intensification and/or redevelopment, including adaptive re-use and infill opportunities, including additional dwelling units, attached and detached, in order to respond to changing housing needs and as a cost-effective means to reduce infrastructure and servicing costs by minimizing land consumption and making better use of existing community infrastructure.

4.C.1.8. Where a special zoning regulation(s) or minor variance(s) is/are requested, proposed or required to facilitate residential intensification or a

redevelopment of lands, the overall impact of the special zoning regulation(s) or minor variance(s) will be reviewed, but not limited to the following to ensure, that:

a) Any new buildings and any additions and/or modifications to existing buildings are appropriate in massing and scale and are compatible with the built form and the community character of the established neighbourhood and will have regard to Section 11 of this Plan, the City's Urban Design Manual, and any site-specific Urban Design Brief or Urban Design Report and Urban Design Scorecard.

b) Where front yard setback reductions are proposed for new buildings in established neighbourhoods, the requested front yard setback should be similar to adjacent properties and supports and maintain the character of the streetscape and the neighbourhood.

d) New buildings, additions, modifications and conversions are sensitive to the exterior areas of adjacent properties and that the appropriate screening and/or buffering is provided to mitigate any adverse impacts, particularly with respect to privacy.

e) The lands can function appropriately and not create unacceptable adverse impacts for adjacent properties by providing both an appropriate number of parking spaces and an appropriate landscaped/amenity area on the site.

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.

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.

4.C.1.19. The City will encourage and support affordable housing to locate in close proximity to public transit, commercial uses and other compatible non-residential land uses, parks and community facilities and have convenient access to community, social and health services.

In this regard, DHA staff is satisfied that the subject proposal would facilitate an increased range and mix of housing types within the neighbourhood, noting that there are few low-rise multiple dwellings in the neighbourhood on a small footprint, as is proposed. Being an affordable housing project, the proposal is also consistent with the City-supported principle that housing assistance be provided to community members who have difficulty accessing safe, suitable, and affordable housing. As has been established above, this proposed affordable housing development is well-connected to transit and alternative transportation

facilities, and several commercial plazas are within a 5-7 minute walking distance, while Fairview Mall and supermarkets are within a 15-minute walking distance.

The requested Site Specific Provision will facilitate a development concept that is appropriate in massing and scale and is compatible with the surrounding built form. Also, the request to modify the required front yard setbacks for the proposed building will not negatively impact the neighbourhood character or streetscape.

It should be noted that compatible should not be narrowly interpreted to mean "the same as" or even as "being similar to". Rather, it means uses and building forms that are mutually tolerant and capable of existing together in harmony within an area without causing unacceptable adverse effects. City Urban Design Staff has reviewed the proposal and *Revised Urban Design Brief* submitted in support of the applications against the City's Urban Design Manual and is supportive of the proposal. DHA staff is recommending that the *Revised Urban Design Brief*, be endorsed by Council and that staff be directed to implement the *Revised Urban Design Brief* through a future Site Plan Application Approval process.

Through the application review phase, staff worked with the applicant to reduce the number of windows on the east side of the proposed building (adjacent to 136 Fairway Road North) where a slightly reduced minimum interior side yard setback is requested (from 3.0 metres to 2.4 metres), to prevent overlook and mitigate privacy impacts to acceptable levels, while ensuring that sufficient light enters the proposed dwelling units for tenants. It should also be noted that the single detached dwelling at 136 Fairway Road North only has two windows that face the subject property.

As a space-saving alternative to providing an at-grade amenity space, a common amenity space is proposed within a recessed portion of the 3rd floor, to provide compatible on-site recreational space for residents.

Furthermore, Transportation Services Staff do not have any concerns with the provision of 8 parking spaces for this development, noting that affordable housing does not generate the higher parking demand of non-affordable housing developments. Also, as noted above, the subject property is well-connected to transit and alternative transportation facilities. The number of Class A Bicycle Parking Stall provided far exceeds the minimum By-law requirement and exceeds the number of proposed dwelling units.

In addition, Section 4.15.7a) of the Zoning By-law states, "…for any public use containing dwelling units that qualify as affordable housing as defined in the Provincial Planning Statement:…c. Minimum parking space requirements of Table 5-5 shall not apply. The proposed units meet the definition of affordable housing in the PPS 2024, but the use is not considered a "public use", because it is not being established "…by or on behalf of, or in partnership with, the Federal or Provincial governments, the Region, the Grand River Conservation Authority, or the City." If the same proposal was being sought by, for example, Kitchener Housing, then no parking would be required under the Zoning By-law.

Lastly, the proposed residential redevelopment responds to changing housing needs and assists in reducing infrastructure and servicing costs.

DHA staff is of the opinion that the requested OPA and ZBA will support redevelopment that conforms to the City's Housing policies.

Land Use Designation

The subject property is currently designated 'Low Rise Residential' on Map 3 – Land Use of the City of Kitchener Official Plan. The 'Low Rise Residential' land use designation is intended to accommodate a full range of low density housing types, including single detached dwellings, additional dwelling units, semi-detached dwelling, street townhouse dwellings, cluster townhouses, low-rise multiple dwellings, special needs housing, and other forms of low density residential use. Within this designation, the City encourages and supports the mixing and integration of innovative and different forms of housing within a low-rise built form.

The 'Low Rise Residential' designation limits building height to 3 storeys or 11 metres. However, where a property has primary frontage on a Regional Road, a maximum building height of 4 storeys or 14 metres is permitted. In this case, while the property is located on Fairway Road North, which is a Regional Road. This would allow the possibility of a 4-storey building through a ZBA alone. Notwithstanding, the applicant has not requested a height increase for the proposed multiple dwelling.

Policy 15.D.3.11 states:

> "A maximum *Floor Space Ratio* of 0.6 will apply to all development and redevelopment. Site-specific increases to allow up to a maximum *Floor Space Ratio* of 0.75 may be considered where it can be demonstrated that the increase in the *Floor Space Ratio* is compatible and meets the general intent of the policies in this Plan. An Official Plan Amendment will be required to consider an increase in the *Floor Space Ratio* greater than 0.75."

In this case, a low-rise multiple dwelling is proposed with a Floor Space Ratio (FSR) of 1.33, despite the maximum FSR requirement of 0.75 (see section entitled, *Requested Official Plan Amendment*, below).

Requested Official Plan Amendment

To facilitate the proposed development concept outlined in the *Proposed Development Concept* section of this report, the applicant is requesting an OPA to add a Site Specific Policy Area to permit a multiple dwelling with a Floor Space Ratio of 1.33, whereas the 'Low Rise Residential' land use designation permits a maximum FSR of 0.75. The 'Low Rise Residential' land use designation would be retained.

Floor Space Ratio (FSR) is a metric that is used to quantify the massing / bulk of a building, relative to the lot area. The formula for FSR is Building Floor Area (i.e., total floor area of all storeys of a building excluding below grade floor area) divided by lot area.

Despite the City's use in regulating massing / bulk through FSR regulations, there are other metrics / tools that can be used to quantify and regulate the perceived massing / bulk of a building. For example, within the current 'RES-4' Zone and requested 'RES-5' Zone,

other land uses do not employ FSR as a tool for regulating the massing / bulk of a building (e.g., single detached dwellings, semi-detached dwellings, street townhouses). Instead, the zoning uses maximum lot coverage, maximum building height, and minimum setbacks.

For these other uses, lot coverage is limited to 55% and building height is limited to 11.0 metres. If these metrics are applied to the subject proposal, it easily complies with a lot coverage of 36% and a building height of 9.9 metres. Furthermore, the required 7.5 metre minimum rear yard setback is easily achieved under both the current and requested zoning, with a proposed setback of 13.5 metres.

Lastly, although a Site Specific Provision in the zoning is requested for the minimum interior side yard setback (from 3.0 metres to 2.4 metres) for a multiple dwelling, if the proposal was for a single detached dwelling, semi-detached dwelling, or street townhouse, the setback would be easily achieved (1.2 metres is required, whereas 2.4 metres is proposed). Essentially, apart from a 0.5 metre deficiency in the minimum exterior yard setback and minimum front yard setback, a single detached dwelling with the same height, lot coverage, and interior side yard setback as the current proposal could be constructed on the subject property, without the need for Planning Act approvals.

It is important to reiterate that since the subject property is located on a Regional Road, it would be possible for the applicant to request a 4-storey building through a ZBA alone. Despite this, the applicant is not requesting such a ZBA and is instead seeking to develop a 3-storey building under the ‘stock’ RES-5 permissions.

For these reasons, DHA staff is satisfied that the requested OPA is appropriate.

Policy Conclusion

DHA staff is of the opinion that the requested Official Plan Application is consistent with policies of the Provincial Policy Statement, 2024, the Regional Official Plan, and is appropriate within the greater policy context of City of Kitchener Official Plan.

Requested Zoning By-law Amendment

To facilitate the proposed development concept outlined in the *Proposed Development Concept* section of this report, the applicant is requesting a Zoning By-law Amendment (ZBA). The property is currently zoned ‘Low Rise Residential Four Zone (RES-4)’ in Zoning By-law 2019-051. The applicant is requesting to change the zoning to ‘Low Rise Residential Five Zone (RES-5)’, primarily to add multiple dwelling as a permitted use. The ZBA would also add a Site Specific Provision.

A zoning comparison table is provided below. Bolded, red text with an asterisk under the ‘Provided / Proposed’ column denotes a deficiency and, consequently, the need for relief via a requested Site Specific Provision as part of the ZBA (see Table 2 – Zoning Comparison / Review Table)

Table 2 – Zoning Comparison / Review Table

	Requirement under Requested RES-5 Zone (for Multiple Dwelling)	Provided / Proposed (note: figures are pre-road-widening, per s.4.21).
Minimum Lot Area	495	952 m2
Minimum Lot Width (Fairway Rd N)	19.0 m	21.7 m
Minimum Front Yard Setback (Fairway Rd N)	7.2 m	***5.9 m (note that the applicant is requesting a Minimum Front Yard of 5.5 metres to allow for flexibility in building placement).**
Maximum Front Yard Setback (Fairway Rd N)	9.2	***5.9 m (note that the applicant is requesting a Maximum Front Yard Setback of 7.5 metres to allow for flexibility in building placement).**
Minimum Exterior Yard Setback (Jansen Ave)	4.5 m	***4.0 m**
Minimum Interior Side Yard Setback (adjacent to 136 Fairway Rd N)	3.0 m	***2.4 m**
Minimum Rear Yard Setback	7.5	13.5 m
Minimum Landscaped Area	20%	33.5%
Maximum Floor Space Ratio	0.6	***1.33**
Maximum Building Height	11.0 m	9.9 m
Maximum number of storeys	3	3
Private Patio Area	For multiple dwellings, each dwelling unit located at ground floor level shall have a patio area adjacent to the dwelling unit with direct access to such dwelling unit.	***Dwelling units located at *ground floor* level shall not be required to have a patio area adjacent to the *dwelling unit* with direct access to such *dwelling unit.***
Minimum Class A Bicycle Parking Stalls	0.5 per dwelling unit = 13 stalls	28 stalls
Minimum Class B Bicycle Parking Stalls	6 stalls	6 stalls

Minimum Parking Spaces	1.0 per dwelling unit = 26 spaces	***5 spaces**
Minimum visitor parking spaces	0.15 per dwelling unit = 4 spaces	***3 spaces**
Maximum Compact Visitor Parking Spaces	Where 10 or more parking spaces are required, a maximum of 10 percent of the total angled parking spaces may be reduced to a minimum of 2.4 metres in width and a minimum of 4.8 metres in length and where reduced, shall be clearly identified, demarcated, and reserved for compact motor vehicles.	***A maximum of 2 *angled parking spaces* may be reduced to a minimum of 2.4 metres in width and a minimum of 4.8 metres in length and where reduced, shall be clearly identified, demarcated, and reserved for compact motor vehicles.**
Geothermal Energy Systems	Not regulated	***Geothermal Energy Systems shall be prohibited**

DHA staff has the following additional comments regarding the requested ZBA, noting that since certain City of Kitchener Official Plan policies and OPA matters relate directly to the ZBA matters, several ZBA matters have been already addressed in the above sections entitled, *City of Kitchener Official Plan (OP)* and *Requested Official Plan Amendment* (i.e., changes related to parking, floor space ratio, front yard setbacks, and interior side yard setback).

Change from RES-4 to RES-5

DHA staff supports the change from ‘RES-4’ to ‘RES-5’ to add a ‘Multiple Dwelling’ as a permitted use. This change in zone category will assist in further diversifying the zone categories within this neighbourhood and, consequently, the land uses and built form. The location of the subject property at an intersection, and having frontage on a Regional Road, as well as the fact that it has a greater width than many other lots developed with single detached dwellings, lends itself well to redevelopment at a higher density than currently exists.

Site Specific Provision

DHA comments regarding the requested site specific provisions related to parking, Floor Space Ratio, and interior side yard setback have been provided in the above sections entitled, *City of Kitchener Official Plan (OP)* and *Requested Official Plan Amendment.*

Regarding the request for a Site Specific Provision for the required Minimum – Maximum Front Yard Setback requirements, the range provided will allow minor flexibility in building placement, while ensuring an adequate setback to Fairway Road as well as reasonably consistent street wall. The Region (owner of Fairway Road North) has not identified any concerns with the amendment to these regulations.

Regarding the request for a reduction in the Minimum Exterior Yard Setback (Jansen Avenue) from 4.5 metres to 4.0 metres, DHA staff is of the opinion that this change is nominal and does not create unacceptably adverse impacts on the abutting public realm.

There is sufficient space in the exterior side yard to accommodate a walkway leading to the front door off Jansen Avenue, appropriate landscaping, and 6 Class B bicycle parking stalls, while ensuring a sufficient buffer to the right-of-way. This reduced minimum exterior side yard setback will also help to increase the interior side yard setback on the opposite side of the building, to the extent possible (staff is of the opinion that proposed interior side yard setback is adequate, given the 3-storey building height and reduced number of windows). It should be noted that Jansen Avenue is not identified in the City's Official Plan as a road to be widened and Transportation Services has not identified any concerns.

Regarding the request not to require a private patio area for dwelling units located at ground floor level (of which there are 6), DHA staff is of the opinion that the small, common amenity space within a recessed portion of the 3rd floor is sufficient for amenity needs, especially due to the prevalence of public amenity areas and parks within walking distance of the subject property. For example, nearby Oaten Park (250 metres) and Howard Robertson Public School provide opportunities for recreation. Idlewood Park is located 900 metres to the north.

DHA staff supports the Region's request for a Site Specific provision to prohibit geothermal energy systems. This provision would prohibit geothermal energy systems that might otherwise cause contamination to the region's groundwater resources.

Proposed Zoning By-law Amendment Application Conclusions:
DHA staff is of the opinion that the requested ZBA Application represents good planning, since it would facilitate the redevelopment of the lands with "missing middle" housing, in the form of a low rise multiple dwelling, comprised fully of affordable dwelling units. The subject property is well-connected to transit and alternative transportation facilities and is close to schools and several City parks. The proposed development concept will provide visual interest along Fairway Road North. For these reasons, DHA staff supports the proposal and recommends that the requested ZBA be approved, as shown in Attachment 'B'.

Department and Agency Comments

Circulation of the Official Plan Amendment and Zoning By-law Amendment was undertaken on May 15, 2025 to all applicable City departments and other review authorities. No significant concerns were identified by any commenting City department or agency and any necessary revisions and updates have been incorporated into the proposal. Copies of the comments are found in Attachment 'E' of this report.

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

Planning Justification Report and Addendum

- prepared by GSP Group Inc. (May 2025, updated July 7, 2025)

Revised Urban Design Brief

- prepared by GSP Group Inc. (May 2025, updated July 2025)

Conceptual Site Plan, Elevations & Floor Plans

- prepared by mcCallumSather (April 29, 2025, updated July 7, 2025).

Existing Conditions Plan and Preliminary Grading Plan and Preliminary Servicing Plan

- prepared by MTE Consultants Inc. (April 11, 2025, updated July 4, 2025)

Functional Servicing Report

- prepared by MTE Consultants Inc (April 16, 2025, updated July 4, 2025)

Function SWM Brief

- prepared by MTE Consultants Inc (July 4, 2025)

Noise Impact Study

- prepared by GHD (March 19, 2025, updated July 3, 2025)

Section 59 Notice of SPP Compliance

- prepared by the Region of Waterloo (April 11, 2025).

Sustainability Statement

- prepared by mcCallumSather (April 16, 2025).

Tree Management Plan

- prepared by GSP Group (April 17, 2025, updated July 7, 2025)

Arborist Report and Tree Removal Appraisal

- prepared by GSP Group Inc. (April 29, 2025, updated July 7, 2025)

Parking Study

- prepared by Paradigm Transportation Solutions (April 2025).

Phase II Environmental Site Assessment

- prepared by MTE Consultants Inc. (February 12, 2025)

Topographic Survey

- prepared by MTE Consultants Inc. (August 6, 2024)

Community Input and Staff Responses:
Staff received written responses from 2 community members with respect to the proposed development. The comments received are included in Attachment ‘F’. A Neighbourhood Meeting was held on June 18, 2025. A summary of what we heard, and staff responses are noted below.

WHAT WE HEARD

667 households (occupants and property owners) were circulated and notified

3 people/households provided comments by email or telephone.

A City-led Neighbourhood Meeting was held on June 18, 2025 and approximately 7 different users logged on.

What We Heard	Staff Comment
Concern with proposed parking reduction	The subject site is proposed to be developed with affordable housing. The applicant anticipates that most units will be occupied by single person households and most tenants will not have personal vehicles. The site is located within a 5-minute walk of 5 bus routes and within 20-minute walk of an ION station. There are 28 secure, weather-protected bicycle stalls provided for the 26 units. The property is also within a 5-7 minute walking distance to several commercial plazas and within a 15-minute walk of Fairview Mall and supermarkets. Transportation Services is of the opinion that the proposed parking reduction is appropriate for the proposed development.
Concern with increases to traffic on Fairway Rd N	The subject development is not anticipated to generate significant traffic and traffic impacts to the local street system will be negligible. Regional Transportation Planning staff indicated that Fairway Road North is a Regional Road and is intended and designed to carry high-levels of traffic including truck traffic and comment that this is an existing condition and will not be materially altered by this proposal. Fairway Road North has sidewalks on both sides and a signalized cross-walk at Morgan Avenue which is approximately 150 metres to the subject property. The Region is currently undertaking a Corridor Study on Fairway Road North in preparation for future capital works. Reconstruction of this segment is planned for 2032-2033. Interested parties will be able to view the results on the Region's website in a few months' time. Regional road reconstruction projects take a balanced approach to accommodating all transportation modes, including the integration of bus stops and pedestrian/cycling facilities, while accommodating for the necessary road traffic.

	Any upgrades warranted through this study on the basis of volume/other considerations will be implemented through reconstruction.
Concern with on-street parking on local roads	Transportation Services Staff comment that on-street parking is available equally to all members of the general public, to a maximum duration of 3 hours. On-street parking is available on the east side of Jansen Avenue, directly adjacent to the subject property. Parking is prohibited on Fairway Road North.
Impact to pedestrian safety and school zones.	Both Fairway Road North and Jansen Avenue have sidewalks on both sides of the street, and there is a signalized cross-walk at Fairway Road North and Morgan Avenue, which is about 150 metres to the subject property, which provides a safe pedestrian crossing location. The Region of Waterloo has indicated that this stretch of Fairway Road North is not in the school zone and the proposed development does not introduce conflicts with school bus access of drop-off at Howard Robertson Public School.
Concern with changes that will permit a multiple dwelling	The neighbourhood surrounding the subject site consists of a mix of low-rise dwelling types including single detached, semi-detached, townhouse and low-rise multiple dwellings many of which are zoned 'RES-5' (which is the zoning category proposed for the subject site). Staff note that 147 Fairway Road North which is across Fairway Road North is developed with a 3 storey multiple dwelling, and there is a planned 3 storey stacked townhouse development approved for 179 Jansen Avenue. The proposed 3-storey multiple dwelling is consistent with the established and planned built form in the neighbourhood.
Concern with lack of large units for families	The subject development is proposed to include affordable studio and 1-bedroom units, which have not been designed or intended for families with children. The developer has indicated that while this project is not designed for families, other housing developments in their portfolio do address this need. The applicant has indicated that they collaborate with local agencies dedicated to supporting vulnerable populations in tenanting units and in order to match units with needs. This proposal does address a critical need in our community. Data from the Region of Waterloo's housing waitlist—along with experience in the affordable housing market—shows that the greatest demand comes from single- and two-person households.
Concern with overlook and privacy of neighbouring dwellings.	An Urban Design Brief has been prepared in support of the proposed development. Urban design staff have worked with the applicant to refine the building design to reduce the number of windows on the 2nd and 3rd floor corner units so that windows face Fairway Road North and the rear yard parking area. Remaining windows primarily overlook the roof of 136 Fairway Road North rather than the front or back yard.

Concern that the proposed building does not include sufficient amenities for future tenants.	Staff have reviewed the proposed floor plans for the proposed development and can confirm that the building includes a large indoor bike storage room, a shared 3rd floor outdoor patio area, an elevator and a shared laundry room. The building will comply with Ontario Building Code requirements for accessibility, and barrier-free parking is provided.
Concern with garbage collection and property maintenance.	The subject development will be required to have private waste management. A deep-well system is proposed, which helps to minimize odours and has lower visual impact than garbage bins. This approach will be secured through a Site Plan Agreement with the City. Further, the owner will be required to maintain the property in accordance with landscaping and lighting plans, which must be submitted as part of a future Site Plan Application. These plans will be subject to the City's Property Standards by-laws. Residents are encouraged to contact By-law enforcement with any complaints about compliance with property standards.

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 notice sign was posted on the property and information regarding the application was posted to the City's website on May 15, 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 July 18, 2025 (a copy of the Notice may be found in Attachment 'D').

CONSULT – The proposed Official Plan Amendment and Zoning By-law Amendment Applications were circulated to residents and property owners within 240 metres of the subject lands on May 15, 2025. In response to this circulation, staff received 2 written responses, which are summarized as part of this staff report and is appended in Attachment 'F'. DHA staff also had one-on-one conversations with residents on the telephone and responded to emails.

PREVIOUS REPORTS/AUTHORITIES:

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

REVIEWED BY: Tina Malone-Wright, Manager of Development Approvals

APPROVED BY: Barry Cronkite, Acting General Manager of Development Services

ATTACHMENTS:

Attachment A – Proposed Official Plan Amendment
Attachment B – Proposed Zoning By-law Amendment
Attachment C – Revised Urban Design Brief, dated July 2025.
Attachment D – Newspaper Notice
Attachment E – Department and Agency Comments
Attachment F – Community Comments

AMENDMENT NO. XX TO THE OFFICIAL PLAN

OF THE CITY OF KITCHENER

CITY OF KITCHENER

132 Fairway Road North

AMENDMENT NO. XX TO THE OFFICIAL PLAN

OF THE CITY OF KITCHENER

CITY OF KITCHENER
132 Fairway Road North

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

SECTION 1 – TITLE AND COMPONENTS

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

SECTION 2 – PURPOSE OF THE AMENDMENT

The purpose of the Official Plan Amendment is to amend the City of Kitchener Official Plan (2014) by adding *Policy 15.D.12.83. 132 Fairway Road* North and by adding Specific *Policy Area 83. 132 Fairway Rd N* to *Map No. 5 – Specific Policy Areas*, to permit a maximum Floor Space Ratio of 1.33.

SECTION 3 – BASIS OF THE AMENDMENT

Planning Analysis:

Planning Act, R.S.O. 1990, c. P.13 25

Section 2 of the Planning Act establishes matters of provincial interest and states that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

e) The supply, efficient use and conservation of energy and water;
f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
g) The minimization of waste;
h) The orderly development of safe and healthy communities;
j) The adequate provision of a full range of housing, including affordable housing;
k) The adequate provision of employment opportunities;
p) The appropriate location of growth and development;
q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
r) The promotion of built form that,
(i) Is well-designed,
(ii) Encourages a sense of place, and
(iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

These matters of provincial interest are addressed and are implemented through the Provincial Planning Statement, 2024, as it directs how and where development is to occur. The City’s Official Plan is the most important vehicle for the implementation of the Provincial Planning Statement, 2024 and to ensure Provincial policy is adhered to.

Provincial Policy Statement, 2024

The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. The PPS 2024 came into force on October 20, 2024.

According to the Province, the PPS 2024 provides municipalities with the tools and flexibility they need to build more homes. It enables municipalities to:

- plan for and support development, and increase the housing supply across the province
- align development with infrastructure to build a strong and competitive economy that is investment-ready
- foster the long-term viability of rural areas
- protect agricultural lands, the environment, public health and safety

Sections 2.1.6 and 2.3.1.3 of the PPS 2024 promote planning for people and homes and supports 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.

Section 2.2.1 requires that Planning authorities provide for a range and mix of housing options and densities to meet projected needs of current and future residents. One way this is accomplished is by “permitting and facilitating: 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification…for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units…”

In this regard, Development and Housing Approvals (DHA) staff is of the opinion that the requested amendment is consistent with the PPS 2024; and will facilitate residential redevelopment of the property with affordable housing.

Regional Official Plan (ROP)

The subject property is located in the Urban Area and Delineated Built Up Area in 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.

Growth is directed to the Built Up Area of the Region 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. Regional policies require Area Municipalities to plan for a range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents.

The requested amendment conforms to the ROP by facilitating compact, well-connected development that will assist in transitioning the existing neighbourhood into a 15-minute neighbourhood. Moreover, the requested amendment will assist in diversifying the range of housing within the neighbourhood, in this case by providing affordable housing units that are easily accessed by nearby transit, pedestrian, and cycling facilities.

Regional staff has advised that it has no objections to the requested amendment, subject to a provision in the amending by-law prohibiting geothermal energy systems. In this regard, the recommended ZBA implements the Region’s request.

City of Kitchener Official Plan (OP)

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

Urban Structure

The Official Plan establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. The subject property is identified on Map 2 – Urban Structure of the City’s Official Plan (OP) as Community Areas. The OP states that “The planned function of Community Areas is to provide for residential uses as well as non-residential supporting uses intended to serve the immediate residential areas.” This urban structure component allows for limited intensification in accordance with the applicable land use designation and the Urban Design Policies in Section 11. In addition, “development must be sensitive to and compatible with the character, form and planned function of the surrounding context.”

The subject proposal would facilitate the planned function by providing residential use through intensification that is sensitive to and compatible with the surrounding context. The requested amendment would facilitate low rise residential development that is compatible in height and massing with the adjacent neighbourhood.

DHA staff is of the opinion that the requested OPA will support redevelopment that conforms to the City’s Community Areas policies.

Housing Policies

The City’s Official Plan contains numerous housing-related objectives and policies that apply to the subject proposal, for example:

4.1.1. 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.

4.C.1.6. The City will identify and encourage residential intensification and/or redevelopment, including adaptive re-use and infill opportunities, including additional dwelling units, attached and detached, in order to respond to changing housing needs and as a cost-effective means to reduce infrastructure and servicing costs by minimizing land consumption and making better use of existing community infrastructure

4.C.1.8. Where a special zoning regulation(s) or minor variance(s) is/are requested, proposed or required to facilitate residential intensification or a redevelopment of lands, the overall impact of the special zoning regulation(s) or minor variance(s) will be reviewed, but not limited to the following to ensure, that:

a) Any new buildings and any additions and/or modifications to existing buildings are appropriate in massing and scale and are compatible with the built form and the community character of the established neighbourhood and will have regard to Section 11 of this Plan, the City's Urban Design Manual, and any site-specific Urban Design Brief or Urban Design Report and Urban Design Scorecard.

d) New buildings, additions, modifications and conversions are sensitive to the exterior areas of adjacent properties and that the appropriate screening and/or buffering is provided to mitigate any adverse impacts, particularly with respect to privacy.

e) The lands can function appropriately and not create unacceptable adverse impacts for adjacent properties by providing both an appropriate number of parking spaces and an appropriate landscaped/amenity area on the site.

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.

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.

4.C.1.19. The City will encourage and support affordable housing to locate in close proximity to public transit, commercial uses and other compatible

> non-residential land uses, parks and community facilities and have convenient access to community, social and health services.

In this regard, DHA staff is satisfied that the subject proposal would facilitate increased range and mix of housing types within the neighbourhood, noting that there are few low-rise multiple dwellings in the neighbourhood on a small footprint, as is proposed. Being an affordable housing project, the proposal is also consistent with the City-supported principle that housing assistance be provided to community members who have difficulty accessing safe, suitable, and affordable housing. As has been established above, this proposed affordable housing development is well-connected to transit and alternative transportation facilities, and several commercial plazas are within a 5-7 minute walking distance, while Fairview Mall and supermarkets are within a 15-minute walking distance.

The requested Site Specific Policy will facilitate a development concept that is appropriate in massing and scale and is compatible with the surrounding built form. It should be noted that compatible should not be narrowly interpreted to mean “the same as” or even as “being similar to”. Rather, it means uses and building forms that are mutually tolerant and capable of existing together in harmony within an area without causing unacceptable adverse effects. City Urban Design staff has reviewed the proposal and Urban Design Brief submitted in support of the applications against the City’s Urban Design Manual and is supportive of the proposal. DHA staff is recommending that the Urban Design Brief, be endorsed by Council and that staff be directed to implement the Urban Design Brief through a future Site Plan Approval process.

Through the application review phase, staff worked with the applicant to reduce the number of windows on the east side of the proposed building (adjacent to 136 Fairway Road North) where a slightly reduced minimum interior side yard setback is requested (from 3.0 metres to 2.4 metres), to prevent overlook and mitigate privacy impacts to acceptable levels, while ensuring that sufficient light enters the proposed dwelling units for tenants. It should also be noted that the single detached dwelling at 136 Fairway Road North only has two windows that face the subject property.

As a space-saving alternative to providing an at-grade amenity space, a common amenity space is proposed within a recessed portion of the 3rd floor, to provide compatible on-site recreational space for residents.

Furthermore, Transportation Services staff does not have any concerns with the provision of 8 parking spaces for this development, noting that affordable housing does not generate the higher parking demand of non-affordable housing developments. Also, as noted above, the subject property is well-connected to transit and alternative transportation facilities. The number of Class A Bicycle Parking Stall provided far exceeds the minimum By-law requirement and exceeds the number of proposed dwelling units.

In addition, Section 4.15.7a) of the Zoning By-law states, “…for any public use containing dwelling units that qualify as affordable housing as defined in the Provincial Planning Statement:…c. Minimum parking space requirements of Table 5-5 shall not apply. The proposed units meet the definition of affordable housing in the PPS 2024, but the use is not considered a “public use”, because it is not being established “…by or on behalf of,

or in partnership with, the Federal or Provincial governments, the Region, the Grand River Conservation Authority, or the City.” If the same proposal was being sought by, for example, Kitchener Housing, then no parking would be required under the Zoning By-law.

Lastly, the proposed residential redevelopment responds to changing housing needs and assists in reducing infrastructure and servicing costs.

DHA staff is of the opinion that the requested OPA will support redevelopment that conforms to the City’s Housing policies.

Land Use Designation

The subject property is currently designated Low Rise Residential on Map 3 – Land Use of the City of Kitchener Official Plan. The Low Rise Residential land use designation is intended to accommodate a full range of low density housing types, including single detached dwellings, additional dwelling units, semi-detached dwelling, street townhouse dwellings, cluster townhouses, low-rise multiple dwellings, special needs housing, and other forms of low density residential use. Within this designation, the City encourages and supports the mixing and integration of innovative and different forms of housing within a low-rise built form.

The Low Rise Residential designation limits building height to 3 storeys or 11 metres. However, where a property has primary frontage on a Regional Road, a maximum building height of 4 storeys or 14 metres is permitted. In this case, while the property is located on Fairway Road North, which is a Regional Road. This would allow the possibility of a 4-storey building through a ZBA alone. Notwithstanding, the applicant has not requested a height increase for the proposed multiple dwelling.

Policy 15.D.3.11 states:

> A maximum Floor Space Ratio of 0.6 will apply to all development and redevelopment. Site-specific increases to allow up to a maximum Floor Space Ratio of 0.75 may be considered where it can be demonstrated that the increase in the Floor Space Ratio is compatible and meets the general intent of the policies in this Plan. An Official Plan Amendment will be required to consider an increase in the Floor Space Ratio greater than 0.75.

In this case, a low-rise multiple dwelling is proposed with a Floor Space Ratio (FSR) of 1.33, despite the maximum FSR requirement of 0.75 (see section entitled, *Requested Official Plan Amendment*, below).

Requested Official Plan Amendment

To facilitate the proposed development concept outlined in the *Proposed Development Concept* section of this report, the applicant is requesting an OPA to add a Site Specific Policy Area to permit a multiple dwelling with a Floor Space Ratio of 1.33, whereas the Low Rise Residential land use designation permits a maximum FSR of 0.75. The Low Rise Residential land use designation would be retained.

Floor Space Ratio (FSR) is a metric that is used to quantify the massing / bulk of a building, relative to the lot area. The formula for FSR is Building Floor Area (i.e., total floor area of all storeys of a building excluding below grade floor area) divided by lot area.

Despite the City’s use in regulating massing / bulk through FSR regulations, there are other metrics / tools that can be used to quantify and regulate the perceived massing / bulk of a building. For example, within the current RES-4 Zone and requested RES-5 Zone, other land uses do not employ FSR as a tool for regulating the massing / bulk of a building (e.g., single detached dwellings, semi-detached dwellings, street townhouses). Instead, the zoning uses maximum lot coverage, maximum building height, and minimum setbacks.

For these other uses, lot coverage is limited to 55% and building height is limited to 11.0 metres. If these metrics are applied to the subject proposal, it easily complies with a lot coverage of 36% and a building height of 9.9 metres. Furthermore, the required 7.5 metre minimum rear yard setback is easily achieved under both the current and requested zoning, with a proposed setback of 13.5 metres.

Lastly, although a Site Specific Provision in the zoning is requested for the minimum interior side yard setback (from 3.0 metres to 2.4 metres) for a multiple dwelling, if the proposal was for a single detached dwelling, semi-detached dwelling, or street townhouse, the setback would be easily achieved (1.2 metres is required, whereas 2.4 metres is proposed). Essentially, apart from a 0.5 metre deficiency in the minimum exterior yard setback (adjacent to Jansen Street), a single detached dwelling with the same height, lot coverage, and interior side yard setback as the current proposal could be constructed on the subject property, without the need for Planning Act approvals.

It is important to reiterate that since the subject property is located on a Regional Road, it would be possible for the applicant to request a 4-storey building through a ZBA alone. Despite this, the applicant is not requesting such a ZBA and is instead seeking to develop a 3-storey building under the ‘stock’ RES-5 permissions.

For these reasons, DHA staff is satisfied that the requested OPA is appropriate.

Policy Conclusion

DHA staff is of the opinion that the requested Official Plan Amendment is consistent with policies of the Provincial Policy Statement, 2024, the Regional Official Plan, and is appropriate within the greater policy context of City of Kitchener Official Plan.

SECTION 4 – THE AMENDMENT

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

a) Part D, Section 15.D.12 *Area Specific/Site Specific Policy Areas* is amended by adding Policy 15.D.12.83 as follows:

“15.D.12.83 **132 Fairway Road North**

Notwithstanding the Low Rise Residential land use designation and associated policies within Section 15.D.3, applied to the property addressed as 132 Faiway Road North, the maximum Floor Space Ratio shall be 1.33.”

b) *Map No. 5 – Specific Policy Areas* is amended by adding *Specific Policy Area 83. 132 Fairway Rd N* for the lands municipally addressed as 132 Fairway Road North and identified as *Area of Amendment* on Schedule ‘A’.

APPENDIX 1

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood

132 Fairway Road North

KITCHENER

Concept Drawing

Have Your Voice Heard!

Planning & Strategic Initiatives Committee

Date: **August 11, 2025**

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

Go to **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

or contact:

Andrew Pinnell, Senior Planner

andrew.pinnell@kitchener.ca

519.783.8915

Multiple Dwelling, 26 Affordable Units

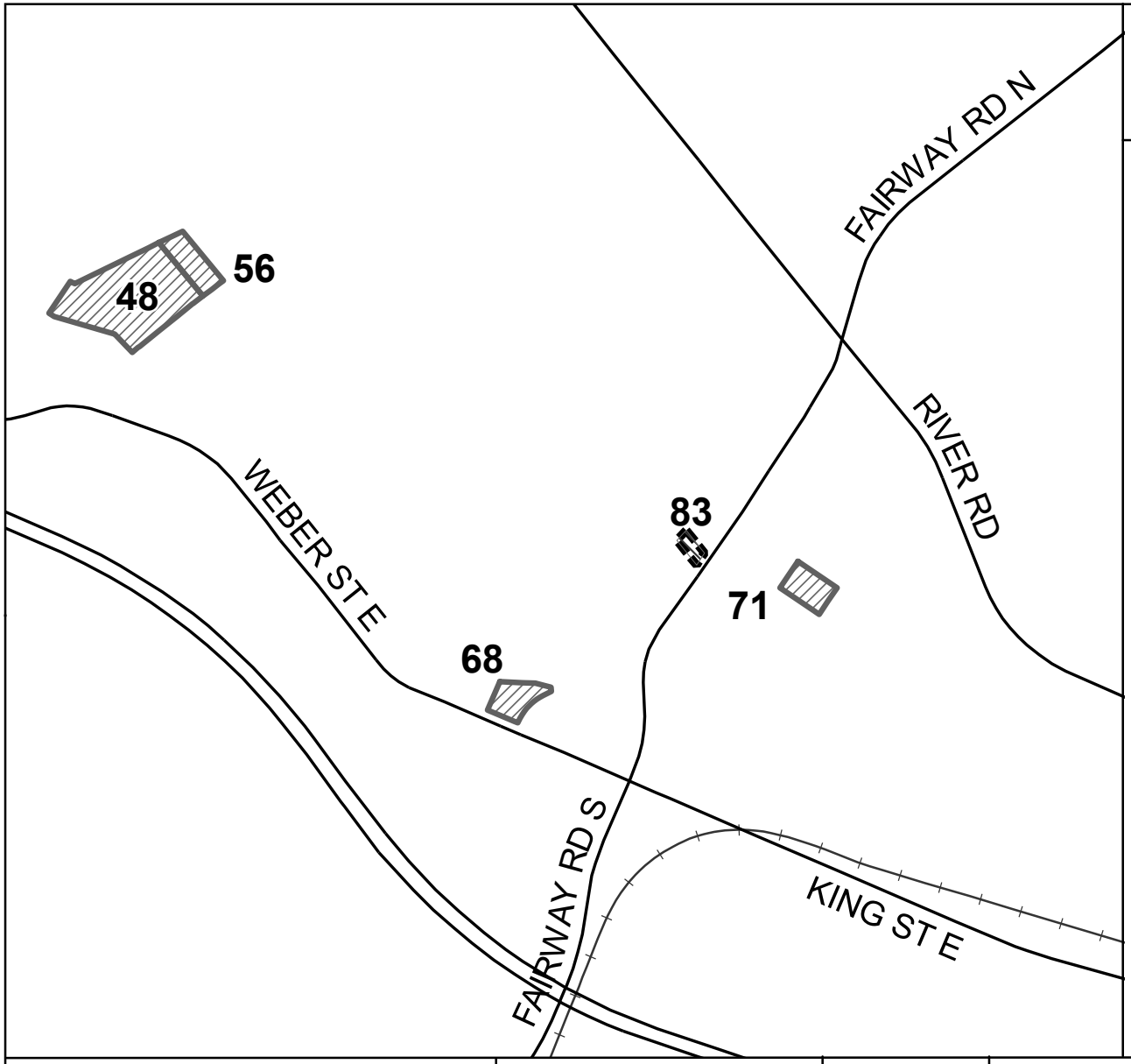
Floor Space Ratio of 1.33

8 Parking Spaces

The City of Kitchener will consider a applications to amend the Official Plan and Zoning By-law to permit 132 Fairway Road North to be redeveloped with a 3-storey multiple dwelling having 26 affordable dwelling units with a Floor Space Ratio of 1.33, 8 parking spaces, and the building having some reduced setbacks from lot lines.

APPENDIX 2 Minutes of the Meeting of Planning and Strategic Initiatives Committee – August 11, 2025

APPENDIX 3	Minutes of the Meeting of City Council – August 25, 2025



CITY OF KITCHENER
OFFICIAL PLAN
AMENDMENT TO MAP 5
SPECIFIC POLICY AREAS

N

Specific Policy Areas

- 48. 110, 130 & 136 Fergus Ave
- 56. 142 & 146 Fergus Ave
- 68. 2934 King St E
- 71. 32 & 42 Windom Rd

Area of Amendment

To Add Specific Policy Area
83. 132 Fairway Rd N

SCHEDULE 'A'	0 250 METRES	REVISED:	OFFICIAL PLAN AMENDMENT OPA25/005/F/AP	
APPLICANT: MAXWELL BUILDING CONSULTANTS LTD.	SCALE 1:10,000		ZONING BY-LAW AMENDMENT ZBA25/011/F/AP	
132 FAIRWAY RD N	DATE: MAY 20, 2025		**City of Kitchener** DEVELOPMENT SERVICES DEPARTMENT, PLANNING	FILE: OPA25005FAP_MAP5 .mxd

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 – Maxwell Building Consultants Ltd. –132 Fairway Road North)

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 239 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 Four Zone (RES-4) to Low Rise Residential Five Zone (RES-5) with Site Specific Provision (436).
2. Zoning Grid Schedule Number 239 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 Zoning By-law 2019-051 is hereby amended by adding Section 19 (436) thereto as follows:

"436. Notwithstanding Sections 5.3.1(1), 5.6 and Table 5-5, 7.3 and Table 7-6 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 239 of Appendix "A", the following special regulations shall apply:

a) The Minimum Front Yard Setback shall be 5.5 metres;
b) The Maximum Front Yard Setback shall be 7.5 metres;
c) The Minimum Exterior Yard Setback shall be 4.0 metres;
d) The Minimum Interior Side Yard Setback shall be 2.4 metres;
e) The Maximum Floor Space Ratio shall be 1.33;

DRAFT

f) *Dwelling units* located at *ground floor* level shall not be required to have a patio area adjacent to the *dwelling unit* with direct access to such *dwelling unit*;

g) The minimum number of *parking spaces* shall be 5 *parking spaces*;

h) The minimum number of *visitor parking spaces* shall be 3 *visitor parking spaces*;

i) A maximum of 2 *angled parking spaces* may be reduced to a minimum of 2.4 metres in width and a minimum of 4.8 metres in length and where reduced, shall be clearly identified, demarcated, and reserved for compact motor vehicles; and

j) Geothermal Energy Systems shall be prohibited."

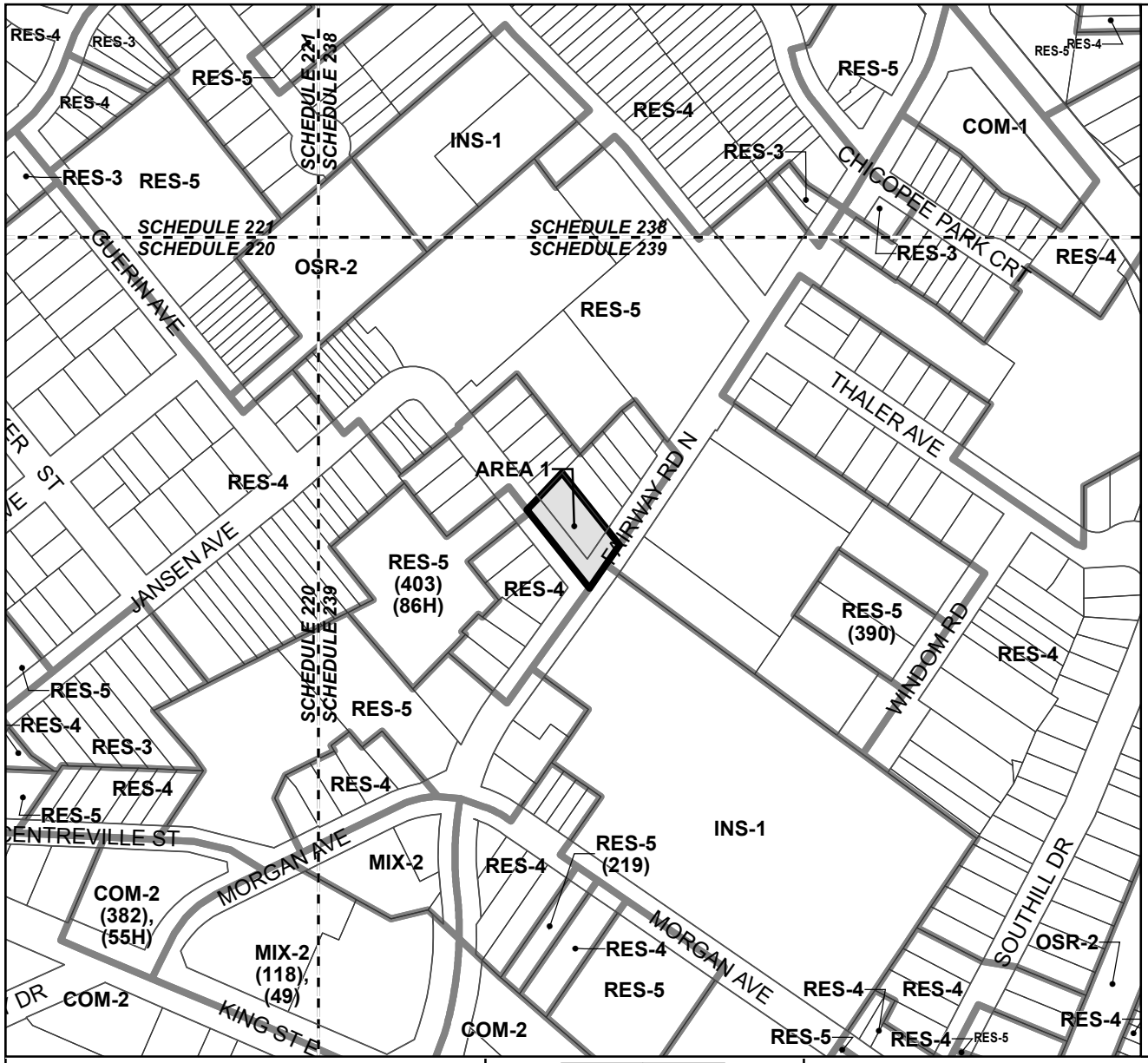
4. This By-law shall become effective only if Official Plan Amendment No. __ (132 Fairway Road North) comes into effect, pursuant to Section 24(2) of The Planning Act, R.S.O. 1990, c. P. 13, as amended.

PASSED at the Council Chambers in the City of Kitchener this day of , 2025.

_____
Mayor

_____
Clerk

DRAFT



SUBJECT AREA(S)

N

AMENDMENT TO BY-LAW 2019-051
AREA 1 -
FROM LOW RISE RESIDENTIAL FOUR ZONE (RES-4)
TO LOW RISE RESIDENTIAL FIVE ZONE (RES-5) WITH SITE SPECIFIC PROVISION (436)

BY-LAW 2019-051
COM-1 LOCAL COMMERCIAL ZONE
COM-2 GENERAL COMMERCIAL ZONE
INS-1 NEIGHBOURHOOD INSTITUTIONAL ZONE
MIX-2 MIXED USE TWO ZONE
OSR-2 OPEN SPACE: GREENWAYS ZONE
RES-3 LOW RISE RESIDENTIAL THREE ZONE
RES-4 LOW RISE RESIDENTIAL FOUR ZONE
RES-5 LOW RISE RESIDENTIAL FIVE ZONE

ZONE GRID REFERENCE
SCHEDULE NO. 239
OF APPENDIX 'A'
KITCHENER ZONING BY-LAW 85-1 AND 2019-051

ZONE LIMITS

MAP NO. 1

MAXWELL BUILDING CONSULTANTS LTD.

132 FAIRWAY RD N

0 50 100
METRES

SCALE 1:4,000

DATE: MAY 20, 2025

ZONING BY-LAW AMENDMENT ZBA25/011/F/AP

OFFICIAL PLAN AMENDMENT OPA25/005/F/AP

City of Kitchener
DEVELOPMENT SERVICES DEPARTMENT, PLANNING

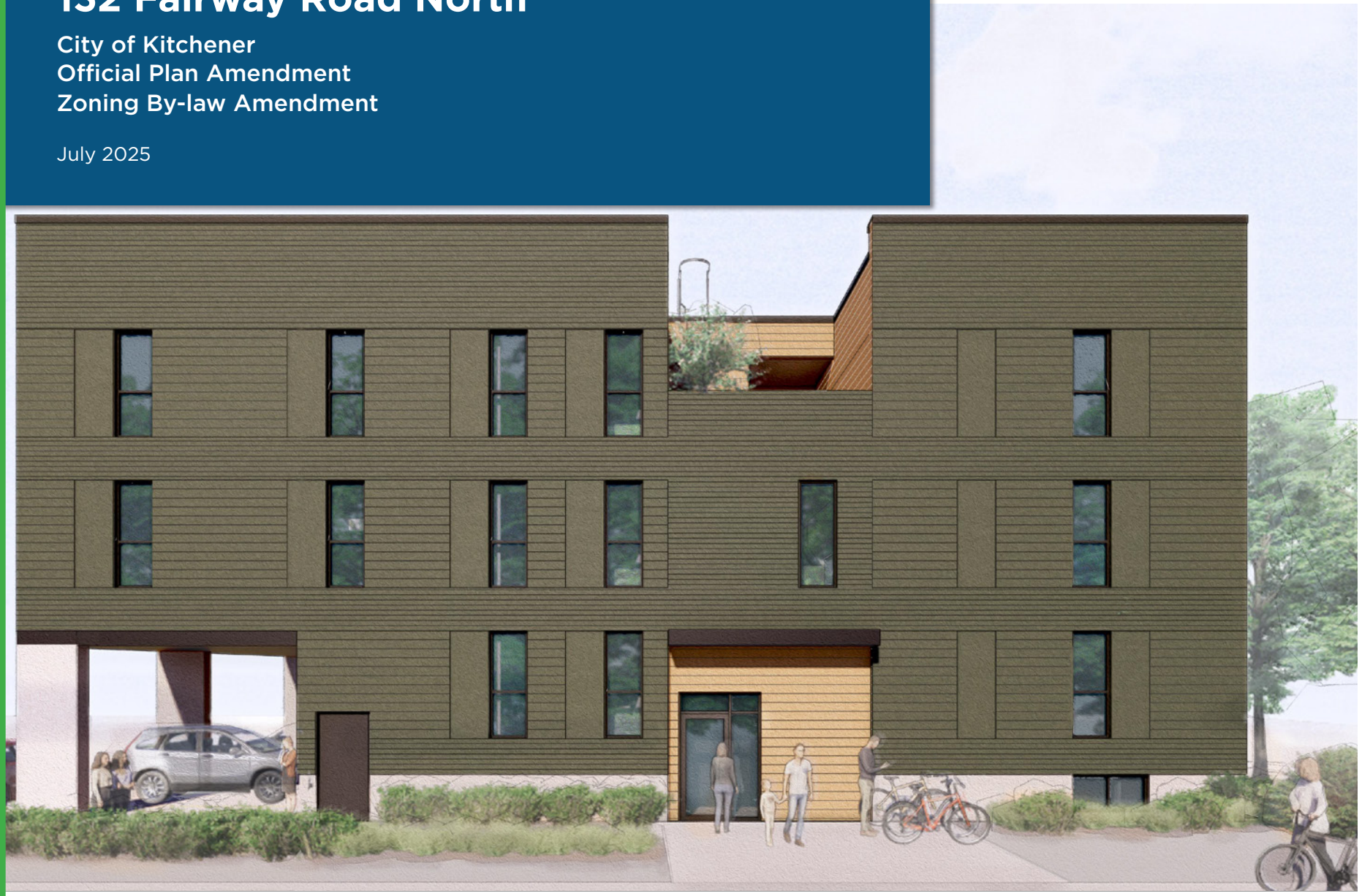
FILE: ZBA25011FAP_MAP1 .mxd

REVISED URBAN DESIGN BRIEF

132 Fairway Road North

City of Kitchener
Official Plan Amendment
Zoning By-law Amendment

July 2025



REVISED URBAN DESIGN BRIEF
132 Fairway Road North

City of Kitchener
Official Plan Amendment
Zoning By-law Amendment

July 2025

City of Kitchener
Planning Division
APPROVED
Signature: KateyC
Date: 2025-07-23

Prepared for:
Eleven Housing Corporation
Suite 608, 188 King Street South
Waterloo, ON
N25 0C6

Prepared by:
GSP Group Inc.
72 Victoria Street South, Suite 201
Kitchener, ON
N2G 4Y9

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1. BACKGROUND

1.1 Proposed Development

GSP Group Inc. has been retained by Eleven Housing Corporation to prepare an Urban Design Brief in support of applications for Official Plan and Zoning By-law Amendments required to permit a 26-unit Multiple Dwelling development for the Site at 132 Fairway Road North, legally described Lot 4 on Plan 1176, City of Kitchener, Region of Waterloo ("Site").

The former single detached residential site is proposed to be redeveloped as a multiple dwelling unit development, which will include a three-storey medium-density residential building consisting of 26 dwelling units with surface-level parking and surrounding landscape areas ("Proposed Development"). The Proposed Development is intended to provide affordable rental housing units.

1.2 Purpose

An Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") are required to facilitate the Proposed Development on the Site. An Urban Design Brief was identified as a required component of a complete application.

The Kitchener Official Plan identifies Urban Design Briefs as comprehensive documents "which may include urban design vision, principles, objectives, guidelines and strategies" and that "may be required of an owner/applicant in support of a development application". Based on the matters for consideration and evaluation identified in the pre-submission consultation record, this Urban Design Brief contains:

- A description of the existing physical conditions on the Site (Section 2);
- A description and characterization of the surrounding area and neighbourhood context (Section 3);
- A description of the design components of the Proposed Development (Section 4);
- An assessment of the proposed design concept in respect to relevant design policies and guidelines (Section 5); and
- A summary of the report findings (Section 6).

1.3 Supporting Studies and Materials

- The Urban Design Brief has considered the following plans and reports prepared in support of the subject application:
- Architectural Drawing Set prepared by McCallum Sather (April 2025); and
- Arborist Report and Landscape Concept prepared by GSP Group (April 2025)

2. EXISTING SITE CONDITIONS

2.1 Location and Description

The Site is located at 132 Fairway Road North, at the intersection with Jansen Avenue in the Centreville Chicopee neighbourhood of Kitchener. It is 0.095 hectares (0.24 acres) in size, generally rectangular in shape, with a frontage of approximately 21.67 metres on Fairway Road North, a regional road.

2.2 Existing Site Conditions

The Site is occupied by an existing one-storey single detached dwelling (bungalow). Access to the Site is via a driveway off Fairway Road North which leads to a single car detached garage in the rear of the Site.

The northerly property line is defined by a continuous hedge, providing a natural and effective privacy screen between the Site and the adjacent two-storey residential dwelling at 182 Jansen Avenue. Along the westerly property line, the Site is bordered by a low chain-link fence accompanied by a continuous hedgerow, offering both visibility and screening. The existing single detached dwelling is proposed to be removed to facilitate the Proposed Development.

Fig.1: Site Context

2.2 Existing Vegetation

An Arborist Report prepared by GSP Group identified two trees—one on-site and one on City property. The Acer platanoides is in good to fair condition, while the Tilia cordata is in fair to poor condition. Both trees are proposed for removal due to conflicts with site grading and the new driveway entry. Removal of the City-owned tree will require municipal approval. Compensation will be provided through new plantings detailed in the Landscape Plan and supported by a landscape cost estimate. Any remaining value that cannot be replaced on-site will be addressed through a cash-in-lieu payment.

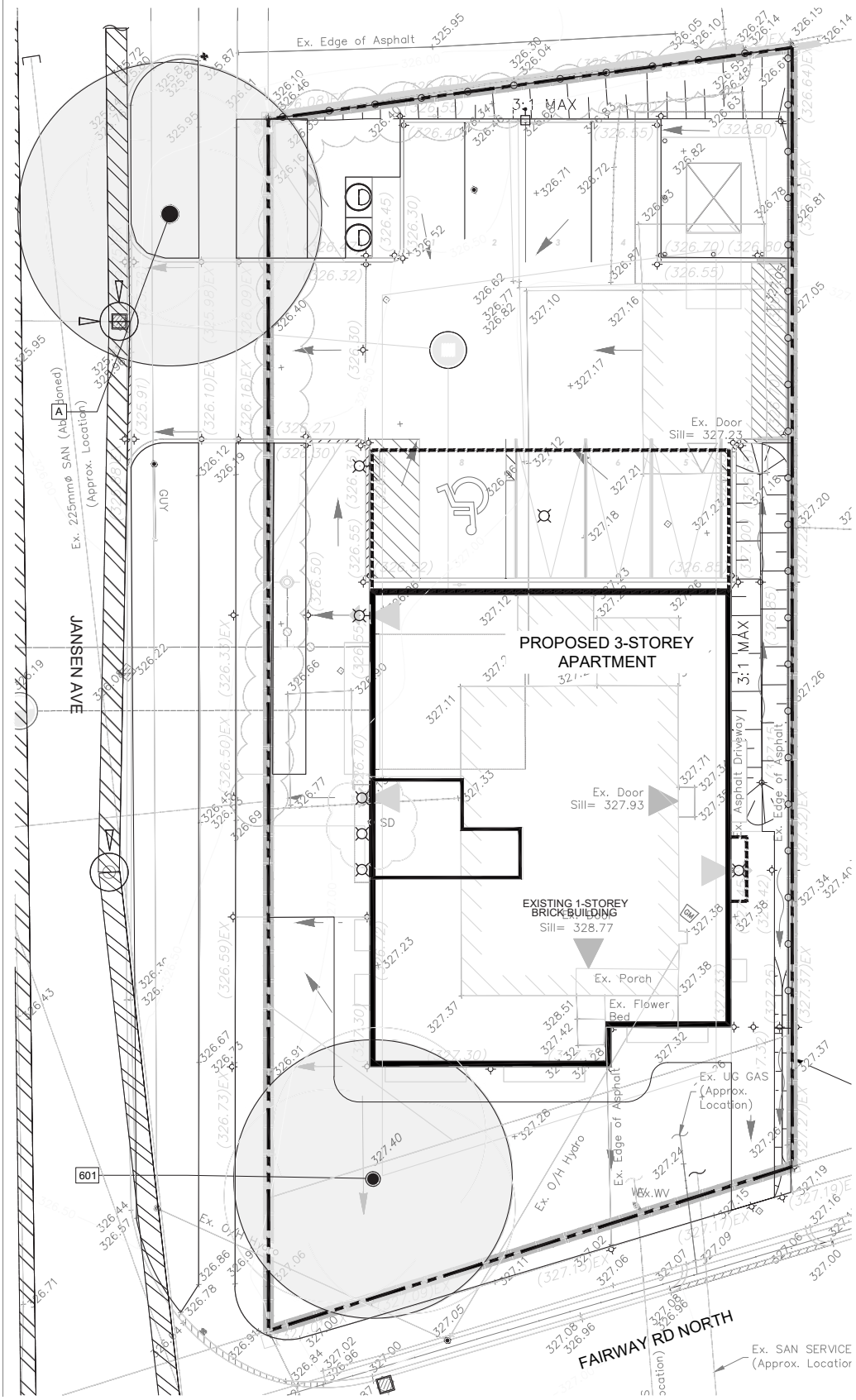


Fig.2: Tree Management Plan prepared by GSP Group

3. SURROUNDING CONTEXT AND ANALYSIS

3.1 Surrounding Site Context

The Site at 132 Fairway Road North is located within the Centreville Chicopee neighbourhood of Kitchener, at the intersection of Fairway Road North (a Regional Road) and Jansen Avenue. The surrounding area consists predominantly of low-density residential dwellings, complemented by mid-density housing developments along Fairway Road, creating a balanced mix of suburban and urban character.

Fairway Road North serves as a major Regional Road, providing excellent vehicular access throughout Kitchener and the broader Waterloo Region. The corridor connects directly to Regional Road 8 (King Street East) and the Conestoga Parkway, improving regional mobility. The Site is well-served by public transit, with Grand River Transit (GRT) bus routes operating along Fairway Road, ensuring convenient access to public transportation. Additionally, the Site is located near the Fairway ION light rail station, a major transit hub that supports sustainable, transit-oriented development.

Situated adjacent to an Urban Corridor, the Site aligns with higher-density, mixed-use development objectives, reinforcing walkability and accessibility. The Site is positioned within proximity to several key community amenities, contributing to livability and accessibility. Howard Robertson Public School is nearby, offering convenient elementary education.

The Centreville Chicopee Community Centre provides recreational and cultural programs for local residents. Fairview Park Mall, a major retail and entertainment hub, offers a variety of stores, restaurants, and services. Additional retail and service establishments along Fairway Road and King Street East provide essential amenities, ensuring convenient access to daily necessities. A nearby fire station enhances emergency response times and contributes to neighbourhood safety.

Residents of the Proposed Development will have access to several recreational facilities and natural spaces that support an active lifestyle. Chicopee Ski & Summer Resort offers year-round recreational activities, including skiing, snowboarding, and summer adventure programs. The Dom Cardillo Trail provides a scenic route for walking, jogging, and cycling within a natural setting.

Fig.3: Surrounding Site Context

3.2 Immediate Context

NORTH: The Site abuts a two-storey single-detached dwelling at 182 Jansen Avenue, which fronts directly onto the street and is located immediately north of the Site. The interface consists of a shared side lot condition, with a private driveway and mature vegetation, including a continuous hedge that provides visual screening between the properties.

EAST: To the east, the Site is adjacent to 136 Fairway Road North, a one-storey single-detached dwelling. The interface consists of a modest side yard with two small window openings along the neighbour's westerly elevation—one located at the basement level and the other positioned higher up, not at sill height.

SOUTH: To the south, the Site is directly bordered by Fairway Road North which is a Regional Road.

WEST: To the west, the Site is bordered by Jansen Avenue, a local residential street with single-detached homes.

4. DESIGN POLICY AND GUIDELINE FRAMEWORK

4.1 City of Kitchener Official Plan

The Site at 132 Fairway Road North is located within the "Community Area" on Map 2 (Urban Structure) of the City of Kitchener Official Plan (the "OP") and is designated "Low Rise Residential" on Map 3 (Land Use). The "Community Area" designation permits a broad mix of residential uses that support a range of housing options. Within this structure, the "Low Rise Residential" land use designation permits residential buildings generally up to three storeys in height, with an emphasis on ground-oriented housing forms.

To facilitate the proposed development of a three-storey, 26-unit multiple dwelling, an Official Plan Amendment is required to introduce a Site-Specific Policy within the existing "Low Rise Residential" designation. The amendment would allow for a maximum Floor Space Ratio (FSR) of 1.33, which exceeds the general permissions for this designation. No change is proposed to the overall height permissions. The proposal is consistent with the Provincial Policy Statement (PPS, 2020) and conforms to the Regional Official Plan, both of which encourage intensification within built-up areas, housing affordability, and the efficient use of land and infrastructure.

4.2 City of Kitchener Zoning By-law

The subject property is currently zoned Low Rise Residential Four Zone (RES-4) under Zoning By-law 2019-051, which permits low-density residential uses, such as single detached, semi-detached, and street townhouse dwellings.

The proposed Zoning By-law Amendment seeks to rezone the lands from RES-4 to Low Rise Residential Five Zone (RES-5) with Site-Specific Provisions to permit the development of a three-storey, 26-unit multiple dwelling. The RES-5 zone permits low-rise multiple dwellings and is intended to accommodate medium-density residential development.

The site-specific provisions are requested to permit:

- A maximum Floor Space Ratio (FSR) of 1.33;
- A minimum exterior side yard setback of 4.0 metres;
- A minimum interior side yard setback of 2.4 metres;
- Relief from the requirement for ground-floor units to have private patio areas with direct access;
- A reduced minimum parking requirement of five

resident spaces and three visitor spaces;
Two compact parking spaces with dimensions of 2.4 metres by 4.8 metres, reserved for small vehicles.

4.3 City of Kitchener Urban Design Policies

Section 11 of the City of Kitchener Official Plan provides guiding principles for urban design, ensuring that developments contribute positively to the built environment, public realm, and community context. These policies are applicable to the Proposed Development at 132 Fairway Road North and focus on the following key aspects:

1. **General Urban Design Policies:**

These policies emphasize creating a safe, functional, and aesthetically pleasing urban environment. Key considerations include enhancing the city's skyline, adhering to Crime Prevention Through Environmental Design (CPTED) principles, promoting fire safety, ensuring barrier-free accessibility, and incorporating adequate shade for public spaces to improve comfort and sustainability.

2. **Site Design:**

The Official Plan highlights the importance of site planning in ensuring developments contribute positively to the public realm. This includes maintaining a strong relationship between buildings and the street, designing high-quality landscaping to improve streetscape aesthetics, and ensuring developments provide safe and functional circulation for all transportation modes (pedestrians, cyclists, and vehicles). Additionally, utilities and servicing areas must be screened from public view to maintain a cohesive and attractive environment.

3. **Building Design, Massing, and Scale:**

Building design policies encourage human-scale development with attractive facades, roof designs, and complementary architectural forms. These principles aim to create a visually engaging and pedestrian-friendly environment.

4. **Building Design, Massing, and Scale:**

Section 17.E.10.5 of the Official Plan specifies that urban design briefs must:

- Demonstrate the compatibility of the Proposed Development with its surroundings.
- Address the privacy and relationships with adjacent residential developments.
- Ensure that the design is in harmony with the existing built form and character of the neighbourhood.

The proposed three-storey medium-density residential development at 132 Fairway Road North aligns with these policies by incorporating landscaped areas, maintaining a pedestrian-friendly streetscape, and complementing the surrounding low- and mid-rise residential context. Its location near public transit and within a designated intensification area ensures compatibility with the City's vision for compact and sustainable urban growth.

4.4 Urban Design Manual

PART A -Design Guidelines

Part A contains design guidelines on various land uses, building types, geographic areas, and urban structure elements. The following topics of design guidelines are relevant to the Site and the proposed building.

a) City-Wide

The City-Wide design guidelines apply to Kitchener as a whole. The main objective of these guidelines is to ensure Kitchener is designed as an inclusive, safe, accessible, comfortable, and appealing place to live, work and play. Guidelines are divided into Community Design and Site Design. The Community Design guidelines are primarily used by the City in designing the form and structure of communities through the application of design best practices in a range of topics. The Site Design guidelines address built form, open space and site functionality.

b) Low-Rise Multiple Residential Buildings

The Low-Rise Multiple Residential Buildings design guidelines apply to multiple residential and townhouse buildings, generally 3 storeys or less. The guidelines note that such forms are a “valuable alternative to taller forms when seeking to achieve greater densities in established or new low-rise neighbourhoods”. The Low-Rise Multiple Residential Buildings guidelines address compatibility, building components and site function.

PART C – Design Standards

Part C contains design standards with specifications on technical details. Several standards are applicable to the Proposed Development, including those for access to roads, surface parking, outdoor lighting, barrier-free accessibility, pedestrian and transit-supportive development, emergency services, multiple residential, landscaping and natural features, and landscape design.

5. PROPOSED DEVELOPMENT

5.1 Development Overview

Design Vision

The Proposed Development at 132 Fairway Road North envisions a high-quality, well-integrated, and pedestrian-friendly residential building that contributes to the evolving urban fabric along a key corridor in Kitchener. The design prioritizes compatibility with the surrounding low-rise residential neighbourhood, while introducing modest intensification in a transit-supportive area. The building's contemporary form, efficient massing, and high-quality materials ensure a modern yet context-sensitive architectural expression.

The development is designed to enhance the streetscape along Fairway Road North and Jansen Avenue by incorporating landscaping, active frontages, and a defined pedestrian realm. The site layout balances built form and open space, optimizing parking, access, and circulation while minimizing visual impacts.

Design Objectives

1. **Enhance Streetscape and Public Realm**
   - Frame the public streets with street facing windows and clearly defined entrances to promote natural surveillance and safety.
   - Provide landscaped setbacks to soften the building's interface with the public realm.
2. **Ensure Compatibility and Sensitive Intensification**
   - Maintain a three-storey scale, ensuring a smooth transition with the surrounding low-rise residential context.
   - Introduce setbacks and articulation to enhance compatibility with neighbouring properties.
   - Provide sensitivity in the design of building elevations to ensure appropriate massing, materiality, and visual impact when viewed from adjacent properties.
   - Utilize a contemporary yet respectful architectural form that complements the existing neighbourhood character.
3. **Support Active Transportation and Connectivity**
   - Provide direct and barrier-free pedestrian connections from public sidewalks to the building entrance.

- Include secure bicycle parking in the basement level and short-term bike racks near the primary entrance.
- Ensure the Site is well-connected to public transit, cycling infrastructure, and pedestrian pathways.

4. **Optimize Site Functionality and Circulation**

   - Integrate stilt parking at grade to reduce the surface parking footprint while maintaining efficient vehicle circulation.
   - Position the driveway access from Jansen Avenue to minimize conflicts with pedestrians along Fairway Road North.
   - Ensure safe and accessible waste storage areas, incorporating deep-well Molok containers to minimize visual impact.

5. **Create Functional and Well-Designed Shared Spaces**

   - Provide a third-floor outdoor amenity area to foster a sense of community and interaction.
   - Design accessible and well-lit pedestrian pathways for safe movement throughout the Site.
   - Position the building to frame and enclose pedestrian spaces, reinforcing a well-defined, safe, and visually appealing environment.

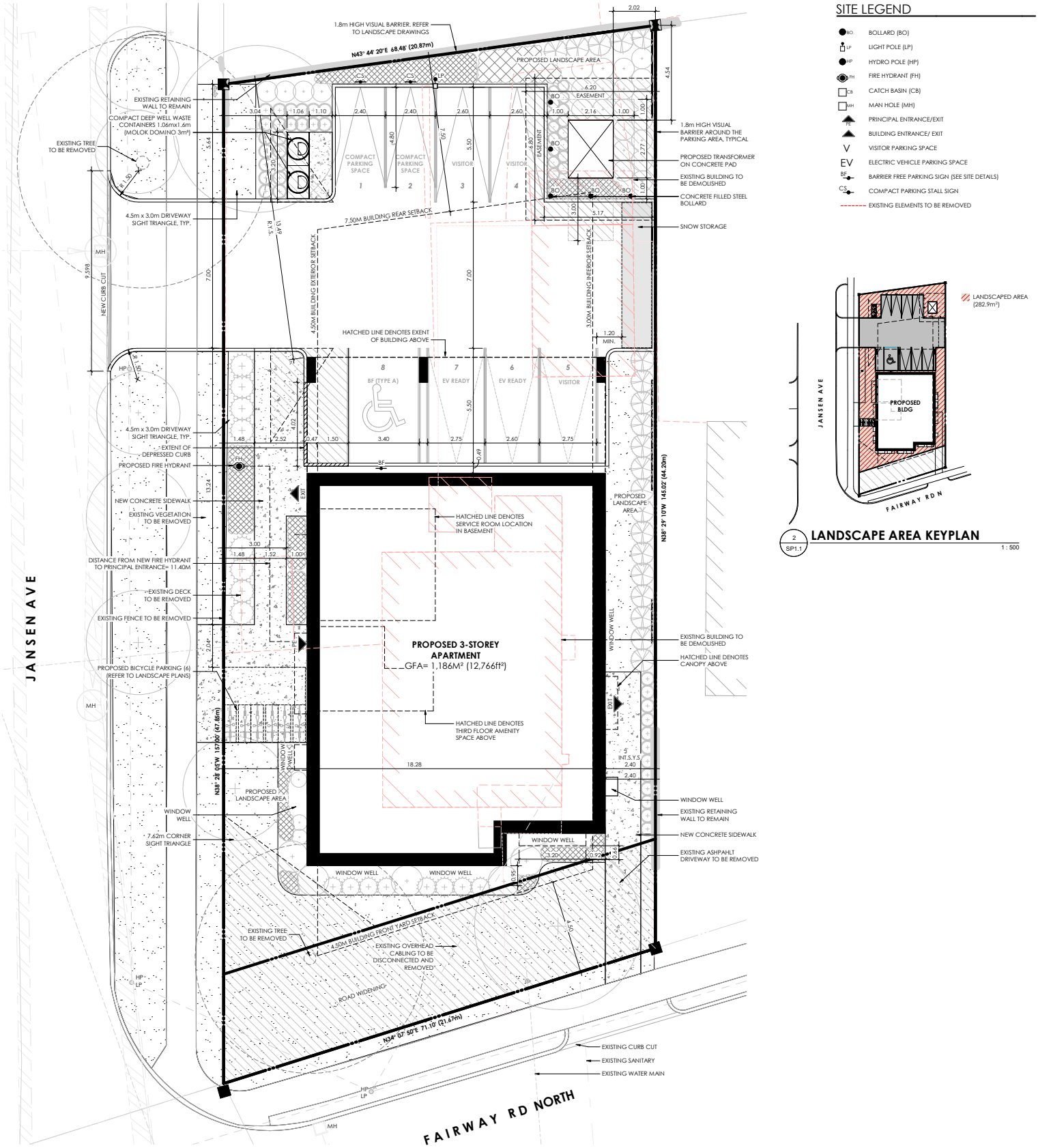


Fig.4: Site Plan prepared by McCallum Sather

5.2 Building Positioning

Following the road widening, the proposed building's setback from the front lot line varies between 0.97 metres and 3.75 metres. This variation results from the angled front lot line along Fairway Road North and the proposed building's orientation, which is not parallel to it. The stepped setbacks create a more dynamic streetscape and contribute to the overall urban character. Additionally, the design provides for enhanced landscaping along the building's edge, which improves the pedestrian experience and strengthens the visual appeal of Fairway Road North.

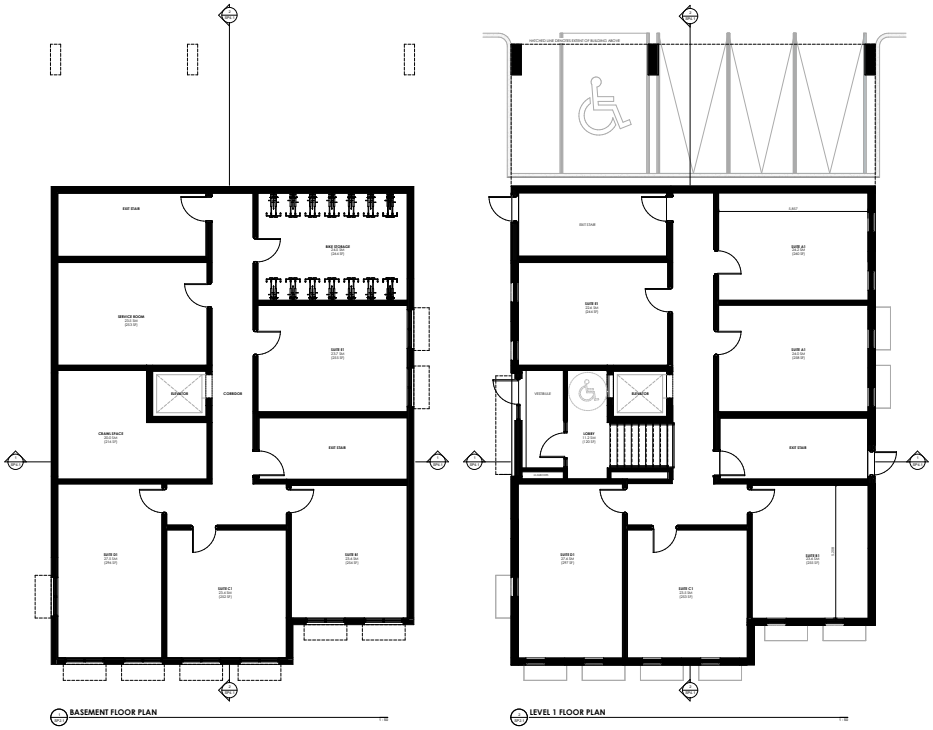
On the western side (Jansen Avenue), the proposed building is setback at 4 metres. To the east (adjacent to 136 Fairway Road North), the building is setback 2.4 metres and maintains an approximate separation distance of 4.2 metres between the proposed building and the existing residential building. At the rear of the Site (abutting 182 Jansen Avenue), the setback is approximately 18.5 metres more than the required 7.50 metres. This additional space allows for functional site circulation, surface parking, and maintains landscape buffer, minimizing potential impacts on adjacent properties.

5.3 Building Scale and Massing

The proposed three-storey building, at 9.87 metres tall (to the top floorplate), maintains a modest and well-proportioned scale, compatible with the surrounding low-rise residential neighbourhood while contributing to the evolving urban fabric along Fairway Road North. The rectangular massing is compact and efficient with façade features evenly distributed windows, creating a balanced and visually engaging rhythm that promotes natural surveillance and connectivity with the public realm.

A defined building entrance with an overhead canopy is proposed along the west side, facing Jansen Avenue, ensuring a strong street presence and pedestrian accessibility. On the third floor, a small portion of the building is recessed to accommodate an exterior outdoor amenity area, providing additional shared space for residents.

At the rear of the building, stilt parking is integrated at grade, allowing for elevated building massing while optimizing on-site parking availability. This approach reduces the footprint of surface parking while maintaining efficient site circulation and accessibility.



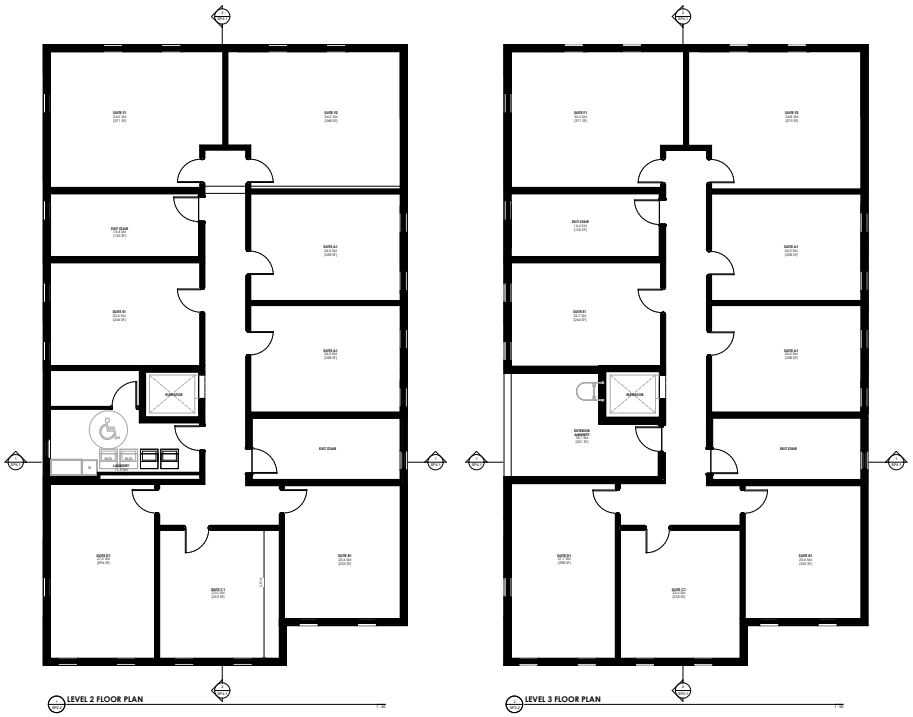
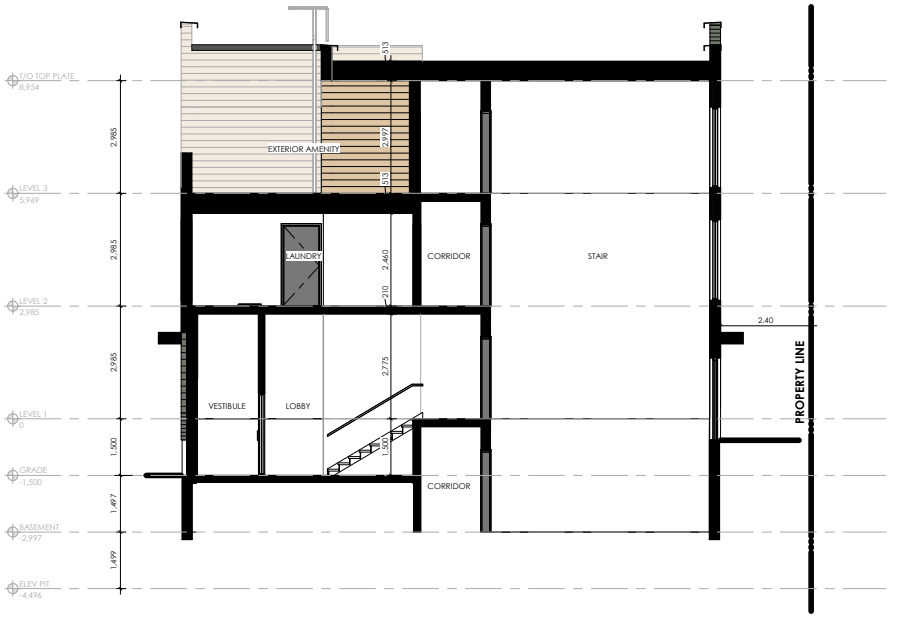


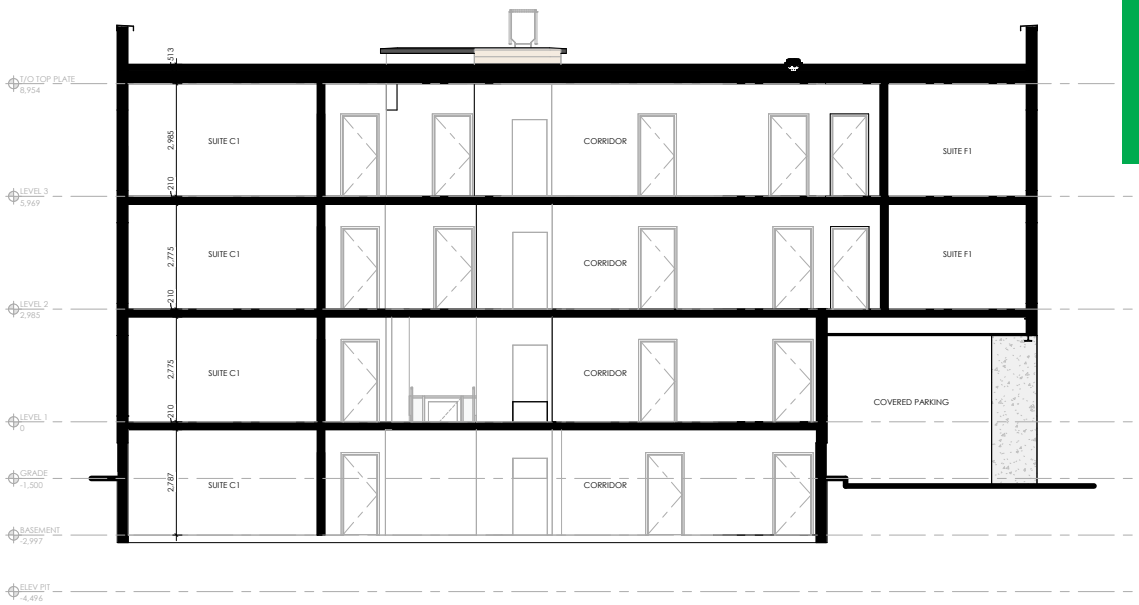
Fig.5: Floor Plans prepared by McCallum Sather

Fig.6: Building Elevations prepared by McCallum Sather



1 SP4.1 CROSS SECTION 1

1 : 75



2 SP4.1 CROSS SECTION 2

1 : 75

Fig.7: Building Sections prepared by McCallum Sather

5.4 Access and Circulation

The Proposed Development has been designed to ensure safe, efficient, and accessible circulation for pedestrians, cyclists, and vehicles. The site layout prioritizes pedestrian-friendly design while maintaining functional access for parking and servicing.

Pedestrian Access
The primary building entrance is distinguished by an overhead canopy and a paved pathway on the west side, providing direct access from Jansen Avenue. An additional entry point on the west side provides access from the surface parking lot behind the building. A door on the east side offers emergency egress to Fairway Road North. All pedestrian routes are designed to be barrier-free, and the building is equipped with an elevator to ensure full accessibility to all levels.

Vehicular Access
Vehicular access to the Site is provided via Jansen Avenue, minimizing potential conflicts with pedestrian movement along Fairway Road North. The access driveway includes proper sight triangles and a depressed curb to accommodate accessible movement. Vehicle circulation is clear and contained within the rear parking area, reducing visual impact from the public realm.

Bicycle Parking
The development supports active transportation by providing dedicated bicycle parking spaces in the basement level, accommodating 28 bicycles. Additionally, bike racks near the primary building entrance offer short-term parking for visitors. The Site is well-connected to existing cycling routes and pedestrian pathways, promoting sustainable and transit-oriented mobility.

5.5 Parking, Loading and Servicing Areas

The development includes eight surface parking spaces at the rear of the building, including one barrier free (Type A) parking space, three visitor parking spaces and two EV ready parking spaces and two compact parking spaces. The layout provides clear circulation with appropriate driveway widths and turning radii. A 1.8-metre high visual barrier is proposed around the parking area to minimize overlook and enhance privacy for adjacent properties.

Service and emergency access are also accommodated at the rear of the site, consistent with City of Kitchener design standards. A transformer pad is located in the northeast corner of the site, screened with bollards for safety. Waste storage is provided through two compact deep-well containers positioned along the west side of the parking area, screened with landscaping.

A designated snow storage area has been identified at the end of the driveway adjacent to the east property line, allowing for efficient winter maintenance without impacting circulation.

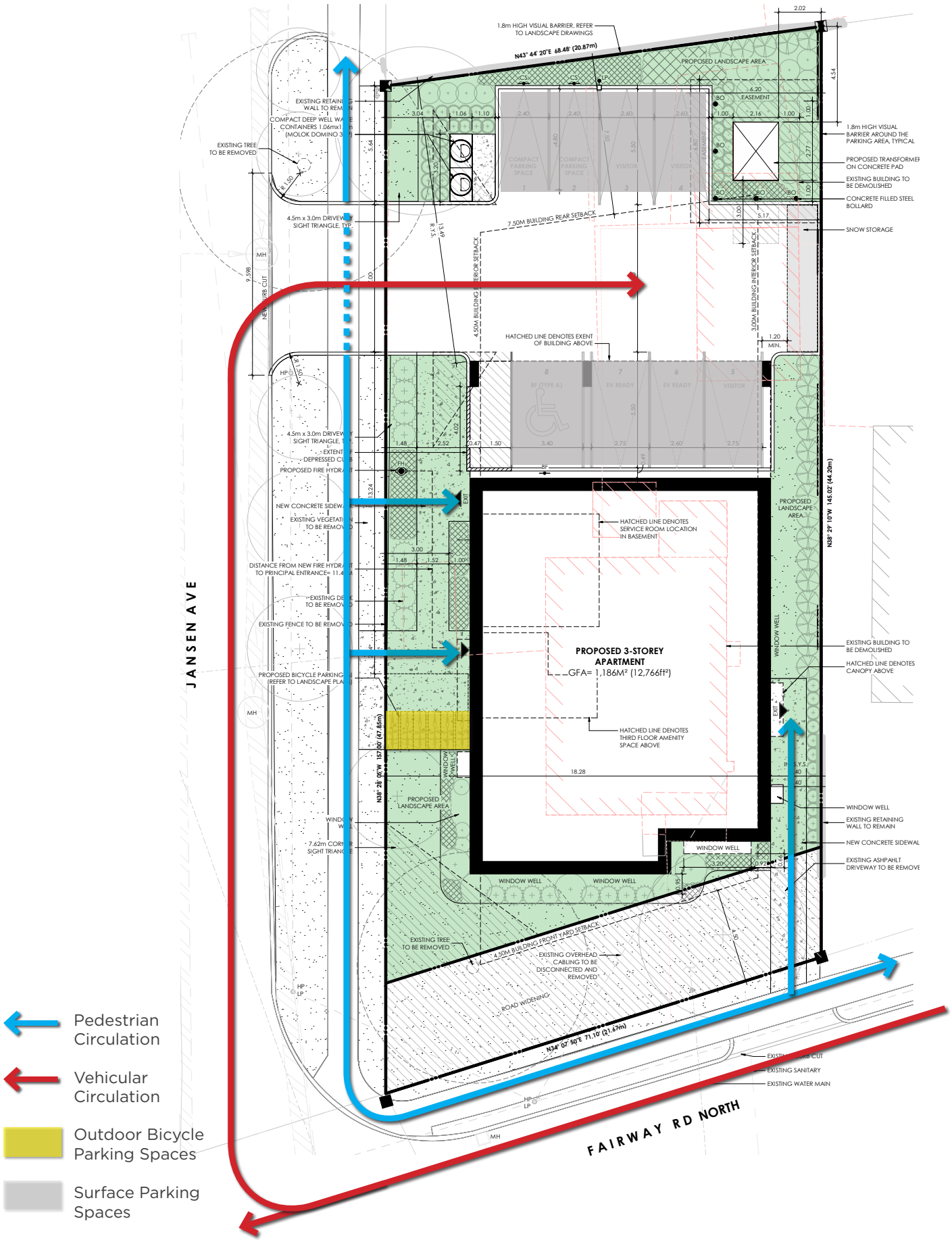


Fig.8: Parking and Circulation Diagram

5.6 Building Articulation

The design employs subtle modulation, strategic material transitions, and vertically aligned window patterns to reinforce a clean, efficient, and human-scaled built form.

The building massing is compact and rectangular, with consistent floorplates across all three storeys. The roof features a change in parapet height at the front (facing Fairway Road North), this variation softens the overall profile, reduces perceived height, and introduces architectural interest from the public realm.

Along the Fairway Road North frontage, the building incorporates stepped setbacks and shifts in the façade plane to break up the massing and establish a dynamic streetscape presence. These articulations are further emphasized through the use of two primary cladding materials—matte green wood siding and cedar-toned wood siding—which introduce texture, warmth, and variety.

Window placement is consistent and rhythmic across all façades, contributing to visual coherence and enabling natural surveillance. The windows are vertically oriented and grouped to reinforce the building's residential character. Along the east façade, the number of windows has been intentionally reduced to limit overlook and enhance privacy for adjacent properties.

On the west façade, facing Jansen Avenue, the main building entrance is clearly expressed through an overhead canopy, full-height glazed doors, and flanking windows. This entry sequence provides a welcoming and transparent interface at the pedestrian level.

Materiality plays a central role in the building's articulation. The combination of matte green and cedar-toned wood siding with charcoal metal trim highlights architectural transitions and defines key elements of the façade. The contrast in tone and texture helps visually break down the building's mass and enhance its integration within the surrounding context.

Fig.9: Building Massing Model prepared by McCallum Sather

5.6 Landscape Design

The revised landscape design, prepared by GSP Group, complements the Proposed Development by enhancing its visual appeal, supporting pedestrian comfort, and introducing green elements that promote sustainability and biodiversity. The landscape strategy emphasizes street-edge planting, visual screening, and defined outdoor spaces while respecting site constraints and adjacent uses.

Public Realm Integration

Street-facing frontages along Jansen Avenue and Fairway Road North are framed with a variety of plantings, including a mix of deciduous and coniferous trees, shrubs, and ornamental perennials. These elements contribute to an attractive, walkable streetscape and help define the public-private interface. Two deciduous trees are located in the front yard along Fairway Road North, and four additional trees are proposed along the exterior side yard, including two boulevard trees within the municipal right-of-way on Jansen Avenue.

Site Planting and Screening

The planting palette includes shade trees, native and ornamental shrubs, and hardy groundcovers selected for year-round interest, low maintenance, and resilience in urban environments. Species such as Tilia cordata, Cornus sericea, and Calamagrostis acutiflora support ecological diversity and seasonal variety. The transformer pad in the northeast corner is screened with a layered planting of deciduous shrubs and riverstone ground treatment to soften its visual impact while maintaining access. A 1.8-metre high wood board fence is proposed along the interior side and rear property lines to provide privacy for adjacent residential uses at 182 Jansen Avenue and 136 Fairway Road North.

Principal Entrance

The primary entrance is emphasized by decorative concrete pavers and planting beds that frame the vestibule and create a clear, welcoming path for pedestrians. Low-maintenance, drought-tolerant species enhance the entry sequence without obstructing sightlines or accessibility.

Rooftop Amenity Area

A landscaped rooftop amenity area is integrated into the building's third storey and provides outdoor space for residents. The amenity includes planters, seating, and hardscaped surfaces to support passive recreation and casual gathering. Species selected for this area are suited to rooftop conditions, including shallow soil depths, sun exposure, and wind.

The overall landscape design supports the development's goal of providing a well-integrated, livable, and visually cohesive urban infill project. It aligns with the City of Kitchener's objectives for sustainable, compact development and reinforces the human-scale character of the neighbourhood.

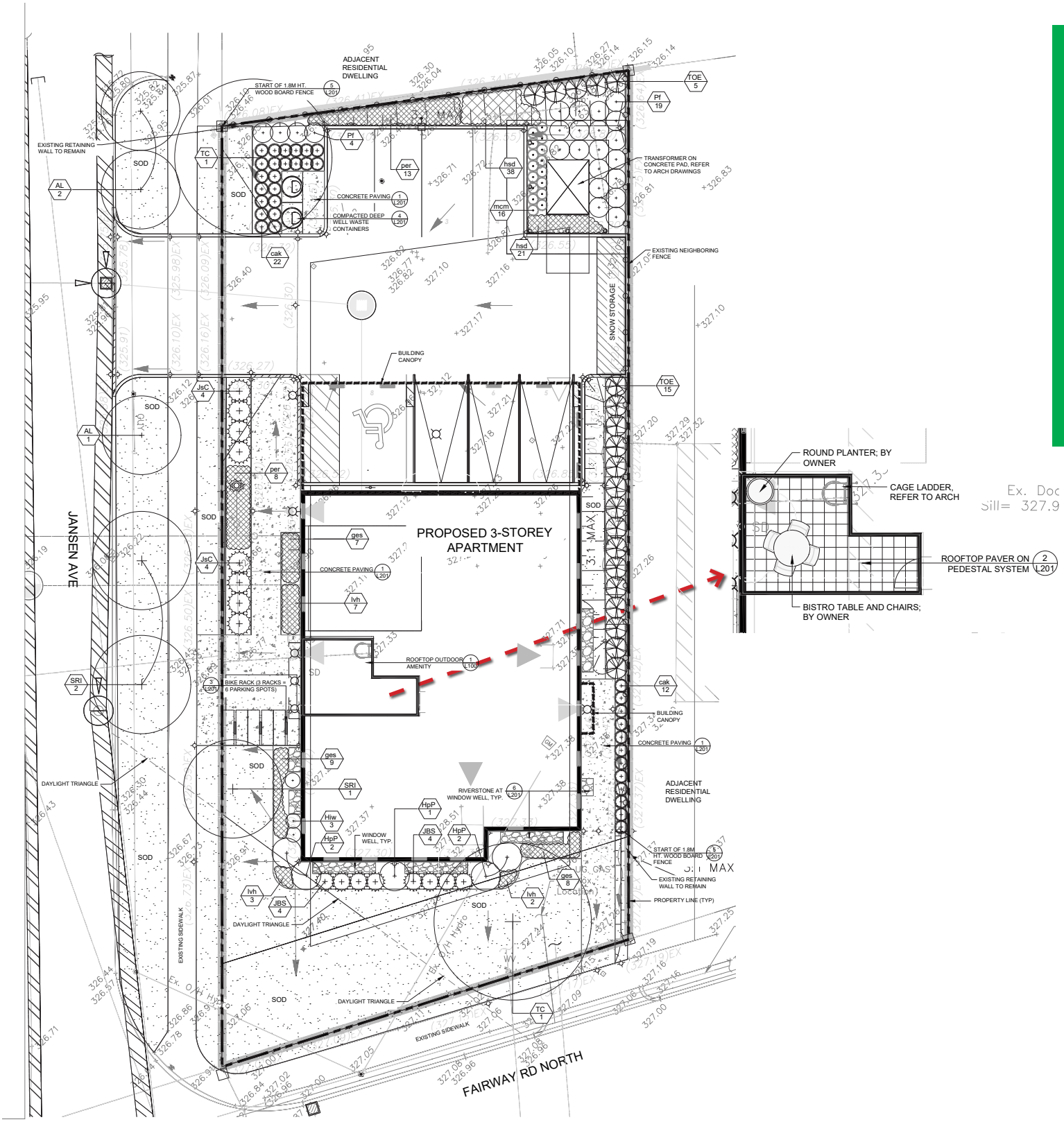


Fig.10: Landscape Plan prepared by GSP Group

6. RESPONSE TO DESIGN POLICY AND GUIDELINE FRAMEWORK

6.1 Response to Official Plan Policy

The Proposed Development is designed in keeping with the General Urban Design Policies in Section 11 of the Official Plan as it:

- Enhances streetscape character with a street-oriented, human-scaled built form and high-quality landscaping.
- Ensures "eyes on the street" through active frontages, strategically placed windows, and Crime Prevention Through Environmental Design (CPTED) measures, including natural surveillance from street-facing windows, well-lit pedestrian pathways, clearly defined building entrance, minimized blind spots through thoughtful site layout, and low-maintenance landscaping that reinforces territorial boundaries.
- Provides safe and efficient access for emergency service vehicles.
- Is fully barrier-free accessible, meeting Accessibility for Ontarians with Disabilities Act (AODA) and Ontario Building Code standards.
- Supports transit-oriented development, being within walking distance of frequent bus routes and the Fairway ION station.
- Contributes to housing diversity by introducing affordable rental units in a medium-density form.
- Promotes walkability with direct pedestrian connections to public sidewalks and clearly defined entrances.
- Provides secure parking for vehicles and bicycles, encouraging active transportation.
- Uses high-quality building materials and architectural detailing that complement the surrounding neighbourhood.
- Locates garbage and recycling storage discreetly, using deep-well waste containers to minimize visual impact.
- Frames the public realm with appropriate setbacks and massing while ensuring privacy for adjacent properties.
- Creates a functional and well-designed site layout, balancing built form, circulation, and open spaces.

The proposed building is designed in keeping with the design policy direction of Official Plan Section 11, as further explored in detail as part of the Urban Design Manual analysis in the following section.

This Urban Design Brief, per Official Plan Section 17.E.10.5, demonstrates that the Proposed Development is compatible with the surrounding area.

6.2 Response to Urban Design Guidelines

Inclusive Design
City-Wide
Low Rise Multiple Residential

- The building design provides natural surveillance, with well-lit pedestrian areas and clear sightlines to enhance security.
- The site design prioritizes pedestrian movement, featuring direct and well-lit pathways leading to the clearly defined building entrance from Jansen Avenue.
- The strategic placement of windows and active frontages along Fairway Road North and Jansen Avenue enhances natural surveillance, minimizing blind spots and potential entrapment areas.
- The Site features direct pedestrian connections from both public sidewalks ensuring safe and barrier-free access. Street-facing windows increase visibility and natural surveillance.
- The site layout minimizes hidden spaces by maintaining open sightlines and providing clear circulation routes for both vehicles and pedestrians.
- Entrances are clearly marked and easily identifiable, ensuring intuitive wayfinding. Passive design elements, such as landscaping and lighting, help define shared spaces.
- The building provides a unified entryway and shared amenities, ensuring that all residents have equal access to common spaces.

Design for Sustainability
City-Wide
Low Rise Multiple Residential

- The Proposed Development represents compact, minor intensification within an area already served by existing transit, commercial, and community uses.
- There is direct connections between the building interior and the abutting public sidewalks, enhancing walkability and supporting a pedestrian-oriented environment.
- The Site is located within a five-minute walking distance of multiple high-frequency bus routes, improving access to public transit and encouraging transit-oriented development.
- Active transportation is promoted through the provision of multiple nearby cycling and pedestrian connections, supporting a shift away from car dependency.
- Secure bicycle parking is provided through indoor bicycle storage rooms and outdoor racks, supporting short- and long-term cycling use.
- The proposed building incorporates light-coloured

roofing materials, where possible, to help reduce the urban heat island effect.

- A preference for locally sourced materials and manufacturers has been considered to reduce transportation-related CO2 emissions.
- Native and drought-tolerant landscaping species are proposed to minimize irrigation needs and reduce environmental impact.
- The building envelope is enhanced with above-average standards for insulation, windows, and airtightness to improve energy efficiency and ensure a high level of occupant comfort.

Compatibility
City-Wide
Low Rise Multiple Residential

- The proposed three-storey building features a rectangular form, evenly spaced windows, and a flat roof with parapets that create variation in height, contributing to a cohesive and high-quality built form that integrates with the surrounding neighbourhood.
- Parking is located at the rear of the building, ensuring that it remains hidden from public view along Fairway Road North and Jansen Avenue. The placement of parking behind the building reduces its visual prominence, preserving the pedestrian-friendly character of the streetscape.
- The development features a clearly defined entrance from Jansen Avenue. This entry point is designed to be visible and accessible, enhancing wayfinding and usability for residents.
- The building façade is articulated with evenly distributed windows, ensuring that all street-facing elevations maintain an active and engaging frontage. Window openings on the east façade, which faces adjacent residential properties, are intentionally limited to minimize overlook and maintain privacy.
- The proposed front yard and rear yard setbacks exceed zoning requirements, ensuring compatibility with the established setback pattern in the surrounding neighbourhood.
- The front yard setback and side yards provide opportunities for landscaping and tree planting, enhancing the streetscape and buffering the building from the sidewalk and abutting properties.
- The rear side of the building, which includes a surface parking area, is set back approximately 18.5 metres, more than twice the required minimum rear yard setback and will be screened by a 1.8-metre-high visual barrier to minimize impacts on adjacent properties.
- Vehicular access is provided at the rear of the site via Jansen Avenue, avoiding driveways in the front yard.
- The three-storey building features a simple rectangular massing, complemented by consistent façade articulation and window placement.

Built Form
City-Wide
- The design employs a respectful contemporary architectural form that complements the surrounding area.

- The proposed building lines both street edges except for the rear side of the building to accommodate the surface parking area and the site driveway access.

Shared Spaces
City-Wide
Low Rise Multiple Residential
- Shared outdoor amenity space is provided on the third floor, which will feature a mix of seating options, access to sunlit area and option for leisure activities.

- The building is positioned to frame and enclose pedestrian pathways, ensuring a well-defined and safe walking environment. The strategic placement of windows and openings along the Fairway Road North and Jansen Avenue elevations provides natural surveillance, enhancing visibility and security for pedestrians.

- The site design respects and enhances the existing landscape character by maintaining streetscape continuity, while also acknowledging the prominence of its corner lot location. The use of native and drought-tolerant plant species helps integrate the Proposed Development with the surrounding streets and neighbouring properties, while allowing for appropriate differentiation and visual interest at this highly visible intersection.

- The proposed site layout features single driveway access, reducing impervious surfaces. Additionally, a portion of the surface parking area is covered by the building's stilt parking, optimizing space efficiency while maintaining functional circulation.

- The landscaped area will incorporate native and drought-tolerant species, enhancing sustainability and reducing maintenance requirements.

Site Function
City-Wide
Low Rise Multiple Residential
- All parking spaces are located at the rear, ensuring that vehicle access does not dominate the streetscape.

- The development includes bicycle parking to encourage active transportation.

- The site includes compact deep-well waste containers (Molok Domino 3m^3) at the rear, ensuring efficient and discreet waste management.

Building Components
Low Rise Multiple Residential
- The building's façade includes evenly spaced windows, allowing living spaces to overlook Fairway Road North and Jansen Avenue, enhancing natural surveillance and public engagement.

- As the proposed building is positioned further forward on the lot compared to the adjacent residential dwelling, the window openings on the

east elevation are naturally offset. Fewer windows are provided on this façade to further limit overlook, helping to preserve privacy and reduce direct sightlines between opposing windows.

- All mechanical and service elements are planned for discreet integration, ensuring they do not negatively impact the public realm or shared spaces and abutting properties.

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7. CONCLUSION

The proposed three-storey, 26-unit multiple dwelling development at 132 Fairway Road North represents a well-integrated, transit-supportive, and context-sensitive infill project that aligns with the Kitchener Official Plan and Urban Design Manual.

The development supports housing diversity by introducing affordable rental units within a medium-density residential form, responding to the need for compact urban growth. It is strategically located near public transit, including multiple Grand River Transit (GRT) routes and within walking distance of the Fairway ION light rail station, reinforcing sustainable transportation choices and supports broader intensification goals.

The site design prioritizes pedestrian connectivity and active frontages, ensuring safe, barrier-free access and direct connections to public sidewalks along Fairway Road North and Jansen Avenue. The building massing and setbacks are designed to respect the surrounding low-rise residential neighbourhood, while the inclusion of landscaped areas enhances the public realm and streetscape character.

The architectural expression features a contemporary yet modest aesthetic, using warm, natural materials and varied textures to complement the surrounding context. The building is articulated through vertical window groupings, subtle roofline variations, and strategically placed projections and recesses that break down the mass. Window openings on the east façade are limited and offset to preserve privacy for neighbouring dwellings.

All surface parking is located at the rear of the building to maintain a pedestrian-oriented streetscape. Secure indoor bicycle storage, short-term racks, and proximity to frequent transit further encourage active and sustainable transportation modes.

The proposal demonstrates a balanced approach to intensification—accommodating housing needs while enhancing neighbourhood character, supporting multimodal connectivity, and contributing positively to the evolving Fairway Road North corridor.

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood
132 Fairway Road North

KITCHENER

Concept Drawing

Have Your Voice Heard!

Planning & Strategic Initiatives Committee

Date: **August 11, 2025**

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

Go to **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

or contact:

Andrew Pinnell, Senior Planner
andrew.pinnell@kitchener.ca
519.783.8915

Multiple Dwelling, 26 Affordable Units

Floor Space Ratio of 1.33

8 Parking Spaces

The City of Kitchener will consider a applications to amend the Official Plan and Zoning By-law to permit 132 Fairway Road North to be redeveloped with a 3-storey multiple dwelling having 26 affordable dwelling units with a Floor Space Ratio of 1.33, 8 parking spaces, and the building having some reduced setbacks from lot lines.

Katie Anderl

From: Katey Crawford
Sent: Wednesday, July 23, 2025 8:41 AM
To: Andrew Pinnell
Cc: Katie Anderl; Tina Malone-Wright
Subject: RE: UDB - 132 Fairway
Attachments: 132 Fairway Road North_UDB_Approved.pdf

Hi Andrew,

I am satisfied with the updated brief provided. Please see approved copy attached for your records.

Thanks,

Katey

Katey Crawford, OALA, CSLA

Senior Urban Designer / Development and Housing Approvals / City of Kitchener
519-783-8907/ Katey.Crawford@kitchener.ca

From: Jenna Wenzel <jwenzel@gspgroup.ca>
Sent: Tuesday, July 22, 2025 4:01 PM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Cc: Katey Crawford <Katey.Crawford@kitchener.ca>; Katie Anderl <Katie.Anderl@kitchener.ca>; Tina Malone-Wright <Tina.MaloneWright@kitchener.ca>
Subject: RE: UDB - 132 Fairway

> You don't often get email from jwenzel@gspgroup.ca. Learn why this is important

Hi Andrew,

We were able to get the UDB updated earlier than expected.

Please let me know if you have any questions,

Katie Anderl

From: Andrew Pinnell
Sent: Monday, June 23, 2025 8:49 AM
To: Katie Anderl
Subject: FW: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

FYI

Andrew Pinnell, MCIP, RPP

Senior Planner | Development & Housing Approvals Division | City of Kitchener
519-783-8915 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

---

From: Jennifer Arends
Sent: Monday, June 23, 2025 7:34 AM
To: Andrew Pinnell
Subject: RE: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

Sorry Andrew,

No concerns about the zoning change.

I've been in contact with the applicant about their requirement for the fire hydrant, but that's a site plan issue.

Thank you

Jennifer Arends

Katie Anderl

To: Katie Anderl
Subject: FW: RE: 132 Fairway Rd N - ZC and OPA

From: Katie Wood <Katie.Wood@kitchener.ca>
Sent: Monday, May 26, 2025 8:34 AM
To: Katie Anderl <Katie.Anderl@kitchener.ca>
Subject: Re: RE: 132 Fairway Rd N - ZC and OPA

Good Morning Katie,
I wanted to let you know that Engineering, SSU and KU don't have any concerns with this zone change application. Let me know if there is anything else you need from me.

Sincerely,

Katie Wood, C.E.T.

Project Manager | Development Engineering | Engineering Division | City of Kitchener

519-783-8902 | TTY 1-866-969-9994 | katie.wood@kitchener.ca

RE: TS Comments - 132 Fairway Road North (OPA/ZBA)

Dave Seller
To Andrew Pinnell
Cc Katie Anderl

Reply | Reply All | Forward | ...
Thu 5/22/2025 1:29 PM

Hi Andrew,

TS supports the OPA/ZBA for this development.

Dave Seller, C.E.T.
Transportation Planning Analyst | Transportation Services | City of Kitchener
519-783-8152 | TTY 1-866-969-9994 | dave.seller@kitchener.ca

From: Andrew Pinnell
Sent: Thursday, May 22, 2025 12:23 PM
To: Dave Seller
Cc: Katie Anderl
Subject: RE: TS Comments - 132 Fairway Road North (OPA/ZBA)

Hi Dave,

To clarify and summarize, would you please confirm that TS supports this OPA/ZBA?

Thanks,

Andrew Pinnell, MCIP, RPP

Senior Planner | Development & Housing Approvals Division | City of Kitchener
519-783-8915 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

TS comments: 132 Fairway Road N - OPA/ZBA - transformer location

Dave Seller
To Katie Anderl; Katey Crawford
Cc Andrew Pinnell

Reply | Reply All | Forward | ...
Thu 6/19/2025 11:28 AM

There is no objection to the loss of one parking space to accommodate the required transformer easement.

Dave Seller, C.E.T.
Transportation Planning Analyst | Transportation Services | City of Kitchener
519-783-8152 | TTY 1-866-969-9994 | dave.seller@kitchener.ca

From: Katie Anderl
Sent: Thursday, June 19, 2025 10:09 AM
To: Katey Crawford ; Dave Seller
Cc: Andrew Pinnell
Subject: FW: Enova Comments - 132 Fairway Road N - OPA/ZBA

Hi Katey and Dave,
Please see the email below from Jenna regarding the transformer for 132 Victoria St S.

Let me know what your thoughts are and I'm happy to set up a 15 minute call if its better to have a chat
Katie

City of Kitchener
Official Plan and Zoning By-law Amendment comments

Application type:	Official Plan Amendment OPA25/05/F/AP
	Zoning By-law Amendment ZBA25/11/F/AP
Comments of:	Transportation
Commenter's name:	Dave Seller
Email:	Dave.Seller@kitchener.ca
Phone:	(519) 783-8152
Date of comments:	May 22, 2025
Project address:	132 Fairway Road North
Amanda:	25 112365

Preamble

As part of a complete Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application, a Parking Study was submitted in April 2025 by Paradigm Transportation Solutions Limited in support of the proposed development. Transportation Services has reviewed the study and provides the following comments.

Development Proposal

The applicant is proposing a three-storey affordable housing apartment building comprising a total of 26 residential units. A total of 9 on-site parking spaces are proposed, representing a parking rate of 0.35 spaces per unit. Vehicular access to the site will be provided via a single full-moves driveway connection along Jansen Avenue.

Transportation Demand Management (TDM) Analysis

The development is well served by public transit, with five Grand River Transit (GRT) routes: Routes 1, 8, 23, 27, and 206 iXpress located within 500 metres of the site. Depending on an individual's mobility, these stops can typically be reached within a 7 to 10-minute walk. These routes provide direct connections to ION Route 301 Fairway Station, enabling access to the broader regional transit network across the Region of Waterloo, including key destinations within the City of Kitchener.

Pedestrian walkability to and within the site is well-supported by sidewalks on both sides of the surrounding roadways, offering convenient connections to nearby transit stops and commercial destinations.

There are currently no dedicated cycling facilities along the frontage of the proposed development. However, the nearest cycling infrastructure includes facilities at Oaten Park, located approximately 350 metres away and the Dominic Cardillo Trail, approximately 600 metres from the site. The multi-use trail offers connections to key community amenities, including community centres, Idlewood Park and Pool,

Midland Park, and the Stanley Park Conservation Area. To support active transportation, the applicant is proposing 28 Class A secure indoor bicycle parking spaces and 6 Class B outdoor bicycle parking spaces.

Transportation Services recommends that parking be unbundled and offered as a separate cost from the leasing or ownership of residential units. This approach promotes equity and efficiency by ensuring that tenants are not required to pay for parking spaces they do not intend to use.

Parking Supply Analysis
Under the City of Kitchener's current Zoning By-law 2019-051, a total of 30 parking spaces would be required for this development. The proposal includes 9 parking spaces, resulting in a shortfall of 21 spaces, or approximately 70%.

Paradigm's analysis considered a range of data sources, including a review of zoning by-laws from the City of Kitchener and other southern Ontario municipalities, Institute of Transportation Engineers (ITE) parking generation rates, area-specific auto ownership data (TTS 2022) and proxy sites within the Region of Waterloo. The resulting estimated parking demand ranged from 0 to 0.93 spaces per unit (equivalent to 0 to 24 spaces). Additionally, a recent amendment to the City's Zoning By-law 2019-051 exempts parking requirements for public-use affordable housing developments. While this exemption does not directly apply to the subject development, it reflects a broader policy shift acknowledging the typically lower parking demand associated with affordable housing compared to market rate developments.

It should be noted that proxy site data from three existing affordable housing developments within the Region of Waterloo demonstrated a parking demand ranging from 0.07 to 0.25 spaces per unit (equivalent to 2 to 7 spaces), including visitor parking.

Transportation Services Conclusion
Based on the analysis and conclusions outlined in Paradigm's report, Transportation Services is of the opinion that the provision of 9 parking spaces is appropriate for this affordable housing development.

Project Address: **132 Fairway Road North**
Application Type: **Zoning By-law Amendment ZBA25/11/F/AP**
Official Plan Amendment OPA25/05/F/AP

Comments of: Environmental Planning – City of Kitchener
Commenter's Name: Carrie Musselman
Email: carrie.musselman@kitchener.ca
Phone: 519-783-8940
Date of Comments: June 16, 2025

---

1. Plans, Studies and Reports submitted as part of a complete Planning Act Application:

- Arborist Report and Tree Removal Appraisal, prepared by GSP Group, dated April 29, 2025.
- Tree Management Plan, Drawing No. L000, prepared by GSP Group, dated 2025.04.17.

2. <u>Site Specific Comments & Issues:</u>

I have reviewed the report/plan noted above to support an official plan and zoning bylaw amendment that would permit a 26-unit multiple dwelling development, and note:

- There are no natural heritage features or functions of local, Regional, Provincial, or national significance on, or adjacent to the subject property.
- There were two trees inventoried in the Arborist Report, one located on the on the subject property, and one City tree located in the boulevard.
- To facilitate the redevelopment of the property both trees have been recommended to be removed.
- The owner will be required to obtain permission from city forestry to remove trees on the property boundary.

Environmental Planning staff can support the Official Plan and Zoning By Law Amendments. Through the City's Site Plan process compensation for tree loss will be made through landscape plantings (via approval of a Landscape Plan) and any remaining value that cannot be compensated for onsite will be paid out as a cash-in-lieu amount.

Katie Anderl

From: Andrew Pinnell
Sent: Monday, June 16, 2025 12:43 PM
To: Katie Anderl
Subject: FW: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

FYI

Andrew Pinnell, MCIP, RPP

Senior Planner | Development & Housing Approvals Division | City of Kitchener
519-783-8915 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

Kitchener.ca/GreatPlaces – **Open until April 30th**

From: Deeksha Choudhry <Deeksha.Choudhry@kitchener.ca>
Sent: Monday, June 16, 2025 10:52 AM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Cc: Katie Anderl <Katie.Anderl@kitchener.ca>
Subject: Re: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

Hi Andrew,

My apologies, this got lost. No heritage comments or concerns.

Kind Regards,

Deeksha Choudhry, MSc., BES

Heritage Planner| Development and Housing Approvals Division| City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7

Phone: 519-783-8906

E-mail: deeksha.choudhry@kitchener.ca

Kitchener.ca/GreatPlaces – **Open until April 30th**

From: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Sent: Monday, June 16, 2025 10:36 AM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Cc: Katie Anderl <Katie.Anderl@kitchener.ca>
Subject: RE: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

Katie Anderl

From: Andrew Pinnell
Sent: Monday, June 23, 2025 8:49 AM
To: Katie Anderl
Subject: FW: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

FYI

Andrew Pinnell, MCIP, RPP

Senior Planner | Development & Housing Approvals Division | City of Kitchener
519-783-8915 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

---

From: Mike Seiling
Sent: Friday, June 20, 2025 4:48 PM
To: Andrew Pinnell
Subject: Re: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

Building; no concerns

Mike Seiling
Building Division
519.783.8252

From: Andrew Pinnell
Sent: Friday, June 20, 2025 4:26:56 PM
To: David Paetz ; Subdivisions (SM) ; Jennifer Arends ; Mike Seiling
Cc: Katie Anderl
Subject: RE: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

City of Kitchener

Zone Change / Official Plan Amendment Comment Form

Address: **132 Fairway Road North**
Owner: **Eleven Housing Corporation**
Application: **OPA25/05/F/AP and ZBA25/11/F/AP**

Comments Of: Park Planning
Commenter's Name: Simon Latam
Email: simon.latam@kitchener.ca
Phone: 519-783-8030

Date of Comments: June 16, 2025

---

1. **Documents Reviewed:**
   I have reviewed the documentation noted below submitted in support of an OPA and ZBA to redevelop the subject property with a 3-storey multiple dwelling consisting of 26 studio-sized units. The 26 proposed dwelling units will be provided as affordable housing. Both Official Plan and Zoning By-law Amendments are required to support this development proposal.

   - Completed and signed Official Plan and Zoning By-law Amendment application forms
   - A Planning Justification Report, prepared by GSP Group, dated May 2025;
   - An Urban Design Brief, prepared by GSP Group, dated May 2025;
   - Civil, including the Site Grading Plan, Site Servicing, prepared by MTE Engineers, dated March 10 ,2025
   - Site Plan and Architectural Drawings, prepared by McCallumSather
   - Tree Management Plan, prepared by GSP Group, dated March 2025
   - Arborist Report and Tree Removal Appraisal, prepared GSP Group, dated April 29th 2025

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

Parkland Dedication

- The site is within the Centreville Chicopee Planning Community and through Places and Spaces – An Open Space Strategy for Kitchener and this community has been identified as moderately well served with active neighbourhood park space. The site is within recommended walking distance to existing active park space.
- In accordance with Section 42.1.2 of the Planning Act non-profit housing providers that meet the required definition are not required to provide Parkland Dedication. Suitable documentation has been provided to the Planning Division and accepted; **no Parkland dedication will be required**.
- Should appropriate non-profit, affordable or supportive housing documentation change or funding withdrawn, Parkland Dedication will be required according to the Planning Act, Park Dedication Bylaw, Policy and rates in effect.
- If required, Parkland dedication requirements will be **deferred** at the Official Plan Amendment and Zoning By-law Amendment applications and assessed at a future Site Plan Application. Parkland dedication will be assessed based on the land use class and density approved through the OPA/ZBA

and required as a condition of Site Plan Approval. Parkland dedication will be taken as cash-in-lieu of land according to the Planning Act, Parkland Dedication Bylaw 2022-101 and Parkland Dedication Policy in effect implementing applicable reductions and exemptions.

- Should any further revisions be made to the site plan, non-profit housing provider status or funding partners, a revised parkland dedication estimate will be provided.
- If any questions regarding parkland dedication, please contact the above-noted Parks staff for clarification.

3. Comments on Submitted Documents

1) Arborist Report and Tree Removal Appraisal, prepared GSP Group, dated April 29th 2025 and Tree Management Plan prepared by GSP Group, dated March 2025

a) The proposed development does include impacts to existing City owned tree along Jensen Avenue
b) Documents and plans should be updated to reflect preservation of Tree No. A. Currently it is listed for removal and revisions should be made to the plans to include full protection of City owned tree assets.
c) Explore revision to driveway entrance location on Jensen Avenue to preserve Tree A.
d) Tree No. 601 is proposed for removal but will fall within the future Regional ROW. Comments regarding the preservation, removal and compensation will be under the jurisdiction of the Region of Waterloo.
e) Approval for removal and any required compensation will be required as a condition of Final Site Plan approval.
f) Site Plan Approval will also explore opportunities for street tree planting along Jensen Avenue.

4. Policies, Standards and Resources:

- Kitchener Official Plan
- City of Kitchener Park Dedication Bylaw 2022-101 and Park Dedication Policy
- City of Kitchener Development Manual
- Cycling and Trails Master Plan (2020)
- Chapter 690 of the current Property Maintenance By-law
- Places & Spaces: An Open Space Strategy for Kitchener
- Multi-Use Pathways & Trails Masterplan
- Urban Design Manual

5. Anticipated Fees:

- Based on the current legislative and policy framework, the current rates, land classes and the proposed preliminary site plan, **Parkland Dedication is not required.** An estimate will be provided should there be changes to the non-profit, affordable or supportive housing documentation or

funding is withdrawn. Parkland Dedication would be required as a condition of Final Site Plan Approval.

- Any necessary off-site works fees/securities.

.

City of Kitchener

Zone Change / Official Plan Amendment Comment Form

Address: **132 Fairway Road North**
Owner: **Eleven Housing Corporation**
Application: **OPA25/05/F/AP and ZBA25/11/F/AP**

Comments Of: Park Planning
Commenter's Name: Simon Latam
Email: simon.latam@kitchener.ca
Phone: 519-783-8030

Date of Comments: July 8, 2025

---

1. **Documents Reviewed:**
   I have reviewed the documentation noted below submitted in support of an OPA and ZBA to redevelop the subject property with a 3-storey multiple dwelling consisting of 26 studio-sized units. The 26 proposed dwelling units will be provided as affordable housing. Both Official Plan and Zoning By-law Amendments are required to support this development proposal.

   - 132 Fairway Rd SPA Comment Response Tracking- July 7, 2025
   - Arborist Report and Tree Removal Appraisal dated July 7, 2025
   - Combined Civil Set- July 4, 2025
   - Planning Justification Addendum- July 2025
   - Tree Management Plan and Landscape Plan, July 7, 2025

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

Parkland Dedication

- The site is within the Centreville Chicopee Planning Community and through Places and Spaces – An Open Space Strategy for Kitchener and this community has been identified as moderately well served with active neighbourhood park space. The site is within recommended walking distance to existing active park space.
- In accordance with Section 42.1.2 of the Planning Act non-profit housing providers that meet the required definition are not required to provide Parkland Dedication. Suitable documentation has been provided to the Planning Division and accepted; **no Parkland dedication will be required**.
- Should appropriate non-profit, affordable or supportive housing documentation change or funding withdrawn, Parkland Dedication will be required according to the Planning Act, Park Dedication Bylaw, Policy and rates in effect.
- If required, Parkland dedication requirements will be **deferred** at the Official Plan Amendment and Zoning By-law Amendment applications and assessed at a future Site Plan Application. Parkland dedication will be assessed based on the land use class and density approved through the OPA/ZBA and required as a condition of Site Plan Approval. Parkland dedication will be taken as cash-in-lieu of land according to the Planning Act, Parkland Dedication Bylaw 2022-101 and Parkland Dedication Policy in effect implementing applicable reductions and exemptions.

- Should any further revisions be made to the site plan, non-profit housing provider status or funding partners, a revised parkland dedication estimate will be provided.
- If any questions regarding parkland dedication, please contact the above-noted Parks staff for clarification.

3. <u>Comments on Submitted Documents</u>

1) Arborist Report and Tree Removal Appraisal, prepared GSP Group, dated April 7th 2025 and Tree Management Plan prepared by GSP Group, dated July 7, 2025

a) The proposed development does include impacts to existing City owned tree along Jensen Avenue

b) Agreeance that the driveway location cannot be changed in order to preserve this existing City-owned street tree on Jansen Ave. With this, we will approve the removal of one City tree ('A' in the TMP or City TreeID 129155) to accommodate the proposed development.

c) With this, at time of Site Plan Approval, the required compensation for a tree of that size, in the 60-79cm DBH range is 7 replacement trees. Where plantable space in the right-of-way is insufficient, a cash-in-lieu payment of $1,800 per unplanted tree will apply. Compensation will be required prior to final site plan approval or issuance of any permits including demolition, grading or tree removal. Tree and stump removal will be the developer's responsibility.

d) Site Plan Approval will also explore opportunities for street tree planting along Jensen Avenue. Due to the presence of overhead utilities, only small-stature tree species are appropriate for planting within the right-of-way. I have included a list of approved species below:

I. *Amelanchier arborea*
II. *Amelanchier canadensis*
III. *Amelanchier laevis*
IV. *Cercis canadensis*
V. *Crataegus viridis 'Winter King'*
VI. *Syringa reticulata 'Ivory Silk'*

e) Tree No. 601 is proposed for removal but will fall within the future Regional ROW. Comments regarding the preservation, removal and compensation will be under the jurisdiction of the Region of Waterloo.

4. <u>Policies, Standards and Resources:</u>

- Kitchener Official Plan
- City of Kitchener Park Dedication Bylaw 2022-101 and Park Dedication Policy
- City of Kitchener Development Manual
- Cycling and Trails Master Plan (2020)
- Chapter 690 of the current Property Maintenance By-law
- Places & Spaces: An Open Space Strategy for Kitchener

- Multi-Use Pathways & Trails Masterplan
- Urban Design Manual

5. <u>Anticipated Fees:</u>

- Based on the current legislative and policy framework, the current rates, land classes and the proposed preliminary site plan, **Parkland Dedication is not required.** An estimate will be provided should there be changes to the non-profit, affordable or supportive housing documentation or funding is withdrawn. Parkland Dedication would be required as a condition of Final Site Plan Approval.
- Any necessary off-site works fees/securities.

.

Katie Anderl

From: Andrew Pinnell
Sent: Monday, June 16, 2025 12:43 PM
To: Katie Anderl
Subject: FW: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

FYI

Andrew Pinnell, MCIP, RPP

Senior Planner | Development & Housing Approvals Division | City of Kitchener
519-783-8915 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

Kitchener.ca/GreatPlaces – **Open until April 30th**

From: Mike Balch <Mike.Balch@kitchener.ca>
Sent: Monday, June 16, 2025 10:49 AM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Subject: RE: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

No Concerns at this time, but will be looking for an updated sustainability statement at the time of site plan.
Thanks!

Mike Balch (he/him), MSc.
Planner (Policy) | Planning and Housing Policy Division | City of Kitchener
519-783-8928 | TTY 1-866-969-9994 | Mike.Balch@kitchener.ca

PLANNING, DEVELOPMENT AND
LEGISLATIVE SERVICES

150 Frederick Street, 8th floor
Kitchener Ontario N2G 4J3 Canada
Telephone: 519-575-4400
Fax: 519-575-4449
www.regionofwaterloo.ca

Will Towns: 519-616-1868
File: D17/2/25005
C14/2/25011

June 16, 2025

Andrew Pinnell
Senior Planner
City of Kitchener
200 King Street West, 6th Floor
P.O. Box 1118, Kitchener, ON
N2G 4G7

Dear Mr. Pinnell,

Re: Official Plan Amendment OPA25/005/F/AP
Zoning By-law Amendment ZBA25/011/F/AP
132 Fairway Road North
Eleven Housing Corp. / Maxwell Building Consultants
c/o GSP Group
City of Kitchener

Regional staff have received Official Plan amendment (OPA) and zoning by-law amendment (ZBA) applications pertaining to lands located at 132 Fairway Road North. The applicant is proposing to demolish the existing single-detached dwelling and construct a three-storey, 26-unit residential apartment building with nine adjacent surface vehicle parking spaces and 28 Class-A bicycle parking spaces. The development is to be operated as affordable rental housing.

The subject lands are located in the Urban Area and Delineated Built Up Area in the Regional Official Plan (ROP); designated Low Rise Residential in the City of Kitchener Official Plan; and zoned RES-4 in the City of Kitchener's zoning by-law (2019-051). The OPA seeks to permit an increase floor space ratio (FSR) of 1.24 (where 0.6 is required), while the ZBA proposes to change the zone category to RES-5 to permit the built form and seeks site-specific relief from minimum sideyard and parking requirements and dimensions, and allow ground floor units without private patio space.

Regional staff provided comments on the related pre-submission application in August 2024, and have now had the opportunity to review the application in line with the Region's revised responsibilities following the proclamation of Bill 23 (the More Homes Built Faster Act) and provide the following technical comments:

Environmental Noise

At this location, the proposed development will be impacted by environmental noise sources from Regional Road No. 53 (Fairway Road North). Regional staff have reviewed the report entitled “Noise Impact Study, 132 Fairway Road North”, prepared by GHD Ltd. and dated March 19, 2025, and have the following comments to provide:

Overall, Regional staff agree with and accept the results and recommendations of the noise study and do not require supplementary or revised information about noise impacts. The report indicates that the acoustic impacts are above acceptable levels identified in NPC-300 for the development, and the development will require installation of central air conditioning to allow windows to be closed and reduce future impacts from predicted increases in vehicular traffic. In addition, a Type D noise warning clause will be required for all units (below). The report also indicates that upgraded construction is required. A minimum STC-29 for glazing and STC-37 for exterior walls is required for bedrooms, while living areas are to have a minimum STC-29 for glazing and STC-39 for exterior walls.

> *Type D:*
> *This dwelling unit has been designed with the 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 will certify that the noise attenuation measures, including central air conditioning are incorporated in the building plans and upon completion of construction, the City of Kitchener’s Building Inspector will certify that the dwelling units have been constructed accordingly.

To implement these recommendations, the owner would be required to enter into a registered agreement with the Region or City to ensure that the following clause(s) are included in all future agreements of Offers of Purchase and Sale, lease/rental agreements and condominium declarations as part of a future condominium or consent application (if applicable).

Regional Road Dedication – Advisory (required for site plan)

The subject property has direct frontage to Fairway Road North, which has a designated road width of 30.48m in accordance with Schedule A of the ROP. At pre-consultation, Regional staff identified that an approximate road widening of 4.5 metres will be required along the proposed development’s Fairway Road North frontage, along with a 25-foot (7.62 meter x 7.62 meter) daylight triangle at the intersection of Fairway Road North and Jansen Avenue. The dimensions of the daylight triangle must be measured post-road widening. These dedications will be required as part of the future site plan application for this property, though Regional staff acknowledge that the widening and daylight triangle have been appropriately shown on the concept plan submitted with the application.

The Owner/Applicant must engage an OLS to prepare a draft reference plan which illustrates the required road allowance and daylight triangle widening. Prior to registering the reference plan, the OLS should submit a draft copy of the plan to the Transportation Planner 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, without cost and free of encumbrance. All land dedications must be identified on the site. Please ensure the road widening lands are excluded from any future Record of Site Condition (RSC) filing for the overall property, should one be required.

Stormwater Management, Site Grading & Road Reconstruction – Advisory (required for site plan)

Storm sewers within the Regional right-of-way are generally sized and designed to only accommodate stormwater from the right-of-way and in some instances off-road surface drainage under existing conditions. A private stormwater connection to any storm sewer on Fairway Road North will be discouraged where an alternate stormwater connection is available, including infiltration if soil conditions and source protection requirements under the Clean Water Act permit, or if it is determined that the Fairway Road North storm sewer does not have the sufficiency (condition and capacity) to accommodate private stormwater flows from this site. It is the responsibility of the applicant's engineering consultant to determine an appropriate stormwater outlet from this site and the sufficiency of the receiving storm system if there is no other option available and to include this information in the stormwater management report (SWM). The applicant or their consultant should contact Malcolm Lister, Manager, Technical Services at 519-575-4432 or mlister@regionofwaterloo.ca to determine if any engineering plans and/or further technical information for Fairway Road North is available which may be of assistance.

The applicant must submit detailed site grading, drainage control, and servicing plans along with a SWM report to the Region for approval in association with the future site plan application. This should include drainage details for the subject property, abutting properties and the public road allowance to ensure compatible drainage and to show thereon all existing and proposed connections to the municipal storm sewers, sanitary sewers and watermains and all detailed erosion and siltation control features, to the Region's satisfaction. 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.

Please also note the Region's 2025 Transportation Capital Program (TCP) identifies Fairway Road North for reconstruction and rehabilitation in 2030-2031, which will include sanitary sewer and watermain replacements, and GRT stop improvements.

Grand River Transit (GRT) – Advisory

The subject property is well-served by GRT Routes 1 and 23. Two pairs of bi-directional stops are located within 120-320 metres of the property, both north and south on Fairway Road North. There are no plans to move stops closer to the property, though the applicant should be aware that these stops may be improved with the installation of shelters as part of a future Regional road project.

Transportation Demand Management (TDM) – Advisory

Regional TDM staff provide the following advisory comments re: Section 5.3 TDM Checklist of Parking Study (received May 29, 2025):

- The study references car share availability. Please be advised that the most established car sharing program in the Region is Communauto. The applicant should contact Janet MacLeod (jmacleod@communauto.ca) to learn more about opportunities available locally.
- Subsidized transit passes are also listed as a potential TDM measure. Please note that providing subsidized passes involves significant financial and administrative costs and requires a commitment from the owner/applicant to manage, administer, and fund the full cost of monthly transit passes for residents. If this is to be considered by the applicant, further consultation and confirmation of expectations among all parties (applicant, City, and Region/GRT) is required as soon as possible.
- Staff recommend that the doors to the bike room be automatic doors (activated by keycard or similar), that the card readers/buttons/swept path of the door be arranged to ensure convenience for someone walking a bike, and that the doors be as wide as possible. Sliding doors are also encouraged.
- Some space in each bike room should be left without bike racks to support residents with non-conventional bike types (tricycles, trailers, cargo bikes, etc.) or children's bikes. It is important to not have two-level racks as the only storage option in bike rooms.
- Each secure bike room should have a bike fix-it station with stand, tools, and air pump. Staff recommend that bike wash stations be located in or near the secure bike parking. A bike wash station can be as simple as a hose connection, hose, nozzle, drain, and bike stand.

Waste Management – Advisory

Regional staff have reviewed the proposal from a waste management perspective. Please note that the Region's residential curbside waste collection program does not serve multi-residential properties with 7 or more units in total. This property would need to be served privately by a third-party waste contractor at the expense of the owner(s) or property management company.

Also note that the Region is no longer responsible for recycling collection, so any determination about eligibility to receive recycling collection will need to be determined with the current program administrator for recycling in the Region. The applicant is advised to contact Miller Waste Systems at area22@millerwaste.ca or 1-888-852-3450.

Source Water Protection & Hydrogeology

The site is located within a source protection area identified on Map 6 of the ROP (Intake Protection Zone 2) As a result, Regional staff require that the developer complete a Salt Management Plan as part of a future site plan application.

Please also be advised that the Region does not support the use of geothermal energy systems on sites adjacent to known sources of contamination, and therefore staff require that a prohibition on their use be written into the amending zoning by-law. Required wording is as follows:

> *Geothermal energy systems are prohibited onsite. A geothermal energy system 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 or a horizontal system.*

Region of Waterloo International Airport

The property is located within the proposed Airport Zoning Regulation area, with an estimated allowable height of 407 metres above sea level (ASL). The plans submitted with this application indicate a final building height of approximately 340 metres ASL, leaving sufficient space for any cranes. Should a crane be used for construction, the developer must submit a Land Use application to Nav Canada and obtain a letter of no objection to the Region's satisfaction.

Housing Services

The Region is the Service System Manager for housing locally and is therefore required by legislation to create a plan to address affordable housing and homelessness every 10 years. The plan must outline current housing needs, develop objectives and targets related to meeting housing needs, and commit to actions to meet these targets. To fulfill this role, the Region establishes, administers, and funds housing and homelessness programs and services, and operates housing directly. Specifically:

- The 10-Year Housing and Homelessness Plan for Waterloo Region contains an affordable housing target which is that 30 percent of all new residential development between 2019 and 2041 in Waterloo Region be affordable to low- and moderate-income households.
- The Building Better Futures Framework shows how the Region plans to create 2,500 units of housing affordable to people with low to moderate incomes by 2025.

The Region supports the provision of affordable housing. Should this development application move forward and all necessary applications be approved, it will contribute positively to the stock of affordable housing units available in Kitchener. To discuss any items related to housing, affordability, or the Region's role as Service System Manager, please contact Housing Services staff directly at JMaanMiedema@regionofwaterloo.ca or 226-753-9593.

Fees

As per Regional Fees By-law 24-052, application review fees associated with this application will be waived as the applicant plans to create affordable housing units with committed federal, provincial, or municipal funding support. Regional staff acknowledge that the standard $3,000 fee for OPA/ZBA review has been provided by the applicant, which will be returned once documentation and/or confirmation of support from the Canadian Mortgage and Housing Corporation is provided.

Conclusions & Next Steps

As per the foregoing, the Region has no objection to the City of Kitchener's approval of this OPA/ZBA application provided a geothermal prohibition is written into the amending zoning by-law.

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.

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

Yours truly,

Will Towns, MCIP, RPP
Senior Planner

cc. Mike Maxwell, Eleven Housing Corp. (Applicant)
Jenna Wenzel, GSP Group (Agent)

Katie Anderl

From: Brandon Martin <brandon.martin@enovapower.com>
Sent: Tuesday, July 8, 2025 3:44 PM
To: Katie Anderl; Wisam Matti
Cc: Andrew Pinnell
Subject: RE: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

You don't often get email from brandon.martin@enovapower.com. Learn why this is important

Thanks for sending this Katie.

We are satisfied with the adjustments made to the plans at this time.

We will await formal SPA submission.

Brandon Martin | Distribution Design Supervisor, Services

Office Number: 226-896-2200 ext. 6393
brandon.martin@enovapower.com
enovapower.com

From: Katie Anderl
Sent: July 8, 2025 11:34 AM
To: Wisam Matti
Cc: Brandon Martin ; Andrew Pinnell
Subject: RE: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,
Attached please find responses from the applicant in response to your comments on this application.
Please confirm if you are satisfied with the proposed OPA/ZBA by Monday, July 14, 2025. (Site Plan approval process to follow, which will provide for detailed review of the plan).
Thanks,
Katie

From: Wisam Matti <wisam.matti@enovapower.com>
Sent: Tuesday, June 17, 2025 2:35 PM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Cc: Katie Anderl <Katie.Anderl@kitchener.ca>; Brandon Martin <brandon.martin@enovapower.com>
Subject: RE: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

You don't often get email from wisam.matti@enovapower.com. Learn why this is important

Hi Andrew,

Attached are the site plan comments by Enova for the project at 132 Fairway Rd N. Please let me know if you have any questions.

Regards,

Wisam Matti | Design Technologist

_____

Direct Number: 226-896-2200x-6210
Mobile Number: 226-9895546
wisam.matti@enovapower.com
enovapower.com

From: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Sent: Monday, June 16, 2025 10:36 AM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Cc: Katie Anderl <Katie.Anderl@kitchener.ca>
Subject: RE: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

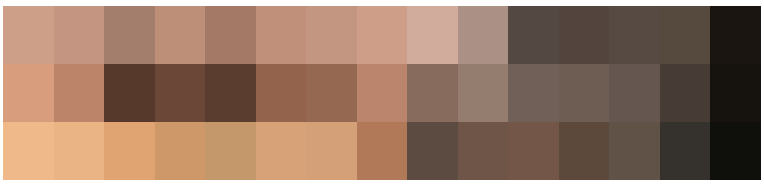
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is a friendly reminder that comments are due today for the subject OPA and ZBA applications. Please send me written comments, even if the comments are “no concerns”.

Thanks!

Andrew Pinnell, MCIP, RPP

Senior Planner | Development & Housing Approvals Division | City of Kitchener
519-783-8915 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca



Kitchener.ca/GreatPlaces – **Open until April 30th**

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Wednesday, May 14, 2025 2:26 PM
To: _DL_#_DSD_Development_and_Housing_Approvals_Division <DSD-DevelopmentandHousingApprovalsDivision@kitchener.ca>; _DL_#_DSD_Planning_and_Housing_Policy_New <DSD-PlanningHousingPolicy@kitchener.ca>; Bell

<circulations@bell.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Enbridge - Lewis Oatway <lewis.oatway@enbridge.com>; Subdivisions (SM) <Subdivisions@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; Fire Prevention (SM) <FirePrevention@kitchener.ca>; French Catholic School Board <planification@cscmonavenir.ca>; Grand River Hospital - Sylvia Rodas <Sylvia.Rodas@grhosp.on.ca>; GRCA - Planning (planning@grandriver.ca) <planning@grandriver.ca>; Landuse Planning <landuseplanning@hydroone.com>; Justin Readman <Justin.Readman@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; NavCAN <commercialrelations@navcanada.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Planning Applications <planningapplications@regionofwaterloo.ca>; Region of Waterloo International Airport <pdlairportconstruction@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Rogers <swogr-permits@rci.rogers.com>; Stefan Hajgato <Stefan.Hajgato@kitchener.ca>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>; UW-WUSA (Feds) (pres@wusa.ca) <pres@wusa.ca>; Viamonde School Board - Daniel Stojc <stojcd@csviamonde.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>; Katie Anderl <Katie.Anderl@kitchener.ca>
Subject: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

Please see attached. Additional documentation can be found in AMANDA folders 25 112362 & 25 112365 (City staff) and ShareFile (external agencies). Comments or questions should be directed to **Andrew Pinnell**, Senior Planner (eric.schneider@kitchener.ca; 519-783-8915).

Christine Kompter
Administrative Assistant | Development Services Department - Planning | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-783-8147| TTY 1-866-969-9994 | christine.kompter@kitchener.ca

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Katie Anderl

From: Andrew Pinnell
Sent: Monday, June 16, 2025 12:44 PM
To: Katie Anderl
Subject: FW: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

FYI

Andrew Pinnell, MCIP, RPP

Senior Planner | Development & Housing Approvals Division | City of Kitchener
519-783-8915 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

Kitchener.ca/GreatPlaces – **Open until April 30th**

From: Galvin, Matt <matt.galvin@bell.ca> **On Behalf Of** circulations
Sent: Monday, June 16, 2025 10:52 AM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Cc: circulations <circulations@bell.ca>
Subject: RE: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

Good morning Andrew,

Bell has no comments for Official Plan or Zoning By-law amendments.

Thank you

Katie Anderl

Subject: FW: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

From: Angela Wang <awang@grandriver.ca>
Sent: Wednesday, May 14, 2025 3:30 PM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Subject: RE: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

Hi Andrew,

Please be advised that the subject property is not regulated by the GRCA under Ontario Regulation 41/24. As such, we will not be providing comments on this application.

Kind regards,

Angela Wang
Resource Planner
Grand River Conservation Authority

400 Clyde Rd
Cambridge, ON N1R 5W6
Office: 519-621-2763 ext. 2270
Email: awang@grandriver.ca
www.grandriver.ca | Connect with us on social media

Katie Anderl

From: Andrew Pinnell
Sent: Thursday, June 19, 2025 4:57 PM
To: Katie Anderl
Subject: FW: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

FYI

Andrew Pinnell, MCIP, RPP

Senior Planner | Development & Housing Approvals Division | City of Kitchener
519-783-8915 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

Kitchener.ca/GreatPlaces – **Open until April 30th**

From: LANDUSEPLANNING
Sent: Thursday, June 19, 2025 2:39 PM
To: Andrew Pinnell
Subject: RE: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

Hi We do not give comments for OPA or ZBA. Thanks

From: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Sent: Monday, June 16, 2025 10:36 AM

Katie Anderl

From: Andrew Pinnell
Sent: Thursday, May 29, 2025 3:39 PM
To: Katie Anderl
Subject: FW: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

FYI

Andrew Pinnell, MCIP, RPP

Senior Planner | Development & Housing Approvals Division | City of Kitchener
519-783-8915 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

Kitchener.ca/GreatPlaces – **Open until April 30th**

From: Planning <planning@wcdsb.ca>
Sent: Thursday, May 29, 2025 3:04 PM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Subject: Re: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

Hi Andrew,

The Waterloo Catholic District School Board has reviewed the subject application and based on our development circulation criteria have the following comments/conditions:

1. That any Education Development Charges shall be collected prior to the issuance of a building permit(s).

Katie Anderl

From: Andrew Pinnell
Sent: Tuesday, June 17, 2025 4:40 PM
To: Katie Anderl
Subject: FW: [Planning] RE: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

FYI

Andrew Pinnell, MCIP, RPP

Senior Planner | Development & Housing Approvals Division | City of Kitchener
519-783-8915 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

Kitchener.ca/GreatPlaces – **Open until April 30th**

From: WRDSB Planning
Sent: Tuesday, June 17, 2025 3:09 PM
To: Andrew Pinnell
Cc: Planning
Subject: Re: [Planning] RE: Circulation for Comment - 132 Fairway Road North (OPA/ZBA)

Hi Andrew,

While the proposed development is close to the WRDSB's Howard Robertson PS, we typically do not see a high yield of elementary students from this style and size of unit.

Thank you,

Emily Bumbaco
Senior Planner
Waterloo Region District School Board
51 Ardelt Avenue, Kitchener ON, N2C 2R5
519-570-0003 ext. 4308
Email: emily_bumbaco@wrdsb.ca
Website: www.wrdsb.ca

On Mon, Jun 16, 2025 at 10:36 AM 'Andrew Pinnell' via Planning <planning@wrdsb.ca> wrote:

> This is a friendly reminder that comments are due today for the subject OPA and ZBA applications. Please send me written comments, even if the comments are “no concerns”.
>
> Thanks!
>
> **Andrew Pinnell, MCIP, RPP**
>
> Senior Planner | Development & Housing Approvals Division | City of Kitchener
> 519-783-8915 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

600 Southgate Drive
Guelph ON Canada
N1G 4P6

Tel: +1.519.823.1311
E-mail: solutions@rwdi.com

MEMORANDUM

DATE:	2025-07-24	**RWDI Reference No.:** 2509082.07
TO:	Andrew Pinnell	**EMAIL:** Andrew.Pinnell@kitchener.ca
FROM:	Kareem Aly	**EMAIL:** Kareem.Aly@rwdi.com
RE:	**Peer Review – Noise 132 Fairway Road North, Kitchener ON**	

Dear Mr. Pinnell,

RWDI was retained by the City of Kitchener to complete a peer review of the noise aspects of the proposed development at:

- 132 Fairway Road North, Kitchener, Ontario

The peer review included review of:

1. Noise Impact Study dated March 19, 2025, sealed by Ben Wiseman, P.Eng. of GHD Ltd.
2. The revised Noise Impact Study dated July 03, 2025, sealed by Ben Wiseman, P.Eng. of GHD Ltd.
3. Updated STAMSON Sample calculation dated July 15, 2025, provided by Ben Wiseman, P.Eng. of GHD Ltd.

Based on the above information, RWDI confirms that our concerns have been satisfactorily addressed, and we have no further comments.

Recommendations

Prior to building occupancy being granted, we recommend that an independent Professional Engineer qualified to conduct acoustical reviews in Ontario certify that any noise mitigation measures have been properly incorporated in the building including:

- The inclusion of central air conditioning.
- Exterior wall construction meeting STC 39, fixed window glazing meeting STC 29 and operable window glazing meeting STC 27.
- Any additional mechanical selections to ensure the development meets applicable criteria at itself and any adjacent sensitive uses.

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Further, we recommend the planning approval authority ensure that all warning clauses outlined in the submission are appropriately included in all agreements of purchase and sale.

Closing

We trust this is the information you require currently. Please do not hesitate to contact us for further clarification.

Yours truly,

RWDI

Kareem Aly, P.Eng.
Senior Noise Engineer

Statement of Limitations

This memorandum was prepared by RWDI AIR Inc. (“RWDI”) for the City of Kitchener (“Client”). The findings and conclusions presented in this report have been prepared for the Client and are specific to the peer review described herein (“Project”). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

From: Paul Araujo <[redacted]>

Sent: Friday, June 27, 2025 12:50 PM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>; Dave Schnider <Dave.Schnider@kitchener.ca>
Subject: 132 Fairway Rd

Hi Andrew and Dave,

26 units and only 9 parking spots is unaceptable.

The Centreville area is already cluttered with street parking, mostly on Jansen Ave and Guerin which has turned into a single lane street due to both sides of the street becomming dedicated parking.

It has become a hazard for children playing, and reduced visibility for cars entering or exiting driveways, to both drivers and sidewalk pedestrians.

On top of that, there is poor garbage collection and maintenace in the area, both private collection and municipal collection. The city cannot handle the current garbage and the area cannot handle the current parking. Adding the 50+ units on 179 Jansen and 26 units on 132 Fairway seems irresponsible planning.

I've been asking the regional waste management and Dave Schnider for the past 5 YEARS to see a plan and impovement on garbage collection and cleanliness, and still have had no answer or seen improvement. In reality it has gotten worse every year.

I strongly oppose this development, and would like to see significant improvement before adding more stress to the situation.

I hope you understand and can improve this neighbourhood.

Thanks

Hi Kimberly,

Thanks for these additional comments and questions. Our staff report will address many of these. We'll let you know via postcard about the upcoming statutory public meeting and where the report will be accessible.

Thanks,

Andrew Pinnell, MCIP, RPP

Senior Planner | Development & Housing Approvals Division | City of Kitchener
519-783-8915 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

From: Kimberly Dahms <[redacted]>
Sent: Thursday, July 3, 2025 9:27 PM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>; Dave Schnider <Dave.Schnider@kitchener.ca>
Subject: 132 Fairway Rd N proposed project

So where are you at with input provided on this property? Are you listening to your residents?

Have you decided for the decency of the neighbourhood, current residents property values, and the unlucky citizens that you expect to live in a 2 by 4 box that you nor anyone you know and love would be put to live in.

This is NOT a suitable development for realistic future needs of this neighborhood or our citizens.

STOP playing your numbers game and THINK about what you are doing.

You are building tons of complexes in the area and large building proposals that should be acted upon in better suited areas.

If you built 2 duplex units or row houses it would at least make sense.

You think none of us in this area matter! You disregard us like garbage.

I was born and raised in this city and what you are doing to our city is not effective for these silly useless proposal.

This is a residential area of duplex homes and not designed to maintain a residence of this type. FAMILIES live here not singles.

It also infringes on the privacy of the homes around it as it is too large for proposed space and encroaching on them.

The infrastructure is not sustainable for this additional volume of people and the building doesn't have space even for the tenants. Whether it be lack of parking, no outside property to escape the restrictive living spaces.

Where do you plan to put garbage dumpsters? You can't take anymore parking away as it is inefficient as it is. You should never allow to not at least have 2/3 of your residents a place to park.

What about accessibility? Is there an elevator for meeting AODA requirements?

Laundry facilities? In a building with that many units that should be provided.

Storage? Superintendent facilities a building that size who is maintaining and securing the site?

Too many unanswered items not considered that affect us as well as tenants.

This is NOT housing it is a glorified hotel called studio apartments.

I am not against growth but I am against stupidity and poor judgement of our city on how to manage growth.

You need to ask yourself the tough questions.

Put yourself in our shoes. If you were being told this was being built beside your house would you be happy and feel satisfied what is your neighbourhood becoming?

Easy to say yes when it doesn't affect your way of life.

Stop patting yourself on your back that this is gonna help.

Your students want Waterloo or Doon area not here.

Your being selfish and niave. This just shows you don't care about your long time loyal citizens concerns or opinions. You ask but you don't listen or really care.

This is not a solution but a cheap bandaid that just won't stick.

26 years living in this neighborhood and stunned you would even have considered this ridiculous proposal much less approve which I imagine is just a formality because YOU BOTH don't care!

Regards

Kimberly Dahms

[redacted]

From: Kimberly Dahms [redacted]

Sent: Friday, June 20, 2025 12:15 AM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Cc: Dave Schnider <Dave.Schnider@kitchener.ca>
Subject: RE meeting additional comments on 132 Fairway Rd N proposed development

Well I attended your zoom meeting and was not able to use Q&A option as it was not functioning. I raised my hand a multitude of times which went unacknolwedged. Absolutely poorly run meeting and maybe others that attended were in the same boat that is why no questions or comments.

I do wish to be kept informed on future proceedings, knformation, steps in this project and invited to meetings etc.

I really don't know how you can approve this project as it does not meet any of the standard requirements they are asking for exceptions on everything. Something as simple as parking you cannot even accommodate one third of the tenants and standard is 1 per unit.

Look at this from another perspective... Would you want to live in 250 sq ft? Would you put one of your family in this dwelling and think this is a suitable way for them to live?

No you wouldn't as you problably live in 3000+ sq ft with a big backyard and a place to park your car or two and still complain you don't have enough space!

You might as well call this a motel because you are not offering anything any different here.

We have enough riff raff low income on King St in the motels now...and you want to draw it down here into a well established "family" neighbourhood and provide the same crap but call it a "home".

We are not a third world country and just because many coming are used to different ways this is NOT Kitchener!!

It also sounds like the builder isn't financially stable and capable to complete this project and is relying heavily on CMHC to cover their butt's! Unacceptable...

As low income homes are most definitely needed this project only meets your numbers game. It is in no way beneficial to a proper human standard of living and it is not realistic that someone should expect for living in Kitchener.

It is disappointing that you have such disrespectful thinking of your citizens currently living here and the ones you expect to place in these concrete boxes.

It's like your science experiment with humans lives in a cage!

Standard and quality of life in this city is being destroyed by decision makers who have their head in the sand.

As educated people you should be able to come up with better plans!

You will be remembered for the mess you make of this city. When your gone it wiil be your children and grandchildren who will suffer for your ignorance and disregard. Your conscious should make you feel guilty blindly accepting terrible proposals and poor land use.

If this was a three row house it would at least make much better sense and provide homes for low income FAMILIES. Similar to many other projects which have been built in this area.

Better planning and common sense required here...give your head a shake and start again!

Regards,

Kimberly Dahms

[redacted]

-------- Original message --------

From: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>

Date: 2025-06-18 9:15 a.m. (GMT-05:00)

To: Kimberly Dahms <[redacted]>

Cc: Dave Schnider <Dave.Schnider@kitchener.ca>

Subject: RE: 132 Fairway Rd N proposed development

Hi Kimberly,

Thank you for your email. Please join us for an upcoming virtual Neighbourhood Meeting taking place tonight (June 18th) at 7:00pm. To connect to the virtual meeting online, go to: www.zoom.us/join and enter Meeting ID# 898 5464 7583. ***Please use this login procedure rather than the one provided to you by Councillor Schnider.***

If you go to www.kitchener.ca/planningapplications you will find an abundance of information regarding these development applications.

Here are the next steps in the process:

I can confirm that I have added you to the circulation list and you will receive further updates on this application.

Learn more about the project, share your thoughts and understand your appeal rights, visit www.kitchener.ca/planningapplications.

Thanks and I hope to see you tonight.

Andrew Pinnell, MCIP, RPP

Senior Planner | Development & Housing Approvals Division | City of Kitchener
519-783-8915 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

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From: Dave Schnider <Dave.Schnider@kitchener.ca>
Sent: Wednesday, June 18, 2025 8:00 AM
To: Kimberly Dahms <[redacted]>; Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Subject: Re: 132 Fairway Rd N proposed development

Hi Kimberly…

Thanks for sharing your concerns about this project

We have an information and comment meeting tonight starting at 7pm on Zoom. Here is the link to join it.

https://kitchener-ca.zoom.us/w/89854647583?tk=g5LATKvuWqMVzCw3W6qXCfQvoy3SValGwMyNFnqzUk0.DQgAAAAU68EdHxZ4dFFOLXdhVFFueTk1R19ibEFTeU93AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA

I hope you can attend.

As you said, we are in a housing crisis and there is a demand for the housing this project offers. Here's a link to the Affordable Housing page of my website. It has some basic information on what Kitchener is doing to address housing needs here and help us reach our new housing targets as set by the Province.

Fairway Road is a major arterial road. It is under the jurisdiction of the Region Of Waterloo. They are planning improvements to Fairway Road. I can connect you to our Regional Councillors who can get information on what the plans are and when they are scheduled.

Sincerely

Dave

Dave Schnider

Kitchener Ward 2 Councillor

daveschnider.com

226.751.2470

For Emergencies or Urgent Issues

Call our 24 Hour Contact Centre 519.741.2345

From: Kimberly Dahms <[redacted]>
Sent: Tuesday, June 17, 2025 9:28:46 PM
To

: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>; Dave Schnider <Dave.Schnider@kitchener.ca>
Subject: 132 Fairway Rd N proposed development

Hello

I am voicing major concerns over a development that is not suitable for the size lot, infrastructure and environment you are proposing to build upon.

These streets cannot handle this additional volume of traffic.There is insufficient parking now and your proposing a site that only allows one third of tenants a place to park on an area already overwhelmed.

ION and Transit is a lowsy excuse as not everyone uses transit even if you want them to. Most homes have multiple vehicles.

These are one bedroom units which is unsuitable for what "families" need!!!

STOP and THINK for heaven sakes you are just jumping to build but no actual thought is going into what the development actually means and provides in the area proposed.

The numerous 1 bedroom "boxes" you are building is a waste of land that do not meet the demand and provide space for only one or two people.

Families are suffering. People are trying to live in multiples in spaces that are NOT acceptable living standards because they cannot afford to pay rents. Building more of these useless one bedroom box units only creates even more crowding of useless insufficient living spaces.

Have you reviewed the actusl housing needs, the wait lists of people looking for housing single or multi bedrooms? how about accessible housing for handicapped? THINK for a change of the big picture and ask the proper questions!

The infrastructure of this neighborhood was never designed to handle this type of residence.

You continue to destroy the value of any of the homes in this family oriented area.

With a school across the street you should be working to accommodate FAMILIES!!!! Not individuals here. That is your university areas or downtown.

The noise in this area is unbearable now due to traffic volume and high speeds. Failure to enforce speed limits is totally unacceptable in a school zone...why is our area disregarded??

You refuse to enforce the 50km speed limit yet we have a school with large numbers of children walking daily here yet other areas are being enforced and reduced to 40km with speed cameras. Why not here?? Safety is a huge issue.

You planners and councillors need to get out of your office and observe the area and how traffic and people live in Chicopee Centerville. And not from a study...get out there and see it first hand.

We are abused and dismissed and our taxes are just not providing us proper protection and concern for our home values.

After living here +25yrs the city is letting it's long time residents down. You are failing to provide and protect us. Shame on you all!!

None of this makes sense to help the housing crisis. It has become a joke , a box your check to meet a target number but not actually doing your part to help the housing crisis effectively!!!

Start thinking of PEOPLE and not your bonus for meeting a target number...failure to do what is right means you don't really deserve any reward!!!

Disappointed resident

[redacted]

Kimberly Dahms

[redacted]

REPORT TO:	**Planning and Strategic Initiatives Committee**
DATE OF MEETING:	**August 11, 2025**
SUBMITTED BY:	**Rosa Bustamante, Director Planning and Housing Policy/City Planner, 519-783-8929**
PREPARED BY:	**John Zunic, Senior Planner, 519-789-8952** **Tim Donegani, Senior Planner, 519-783-8932** **Gaurang Khandelwal, Senior Planner, 519-783-8937**
WARD(S) INVOLVED:	**All Wards**
DATE OF REPORT:	**July 30, 2025**
REPORT NO.:	**DSD-2025-318**
SUBJECT:	**Kitchener 2051 - Preferred Approach to Growth**

RECOMMENDATION:

That the Preferred Approach to Growth as presented in Report DSD-2025-318 be used to inform the development of a draft Official Plan (Kitchener 2051).

REPORT HIGHLIGHTS:

- The purpose of this report is to seek Council's endorsement of the Preferred Approach to Growth to be used to inform the development of a draft Official Plan.
- There are no financial implications arising from this report.
- Kitchener 2051 includes a robust 4-phase community engagement process that builds on the Strategic Plan. The development of the Preferred Approach to Growth is the result of the evaluation of three approaches to growth based on a set of Community Parameters, shaped by the Kitchener 2051 Community Working Group, Council, community and collaborator input as well as Technical Evaluation Criteria.
- The preferred approach to growth:
    - Makes efficient use of existing infrastructure;
    - Builds on existing strategic areas of growth including around the City's ION LRT stations (Protected Major Transit Station Areas) and nodes and corridors;
    - Continues to protect the natural heritage system and prime agricultural lands;
    - Continues to recognize and plan for growth in all neighbourhoods across the City, including the new community being planned through the Dundee Secondary Plan;
    - Plans for people living closer to community facilities like parks, community centres, grocery stores, and frequent transit stops; and

    - Leverages opportunities to plan for new community facilities through 4 new urban centres through tools such as Community Planning Permit Systems and Community Improvement Plans.
- This report supports **Building a Connected City Together: Focuses on neighbourhoods; housing and ensuring secure, affordable homes; getting around easily, sustainably and safely to the places and spaces that matter.**

EXECUTIVE SUMMARY:

As Kitchener grows to become a city of up to 450,000 residents by 2051, a new Official Plan is needed. A new Official Plan will guide where people live and work and shape the way that neighbourhoods evolve and change over time. As part of the development of a new Official Plan, three approaches to growth were developed using a set of core assumptions (outlined in DSD-2025-091). 35 technical evaluation criteria were developed that were used to analyze each approach to growth. Additionally, a series of Community Parameters were developed with input and collaboration by the Kitchener 2051 Community Working Group and informed by the Community Values. The Community Parameters were used by the community through an interactive approaches to growth event, to evaluate the approaches to growth.

All three approaches to growth had similar technical evaluation results and feedback from the community showed an almost equal preference across the three approaches. Based on the technical analysis and community input, each approach to growth works for Kitchener and positions the City well for the future.

Since each approach performed similarly and had support from the community, the best elements of each of the approaches are recommended to be combined into a Preferred Approach. The Preferred Approach directs the most people and jobs to four new “urban centres” across the city (River Road East/Ottawa Street North; Block Line Road/Strasburg Road; Highland Road West/Fischer Hallman Road; land within the Dundee Secondary Plan area). The Preferred Approach also directs people and jobs to lands on the periphery of the city’s Protected Major Transit Station Areas, as well as along new and existing intensification corridors along Ottawa Street, Weber Street East, and Fischer Hallman Road, and existing and new intensification area nodes near Conestoga College Doon Campus and Homer Watson Boulevard/Pioneer Drive.

Directing people and jobs to these areas reflects the evaluation results by enabling more homes in areas where people are close to community facilities and amenities, contributing to a high quality of life, minimizes potential land use compatibility issues, and directs people and jobs to areas with existing or planned frequent transit service. While the areas outlined above are proposed to accommodate a significant share of growth, all neighbourhoods will continue to grow and change to meet the needs of the people who live, or who may want to live there.

The Preferred Approach will inform the ongoing development of a draft Official Plan which will be the focus of engagement this fall.

BACKGROUND:

As Kitchener grows to become a city of up to 450,000 residents by 2051, a new Official Plan is needed. A new Official Plan will guide where people live and work and shape the way that neighbourhoods evolve and change over time. It will be ambitious and intentional as we plan for the Kitchener of 2051.

On March 17, 2025, two reports were brought forward to the Planning and Strategic Initiatives Committee:

- DSD-2025-084 "Evaluating Approaches to Growth" presented the Community Parameters and Technical Evaluation Criteria; and,
- DSD-2025-91 "What We Heard in Fall 2024 and Upcoming Engagement on Approaches to Growth" highlighted the key takeaways from community and collaborator engagement that occurred in 2024 and further engagement that were to occur on three approaches to growth.

Engagement was undertaken on approaches to growth through the Speaker Series Event at St. Mary's High School on April 5th, the Approaches to Growth Event at City Hall Rotunda on May 1st, the interactive Community Conversation Kits, and the EngageWR online survey which ran from April 17th to June 8th.

The three approaches to growth included in DSD-2025-091 have been evaluated based on the criteria outlined in DSD-2025-084. The best elements of all of the three approaches to growth were selected to shape the Preferred Approach to Growth (Preferred Approach), along with an assessment of the trade-offs between different elements of each approach.

This Report provides an overview of the Preferred Approach, how it was derived, and seeks Council's endorsement of it to inform the development of a draft Official Plan.

REPORT:

Approaches to Growth

Three approaches to growth were developed as part of this exercise using a set of core assumptions included in DSD-2025-091. The three approaches are illustrated in Figure 1 and include:

- Supporting Transit Approach – emphasizing growth generally within Kitchener's existing mixed use Nodes & Corridors structure from the 2014 Official Plan;
- New Urban Centres Approach – focusing growth within four new urban centres, generally at the intersections of Ottawa St. N & River Rd. E, Strasburg Rd. & Block Line Rd., and Highland Rd. W. & Fischer-Hallman Rd, and on the periphery of Major Transit Station Areas; and
- Evolving Neighbourhoods Approach – enabling growth on properties within neighbourhoods where it can fit comfortably from a built-form perspective and without the need to assemble too many lots to make a new building happen.

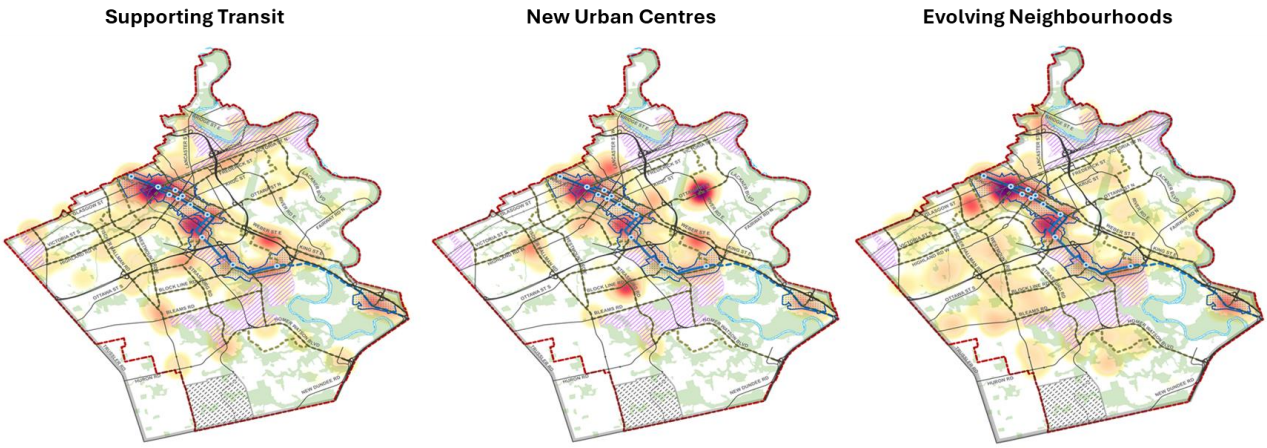

Figure 1: Three approaches to growth that were developed and evaluated

Evaluating Approaches to Growth

The Preferred Approach has been shaped by multiple inputs, including community parameters, technical evaluation criteria, Council direction & cross-divisional staff priorities, and feedback from the community.

The Community Parameters were prepared with direct input and collaboration with the Kitchener 2051 Community Working Group and informed by the Community Values. The Community Parameters served as the basis for the Phase 3 community and collaborator engagement activities, including:

- Approaches to Growth Event & Speaker Series at St. Mary's High School on April 5, 2025;
- Approaches to Growth Event at City Hall Rotunda on May 1, 2025;
- Interactive Community Conversation Kits; and
- Online approaches to growth engagement survey.

The Phase 3 Engagement Summary will be available on the Kitchener 2051 EngageWR project webpage in August.

The initial set of core assumptions used to develop the approaches to growth were refined to develop a series of five objectives reflecting community priorities:

1. Be future focused;
2. Support Kitchener's economy;
3. Minimize impacts to Source Water Protection Areas (groundwater);
4. Plan for change across the City; and
5. Greater integration of places, systems, and networks.

These objectives, along with Kitchener 2051 technical studies and modelling, were used to define the technical evaluation criteria. 35 criteria were developed to align with the objectives. The criteria enabled analysis of each approach to growth and identification of opportunities or constraints needing to be addressed. The focus was to discuss trade-offs between the three approaches to develop a composite Preferred Approach, rather than selecting one of the three approaches.

Evaluation Results

The evaluation of the three approaches showed that they performed similarly across most criteria and broadly align with the evaluation objectives outlined below. This was likely as a result of the core assumptions that were the same across all approaches, with those assumptions having a significant impact on determining where and how new people and jobs will be accommodated in the city. However, there were also some notable differences between the approaches. The following provides an overview of the evaluation results summarized by the five objectives focusing on the criteria where notable differences were observed. Detailed evaluation results are included in **Attachment A**.

Be future focused

The objective of being future focused assessed how the City's existing water, wastewater, and transportation infrastructure would be able to support more people and jobs. It also looked at how each approach could make use of existing community facilities such as schools, parks and sports fields, libraries, and community centres. And finally, this objective looked at how much energy would be used for each approach if we were to grow that way.

The three approaches were comparable in their ability to have planned people and jobs supported by existing infrastructure. The Evolving Neighbourhoods approach had the lowest amount (91%) of planned people and jobs able to be supported by existing water infrastructure, compared to 98% for the other two approaches. The Evolving Neighbourhoods approach would be the most likely to require infrastructure investment to accommodate planned people and jobs. From a community facilities standpoint, the New Urban Centres and Evolving Neighbourhoods approaches broadly plan for more people and jobs to be close to existing and planned community facilities, relative to the Supporting Transit approach. Finally, all three approaches had negligible differences in energy consumption and efficiency as well as the split between different ways that people can travel.

Support Kitchener's economy

The criteria that were assessed as part of supporting Kitchener's economy broadly looked at land use compatibility, the distribution of jobs across the city, the ability for people to get to employment areas by transit and identify impacts on truck routes based on where growth is planned across the city.

Among the criteria assessed, there was a significant difference between the approaches in terms of the planned growth within 300m of Industrial Areas. For this criteria, fewer people living close to Industrial Areas is preferred in order to minimize land use compatibility issues, such as people being exposed to industrial noise, odours, vibrations, and accompanying truck traffic. More people living close to Industrial Areas can also negatively impact the ability for the businesses to operate effectively, knowing that certain uses may result in noise, odours, and vibrations. The Supporting Transit approach directs more people to areas within 300m of designated Industrial Areas (16,148), compared to the New Urban Centres approach which directs the fewest people (3,060), followed by the Evolving Neighbourhoods approach (3,181).

For the other criteria, the results were very similar across the three approaches, with the New Urban Centres approach performing slightly better than the others.

Minimize impacts to Source Water Protection Areas (groundwater)

The objective of minimizing impacts to source water protection areas assessed each approach to growth against the amount of growth within Surface Water Intake Protection Zones and each Wellhead Protection Sensitivity Area (WPSA) zone. Minimizing the amount of people and jobs and industrial and manufacturing uses in these areas is important to protecting our shared groundwater resources.

The Evolving Neighbourhoods approach directs the least amount of people and jobs, particularly industrial manufacturing jobs, to Surface Water Intake Protection Zones and the New Urban Centres approach directs the least amount of growth to WPSAs. The New Urban Centres performed the best overall as it redirects jobs away from the most sensitive surface and groundwater areas.

Plan for change across the City

The objective of planning for change across the City evaluated criteria focusing on areas of the city that can support a grocery store and the amount of people that live close to community facilities and amenities.

The Supporting Transit approach results in more areas of the city having enough people within a neighbourhood to support a grocery store, compared to the other approaches. Living close to a grocery store contributes to a high quality of life by having access to fresh foods and minimizing the time it takes to access food.

The New Urban Centres approach plans for more people being located close to existing community facilities and amenities such as places of employment, transit stops, childcare, grocery stores, health services, libraries, pharmacies, schools, and parks.

Greater integration of places, systems, and networks

The objective of planning for greater integration of places, systems and networks across the City assessed criteria focused on proximity to transit stops, express transit routes, all ages and abilities trail network identified in the Cycling and Trails Master Plan, total vehicle-kilometres travelled, access to the Kitchener GO station, and proximity to existing commercial nodes in the City.

The Supporting Transit and New Urban Centres approaches to growth were most preferred across most of the assessed criteria. These two approaches place the most people and jobs closer to existing transit, high-frequency transit, and the all ages and abilities transportation network.

The New Urban Centres approach plans for the least amount of car usage (183,475 vehicle kms) compared to the Supporting Transit approach (185,098 vehicle kms) and Evolving Neighbourhoods (187,629 vehicle kms).

Community Engagement Results

As part of the approaches to growth workshops in April and May, community members were asked to provide input on the three approaches to growth through an interactive “Choose Your Own Adventure” style activity offering a chance to navigate a set of eight short ‘day-in-the-life’ scenarios – making decisions based on the future city they most wanted to experience. In order to have participants consider the needs and/or choices of community members who may experience the city in a different way, each participant was also assigned an ’Avatar’ or alternate persona to consider as they complete the activity.

Feedback from the community through the approaches to growth workshop revealed that overall, there was almost equal support for the three approaches to growth. When community members completed the exercise as themselves there was slightly stronger support for the Supporting Transit approach and slightly less support for the Evolving Neighbourhoods approach. Whereas when asked to adopt an ‘Avatar’ to experience the future of the city in someone else’s shoes there was almost equal support for all three approaches. Insight gained through this exercise revealed that people experience the city in many different ways depending on their abilities, preferences and desires. To achieve a city for everyone there needs to be flexibility and choice across the city in where and how we live, shop, work, and play. Key themes that emerged were:

- Mobility and Accessibility – many expressed a desire for more transportation options, specifically frequent public transit and safe, convenient active transportation routes, as part of how they move around the city.
- Mixed-use neighbourhoods & Small Businesses – There was support for neighbourhoods that bring homes, shops, and services closer together.
- Housing Affordability – a call for a wider range of housing types to meet diverse individual and household needs ensuring that housing remains accessible for people at different life stages and income levels.
- Greenspace – the importance of having accessible parks and natural areas nearby.
- Change – there was an openness to new ways to add more homes and people across the city together with a feeling of uneasiness about what this may change about neighbourhoods and the city.
- Equity across communities – it is important to distribute amenities, services and investments equitably across the city so that all neighbourhoods, regardless of location, can thrive.

Key Takeaways

All of the three approaches to growth had similar evaluation results and broadly align with the objectives. The following table shows the best performing approach for each of the objectives.

Objective	Best performing approach
1. Be future focused.	Evolving Neighbourhoods/New Urban Centres
2. Support Kitchener's economy	New Urban Centres
3. Minimize impacts to Source Water Protection Areas;	New Urban Centres
4. Plan for change across the City	Supporting Transit/New Urban Centres
5. Greater integration of places, systems, and networks	Supporting Transit/New Urban Centres

Feedback from the community showed an almost equal preference for all three approaches to growth. There was an overwhelming desire for more frequent public transit and active transportation options and not wanting to feel dependant on a car. As a result, the Supporting Transit and New Urban Centres approaches were preferred by 35% and 34% of participants, respectively, because of new people and jobs being located closer to public transit and active transportation routes. Being able to access services, amenities, and community facilities easily and quickly was also an important theme shared throughout the engagement, which also translated to support for the Supporting Transit and New Urban Centres approaches, due to those approaches placing more people, jobs, amenities, and services close to public transit routes.

Based on the technical analysis, and community input, each approach to growth works for Kitchener and positions the City well for the future.

Preferred Approach to Growth

Developing the Preferred Approach began by understanding the evaluation results and identifying the best performing components of each approach, particularly as they respond to the big ideas that will form the new Official Plan: our neighbourhoods; our economy; and our environment. This included reviewing what we heard from the community as part of the Approaches to Growth workshop exercise, which embedded the Community Parameters in a number of "day in the life" scenarios where participants made decisions over the course of a day that aligned with how they may experience the City in the future based on the different approaches.

Since each approach performed similarly and had support from the community, the best elements of each of the approaches are recommended to be combined into the Preferred Approach. The best elements include:

- from the Supporting Transit approach, allowing people to more easily access a wide variety of services, amenities, and community facilities quickly, by public transit and active transportation by enabling more homes close to transit and active transportation routes.

- from the New Urban Centres approach, the urban centers themselves as they are aligned with all of the objectives providing access to a broad range of amenities, services, and community facilities to many people by transit and active transportation, and directs people and jobs away from sensitive groundwater areas and industrial areas.
- From the Evolving Neighbourhoods approach enabling more housing throughout the city allowing people to access services and amenities close to where they live.

A map of the Preferred Approach is included in **Attachment B**.

The Preferred Approach broadly directs the most people and jobs to the following areas:

- Four new "urban centres" at:
  - River Road East and Ottawa Street North;
  - Block Line Road and Strasburg Road;
  - Highland Road West and Fischer Hallman Road; and
  - Lands within the Dundee Secondary Plan area.
- Lands on the periphery of the City's Protected Major Transit Station Areas;
- Along the Ottawa Street Regional Intensification Corridor, Weber Street East, and Fischer Hallman Road;
- Homer Watson Boulevard and Pioneer Drive;
- Conestoga College Doon campus; and
- Homer Watson Boulevard and Conestoga College Boulevard.

Directing people and jobs to these areas reflects the evaluation results by enabling more homes in areas where people are close to community facilities and amenities, contributing to a high quality of life. The Preferred Approach supports Kitchener's economy by directing new people away from Industrial Areas, minimizing potential land use compatibility issues. It also directs people and jobs to areas with existing or planned frequent transit service, providing people with options on how they ultimately move around the city.

While the areas identified above are proposed to accommodate a significant share of growth, all neighbourhoods of the City will continue to grow and change to meet the needs of the people who live, or who may want to live there.

The Preferred Approach to growth supports the big ideas that form the foundation of the new Official Plan by:

- Making efficient use of existing infrastructure;
- Building on existing strategic areas of growth including around the City's ION LRT stations (Protected Major Transit Station Areas) and nodes and corridors;
- Continuing to protect the natural heritage system and prime agricultural lands;
- Continuing to recognize and plan for growth in all neighbourhoods across the City, including the new community being planned through the Dundee Secondary Plan;
- Planning for people living closer to community facilities like parks, community centres, grocery stores, and frequent transit stops; and
- Leveraging opportunities to plan for new community facilities through 4 new urban centres through tools such as Community Planning Permit Systems and Community Improvement Plans.

Next Steps

Building on the work completed to date, the Preferred Approach will inform the ongoing development of a draft Official Plan. Preferred Approach will guide where and Kitchener will grow to 2051. Supporting policies and land uses that implement the Preferred Approach will be developed as part of the draft Official Plan and will integrate the Big Ideas, Focus Areas, Community Values, and Community Parameters. The draft Official Plan that incorporates all of these components will be the focus of engagement this Fall.

STRATEGIC PLAN ALIGNMENT:

This report supports **Building a Connected City Together: Focuses on neighbourhoods; housing and ensuring secure, affordable homes; getting around easily, sustainably and safely to the places and spaces that matter.**

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. Regular project updates are posted to Engage Kitchener.

CONSULT and COLLABORATE – Kitchener 2051 includes a robust 4-phase community engagement process that builds on the Strategic Plan. The Kitchener 2051 Community Working Group, alongside other Council, community, and collaborator input has helped to shape Community Parameters and Technical Evaluation Criteria which formed the basis of community engagement in Spring 2025 as part of evaluating approaches to growth.

Collaboration on Kitchener 2051 continues to occur regularly with the Community Working Group (CWG). The CWG includes a diverse group of individuals that represent the demographics of Kitchener (and look like the Kitchener of tomorrow). The CWG is learning about what the City needs to consider through a new Official Plan and collaborating with staff and consultants to meaningfully shape all aspects of the plan.

Engagement as part of the development of the Preferred Approach to growth included two in-person events on April 5th and on May 1st, as well as an online survey available from April 17th through June 8th that replicated the in-person events. Additionally, the development of a Community Conversation Kit was used to gauge the community's thoughts on the Big Ideas that will be used to inform the development of a new Official Plan, as well as a priority allocation exercise. This exercise saw participants distribute 100 points across 18 emerging policy directions as a means of identifying policy priority areas. In doing so, participants had to think about the trade-offs of allocating their points and considering what mattered most to them and their communities.

PREVIOUS REPORTS/AUTHORITIES:

- DSD-2024-077 – Building a Connected City Together: New Official Plan Launch
- DSD-2025-061 – Council Strategic Session – Kitchener 2051
- DSD-2025-084 – Kitchener 2051 – Evaluating Approaches to Growth
- DSD-2025-091 – Kitchener 2051 – Engagement on Approaches to Growth

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ATTACHMENTS:

Attachment A – Growth Scenarios Study Report
Attachment B – Preferred Approach to Growth Map

DILLON CONSULTING

Kitchener 2051: Growth Scenarios Study

Growth Scenarios Study Report

Revision 0

July 2025 – 24-8581

Document Release and Revision Tracking

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A Evaluation Matrix

1.0 Introduction

1.1 Kitchener 2051

The City of Kitchener is preparing a new Official Plan (OP) – known as Kitchener 2051. An OP is a document that shapes the way a city grows and develops. A Provincial law called the Planning Act sets out what an OP can do, including:

- Directing growth and change, mostly related to how land and buildings are used;
- Guiding decisions on land use, development, transportation, physical and community infrastructure, and more;
- Implementing the City's vision, established through the Strategic Plan; and
- Providing direction for implementing tools like the Zoning By-law.

The existing City of Kitchener OP was adopted in 2014 and has positively shaped growth and development across the City over the last decade. A new OP is needed to respond to current and future conditions and trends. Kitchener is growing fast and facing city-building challenges like the housing crisis, pedestrian and cyclist deaths and injuries, inequity, climate change, social isolation and how to pay for aging infrastructure and city services. The City is also presented with opportunities like new mobility technologies, a young and highly skilled workforce, strong neighbourhoods and communities, a rich and diverse culture, and a growing desire for urban connection.

Kitchener 2051 presents an opportunity to tackle these issues head-on, ask big questions, and prepare for an uncertain future. It should reflect the City's values and aspirations for what it can become – a thriving city that offers well-being, potential and quality of life, for everyone.

Kitchener 2051 will address conformity with Provincial policy and legislation and the Region of Waterloo Official Plan[1], alongside recently completed plans for the City, such as Housing for All, Places & Spaces, and Cycling & Trails Master Plan, to set out a forward-thinking and contemporary city-wide policy framework.

[1] Which is now the Official Plan of the City.

1.2 Growth Scenarios Study Overview

The Growth Scenarios Study (the "Study") is a critical component of the broader Kitchener 2051 program. The Growth Scenarios Study will:

- Establish the framework and priority areas for growth within the City, including a plan to achieve the 60% intensification target established through Region of Waterloo Official Plan Amendment 6 (ROPA 6), which directs 60% of growth and development to existing built up areas;
- Establish a clear and transparent process to evaluate growth options, built on industry best practices (nationally and internationally);
- Be informed by other technical studies that are currently underway, including the Kitchener Utilities Clean Energy Strategy, Population and Employment Forecasts to 2051, and Non-Residential Technical Background Study;
- Identify a preferred composite growth scenario that can accommodate the amount and type of growth needed, while addressing the housing crisis, mitigating against climate change, and advancing equity;
- Analyze how each approach to growth performs in relation to transportation and infrastructure needs, as well as assess the municipal financial implications and long-term sustainability of growth;
- Be informed by community and collaborator input on a preferred composite growth scenario; and
- Identify policy tools that can be used to direct built form typologies in different locations across the City and guide growth and change within and outside of intensification areas.

The Growth Scenarios Study is being completed in three phases:

- **Phase 1: Background and Existing Conditions** provides an overview of the context for intensification and evaluation of the City's existing urban structure;
- **Phase 2: Growth Scenarios Review** includes the review of city-developed approaches to growth, including transportation, water, wastewater and fiscal impact analysis, and the preparation of an evaluation framework; and
- **Phase 3: Evaluation and Preferred Composite Growth Scenario** which includes a peer review of the proposed urban structure/hierarchy of intensification areas, development of policy directions and a Growth Scenarios Study Report.

This report is being prepared as part of Phase 3 of the Study.

1.3 Purpose of Report

The purpose of this report is to:

- Provide an overview of the approaches to growth that were developed and evaluated as part of the Growth Scenarios Study;
- Summarize the outcomes of the objectives-based evaluation framework;
- Provide an overview of the preferred composite growth scenario;
- Provide recommendations on the proposed urban structure elements; and
- Provide direction on policy measures which can be used to develop the OP.

1.4 Structure of Report

This document is structured as follows:

- **Section 2.0** provides an overview of how the three approaches to growth were developed and evaluated, including details regarding the preferred composite growth scenario.
- **Section 3.0** provides a summary of the preliminary urban structure reflected in the preferred composite growth scenario and a series of high-level policy recommendations for making the preferred composite growth scenario a reality.

The following content is included in the appendices:

- **Appendix A:** Detailed tables listing the results of the evaluation exercise.

2.0 Growth Scenarios

2.1 Scenario Development

The City undertook a modelling exercise to evaluate different potential approaches to distributing housing and job growth. Three approaches to growth were developed as part of this exercise. Each approach to growth was developed using an initial set of base assumptions listed in **Table 2-1**.

Table 2-1: List of preliminary objectives and assumptions used to develop the approaches to growth

Preliminary Objectives	Base Assumptions
Support Kitchener's economy	• Protect existing and plan for new jobs by assuming 15% growth in jobs within Kitchener's employment areas. • Foster economic development by supporting job growth outside of employment areas.
Conserve and protect the Natural Heritage System	• Protect and enhance our natural areas including greenspaces and waterways, by carrying forward the natural heritage and floodway mapping.
Be future focused	• Accommodate a future population of approximately 450,000 residents by 2051.
Maintain growth within the existing Urban Area Boundary	• Growth to 2051 is planned within our existing urban area boundary. • Plan for new and more compact greenfield development, primarily within Southwest Kitchener. • Direct at least 60% of new growth to already built-up areas.
Plan for change across the city	• Plan for change across the city's neighbourhoods in ways that support current and future residents by dispersing 5,000 units of future residential growth broadly throughout Kitchener's existing low-rise neighbourhoods.

Preliminary Objectives	Base Assumptions
Greater integration of places, systems and networks	• Plan for significant growth within our Major Transit Station Areas by carrying forward the Growing Together planning framework. • Connect more people and jobs to mobility networks such as transit and complete streets.

Building off of the base assumptions that were consistent for all approaches to growth, the following scenarios were developed to identify choices around how the City grows:

- Approach 1: Supporting Transit;
- Approach 2: New Urban Centres; and
- Approach 3: Evolving Neighbourhoods.

Approach 1: Supporting Transit (depicted in **Figure 2-1)** included the following elements:

- Emphasizes growth generally within the City's existing Mixed-Use Nodes & Corridors structure from the 2014 Official Plan.
- Assumes updated development permissions within existing nodes and corridors to promote more housing supply and choice, support a variety of uses, and better match what is being built today.
- Continues to encourage low-density commercial properties to evolve over time into higher-density neighbourhood focal points.

This approach included the following trade-offs:

- Some change in several neighbourhoods.
- A larger number of small, less active community and public spaces.
- Moderate public transit and active transportation options serving several neighbourhoods.
- More neighbourhood retail at key intersections and along corridors.

Approach 2: New Urban Centres (depicted in **Figure 2-2)** included the following key elements:

- Focuses on growth within new urban centres, specifically:
    - Ottawa St. N. & River Rd. E.
    - Strasburg Rd. & Block Line Rd.
    - Highland Rd. W. & Fischer-Hallman Rd.
- Focal areas identified based on their capacity to grow, proximity to frequent transit (e.g., iXpress routes) and community infrastructure (parks, trails, schools, community centres, libraries).
- Examines growth in transit-supportive neighbourhoods on the periphery of MTSAs.

This approach included the following trade-offs:

- More change in a small number of neighbourhoods.
- A smaller number of large, more active community and public spaces.
- Higher frequency, better service of public transit and active transportation infrastructure serving a smaller geographic area.
- More neighbourhood retail in specific locations.

Approach 3: Evolving Neighbourhoods (depicted in **Figure 2-3**) included the following key elements:

- Enables more growth within neighbourhoods which fits comfortably with existing built form and without the need for substantial lot assembly. Examples include:
    - Allowing places of worship to develop with a mix of uses.
    - Small commercial plazas.
    - Wider and/or deeper residential lots that back onto parks, open spaces, natural areas, school grounds and other non-residential properties which provide greater opportunities to achieve built-form transition.

This approach included the following trade-offs:

- Less change, but spread across all neighbourhoods.
- Community and public spaces largely depend on evolution of sites with existing community infrastructure (e.g. places of worship).

- Lower public transit and active transportation service levels spread across all neighbourhoods.
- Some change to neighbourhood retail across all neighbourhoods.

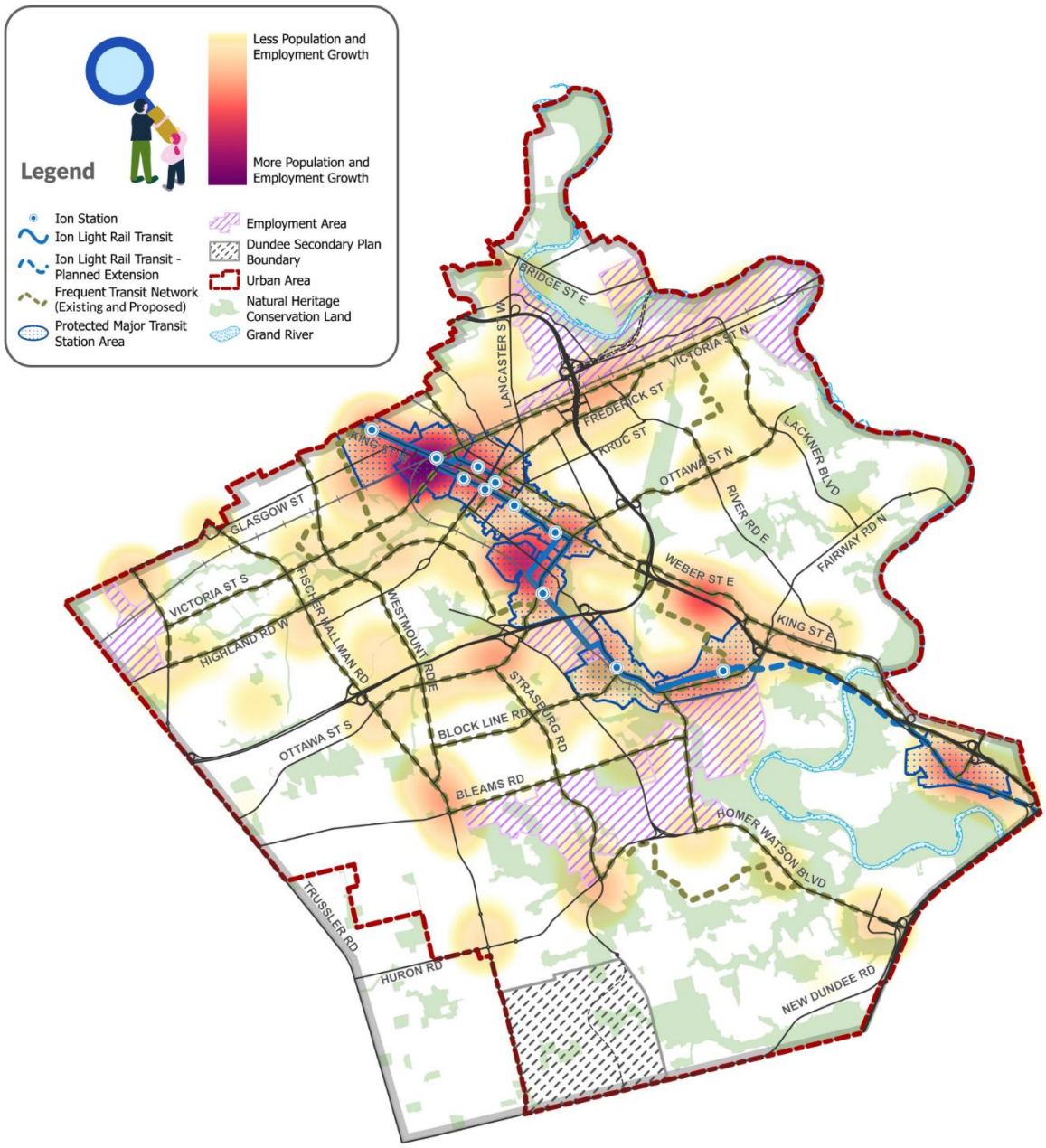


Figure 2-1: Map figure depicting layout of Approach 1

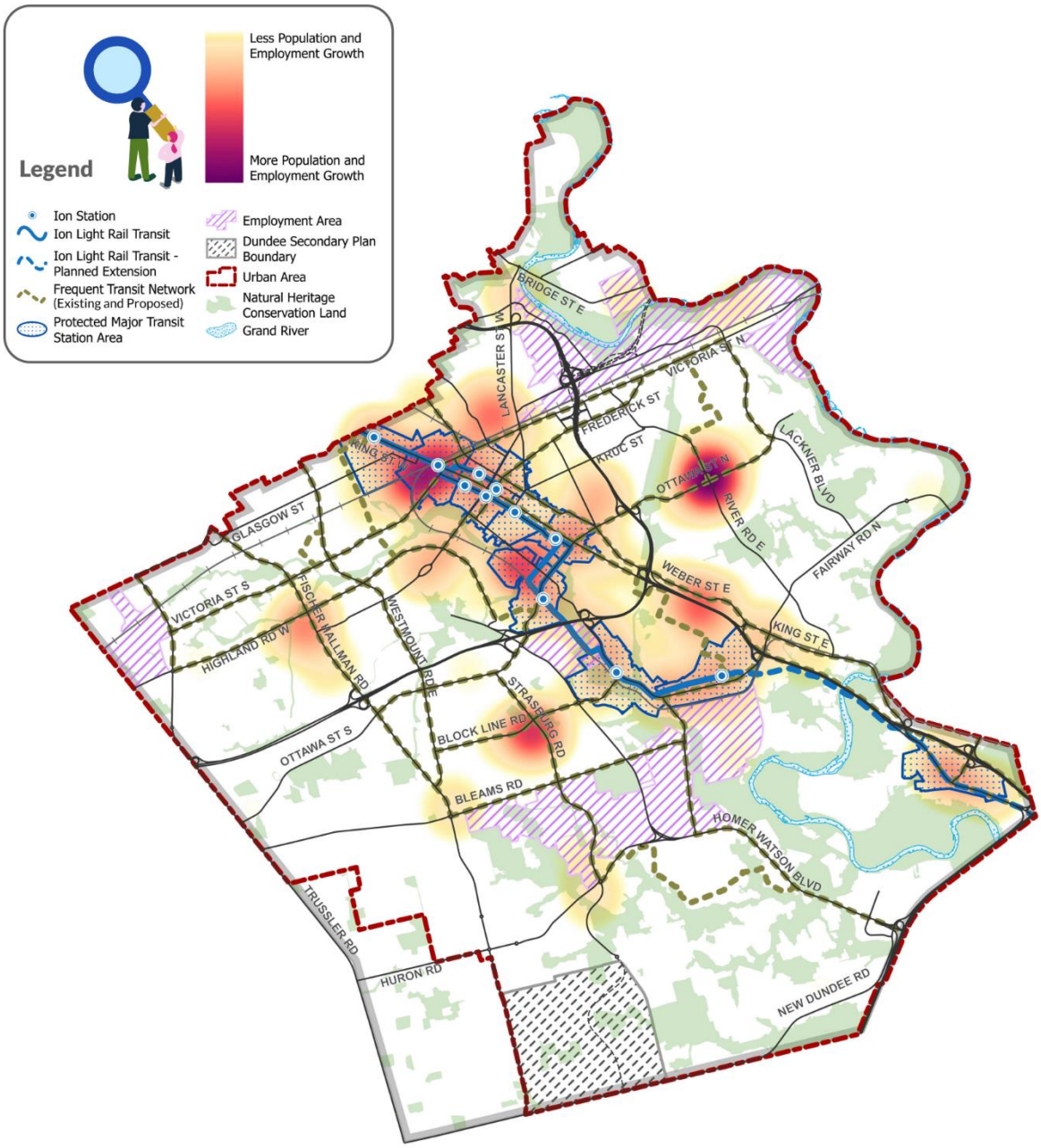


Figure 2-2: Map figure depicting layout of Approach 2

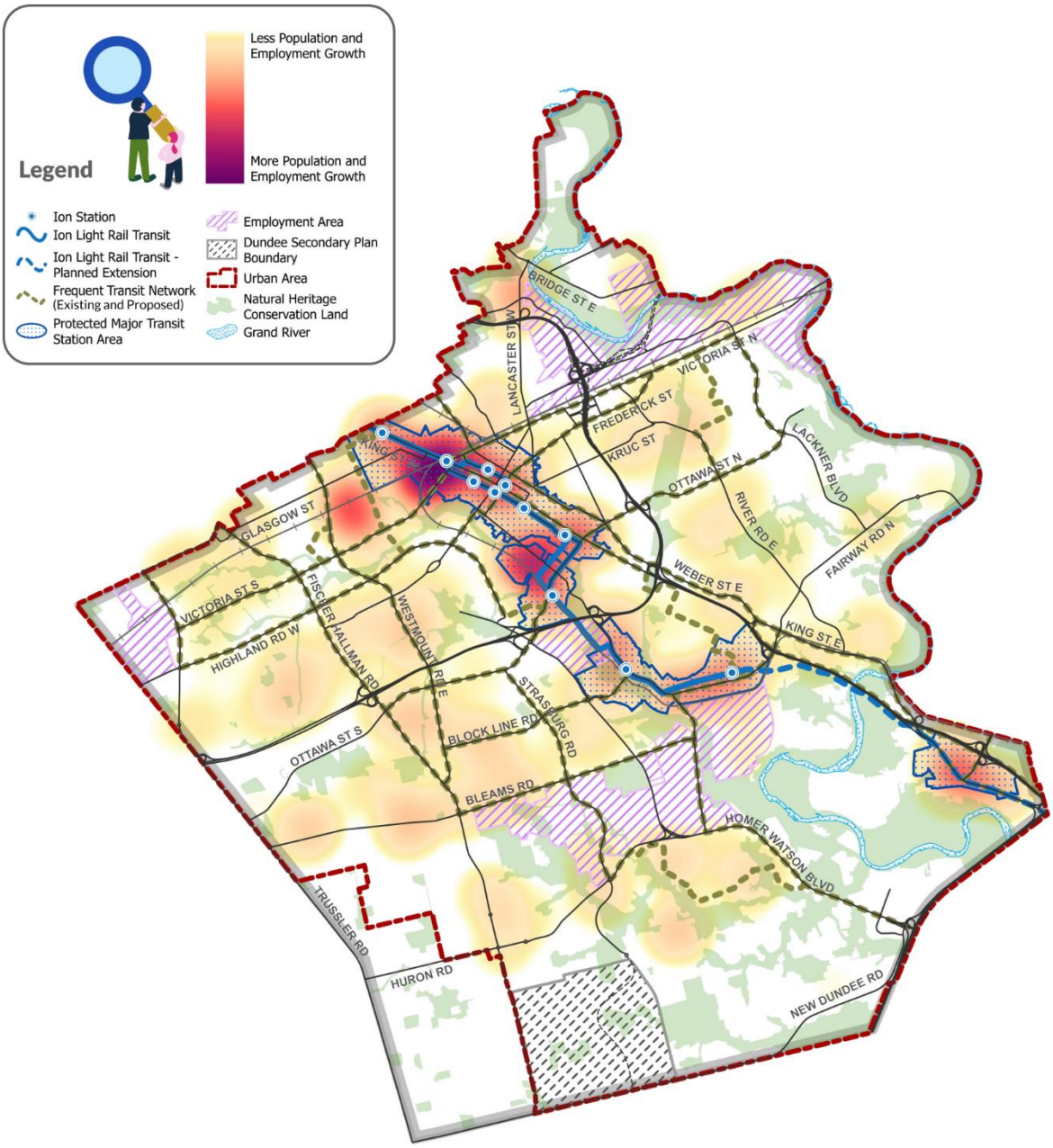


Figure 2-3: Map figure depicting layout of Approach 3

2.2 Evaluation Framework

The project team used an objectives-based framework to compare and evaluate the approaches to growth. An objectives-based framework starts with the desired outcome and examines how each approach to growth contributes to the objective. The most desirable factors in each scenario are identified and can then be combined into a preferred composite growth scenario.

The City defined a series of five objectives to reflect policy and community and stakeholder priorities. The finalized objectives represented refined versions of the assumptions used to develop the approaches to growth earlier on in the study process (see **Table 2-1**). The finalized objectives listed in **Figure 2-4** were then used to define specific evaluation criteria.

Figure 2-4: List of objectives used in the evaluation framework

A total of thirty-three criteria were developed to align with the five objectives. The criteria were constructed to allow for evaluation of the degree to which each approach to growth achieved specific objectives relative to the other approaches.

The following sections offer a summary of the criteria used to evaluate each objective and the key findings from the evaluation exercise. Specific details relating to the measures associated with each of the criteria and the evaluation outputs can be found in **Appendix A**.

2.2.1 Objective 1: Support Kitchener's economy

Objective 1 was defined as follows:

Lands within the Regional Employment Area will remain protected for employment functions over the long-term. Growth scenarios will consider the opportunity for economic diversification outside of employment areas and how strategic locations can serve as economic hubs.

The following criteria were used to evaluate alignment with this objective:

- Criterion 1-1: Protects or enhances the Regional Employment Areas (identified in the ROPA 6) and supports the longevity of these areas for continued job growth.
- Criterion 1-2: Enables job growth outside of defined employment areas to help the city adapt to the future of work.
- Criterion 1-3: Supports a better balance of jobs and housing across the City to reduce long distance and automobile-based commuting and greenhouse gas emissions.
- Criterion 1-4: Minimizes congestion on truck routes.

2.2.2 Objective 2: Protect and enhance the Natural Heritage System

Objective 2 was defined as follows:

The delineation of Kitchener's natural heritage system as shown in the 2014 OP will remain unchanged through Kitchener 2051. Through the growth scenarios, there may be opportunities to identify ways to increase connectivity (e.g., through utility and transportation rights-of-way) and make Kitchener's green spaces more accessible to residents.

The following criteria were used to evaluate alignment with this objective:

- Criterion 2-1: Protects the City's ground water and surface water features, including significant ground water recharge areas.
- Criterion 2-2: Protects and preserves the urban tree canopy.

2.2.3 Objective 3: Be future focused

Objective 3 was defined as follows:

The growth scenarios should reflect a Kitchener of up to 450,000 residents by 2051 that serves as a strategic decision-making tool that provides benefits to the community.

The following criteria were used to evaluate alignment with this objective:

- Criterion 3-1: Optimizes the use of existing and planned water/wastewater infrastructure.
- Criterion 3-2: Optimizes the use of existing and planned road infrastructure.
- Criterion 3-3: Reduces costs of new infrastructure.
- Criterion 3-4: Minimizes long term operations and maintenance costs.
- Criterion 3-5: Optimizes the use of existing and planned schools.
- Criterion 3-6: Optimizes the use of existing parks and sports fields.
- Criterion 3-7: Optimizes the use of existing and planned libraries and community centres.
- Criterion 3-8: Optimizes the use of existing and planned retail food uses.
- Criterion 3-9: Minimizes carbon emissions through support for a variety of built forms, compact growth and intensification.
- Criterion 3-10: Maximizes the energy efficiency associated with the built environment.
- Criterion 3-11: Maximizes energy efficiency associated with transportation activities.
- Criterion 3-12: Maximizes energy efficiency associated with building heating/cooling activities.
- Criterion 3-13: Provides an opportunity for alternate energy opportunities, such as district energy.
- Criterion 3-14: Addresses risk and vulnerability of the built environment to extreme weather and changing climate patterns, including heat, precipitation and flooding/property damage.
- Criterion 3-15: Influences household energy costs and vulnerability to energy system change.
- Criterion 3-16: Enables opportunities for renewable energy generation.
- Criterion 3-17: Requires a shift in mode share beyond what is being planned for.

2.2.4 Objective 4: Plan for change across the city

Objective 4 was defined as follows:

The growth scenarios will recognize that all areas of Kitchener are and will continue to change in different ways over the long-term, with a consistent population and employment forecast.

The following criteria were used to evaluate alignment with this objective:

- Criterion 4-1: Supports the objective of enabling development of additional neighbourhood retail and grocery store uses.
- Criterion 4-2: Accommodates growth within the city's most situationally vulnerable areas.
- Criterion 4-3: Allocates new growth in the context of the City's Demographic (Inequity) Index classes.
- Criterion 4-4: Allocates new growth in the context of the City's CMHC (Proximity) Index classes.

2.2.5 Objective 5: Greater integration of places, systems and networks

Objective 5 was defined as follows:

Provincial and Regional policy provides strong basis for connecting more people and jobs to mobility networks. The growth scenarios will consider how growth can be allocated and organized to support and leverage investment, operations, and services.

The following criteria were used to evaluate alignment with this objective:

- Criterion 5-1: Allows for easy access to public transit.
- Criterion 5-2: Allows for growth to be efficiently serviced by expansions to the transit network.
- Criterion 5-3: Allows for easy access to places of work via public transit.
- Criterion 5-4: Allows for easy access to frequent public transit.
- Criterion 5-5: Maximizes access to active transportation routes.
- Criterion 5-6: Minimizes vehicle kilometres traveled.
- Criterion 5-7: Supports multi-modal access and connectivity outside of the City and to other regions.

- Criterion 5-8: Provides access to commercial areas.

2.2.6 Summary of Key Findings

The evaluation exercise revealed that the three approaches to growth were very similar across most evaluation criteria and that all three approaches to growth generally met the objectives established. In most cases, there were minimal or negligible differences between scenarios. This was not surprising, as the three approaches to growth all contained several core elements and assumptions, as previously outlined in **Table 2-1**.

The instances where the evaluation results indicated substantial differences between the three approaches to growth can be summarized as follows:

- Protecting or enhancing Regional Employment Areas and supporting the longevity of these areas for continued job growth: Approach 2 and Approach 3 showed the greatest degree of alignment with the objective.
- Optimizing the use of existing and planned schools: Approach 2 showed the greatest degree of alignment with the objective.
- Optimizing the use of existing parks and sports fields: Approach 3 showed the greatest degree of alignment with the objective.
- Optimizing the use of existing and planned libraries and community centres: Approach 2 showed the greatest degree of alignment with the objective.
- Providing access to commercial areas: Approach 1 showed the greatest degree of alignment with the objective.

The instances where the evaluation results indicated notable or moderate differences between the three approaches to growth can be summarized as follows:

- Protecting the City's ground water and surface water features (including significant ground water recharge areas): Approach 2 showed the greatest degree of alignment with this objective.
- Optimizing the use of existing and planned water/wastewater infrastructure: Approach 1 and Approach 2 showed the greatest degree of alignment with this objective.
- Reducing the costs associated with new infrastructure: Approach 3 showed the greatest degree of alignment with this objective.

- Minimizing long term operations and maintenance costs: Approach 1 and Approach 2 showed the greatest degree of alignment with this objective.
- With respect to how new growth would be allocated in the context of the proximity to community assets, Approach 1 allocated the most amount of people and jobs in areas with the least proximity to community assets, while Approach 2 allocated the most amount of people and jobs in areas with the most proximity to community assets.[2]
- Allowing for easy access to public transit: Approach 1 showed the greatest degree of alignment with this objective.
- Providing access to commercial areas: Approach 1 showed the greatest degree of alignment with this objective.

Detailed evaluation results are included in tabular form in **Appendix A**.

2.3 Preferred Composite Growth Scenario

Following the evaluation of each approach to growth, the project team held a workshop with City staff to review the results and define a preliminary preferred approach. City staff then integrated the stakeholder feedback collected earlier in the project alongside the evaluation results to define a preferred composite growth scenario.

Instead of being constrained to having to choose between the three approaches to growth, the team sought to combine the most desirable aspects of each approach into a single, preferred composite growth scenario. This approach to planning was taken in keeping with the objectives-based approach to evaluation.

The preferred composite growth scenario draws on components found across all three approaches to growth. It carries forward the following key elements from the original approaches to growth:

- Elements of Approach 2 (“New Urban Centres Approach”) that sees growth and change being directed to transit-supportive neighbourhoods on the periphery of Kitchener’s Major Transit Station Areas. These areas are generally within

[2] This refers to a variation of the Proximity Measures Database developed by Statistics Canada and the Canada Mortgage and Housing Corporation. Refer to **Appendix A** for details of how this criterion was constructed. Further details are included in the *Population and Employment Forecast Update and Housing Needs Assessment Report* prepared by Watson and Dillon as part of the Kitchener 2051 project.

Kitchener's central neighbourhoods north and west of the expressway and in growing main streets already seeing new mixed-use development, such as near Weber Street East and Franklin Street North. They are also generally located close to important community features such as parks, trails, frequent transit routes (e.g., iXpress routes), schools, community centres and libraries.

- New "urban centres" identified in Approach 2 ("New Urban Centres Approach") are also proposed to be carried forward in the preferred composite growth scenario. These new urban centres are located near the following intersections:
    - Highland Road West and Fisher Hallman Boulevard;
    - Strasburg Road and Block Line Road;
    - Ottawa Street North and River Road; and
    - In the Dundee Secondary Plan Area.
- Elements of Approach 1 ("Supporting Transit Approach") were carried forward in the form of additional growth and change being directed along Ottawa Street North and Ottawa Street South, Highland Road West, Weber Street East, Fisher Hallman Boulevard, and along Homer Watson Blvd near Pioneer Park Plaza, and around Conestoga College's Doon campus.

The overall configuration of the preferred composite growth scenario is depicted in **Figure 2-5**.

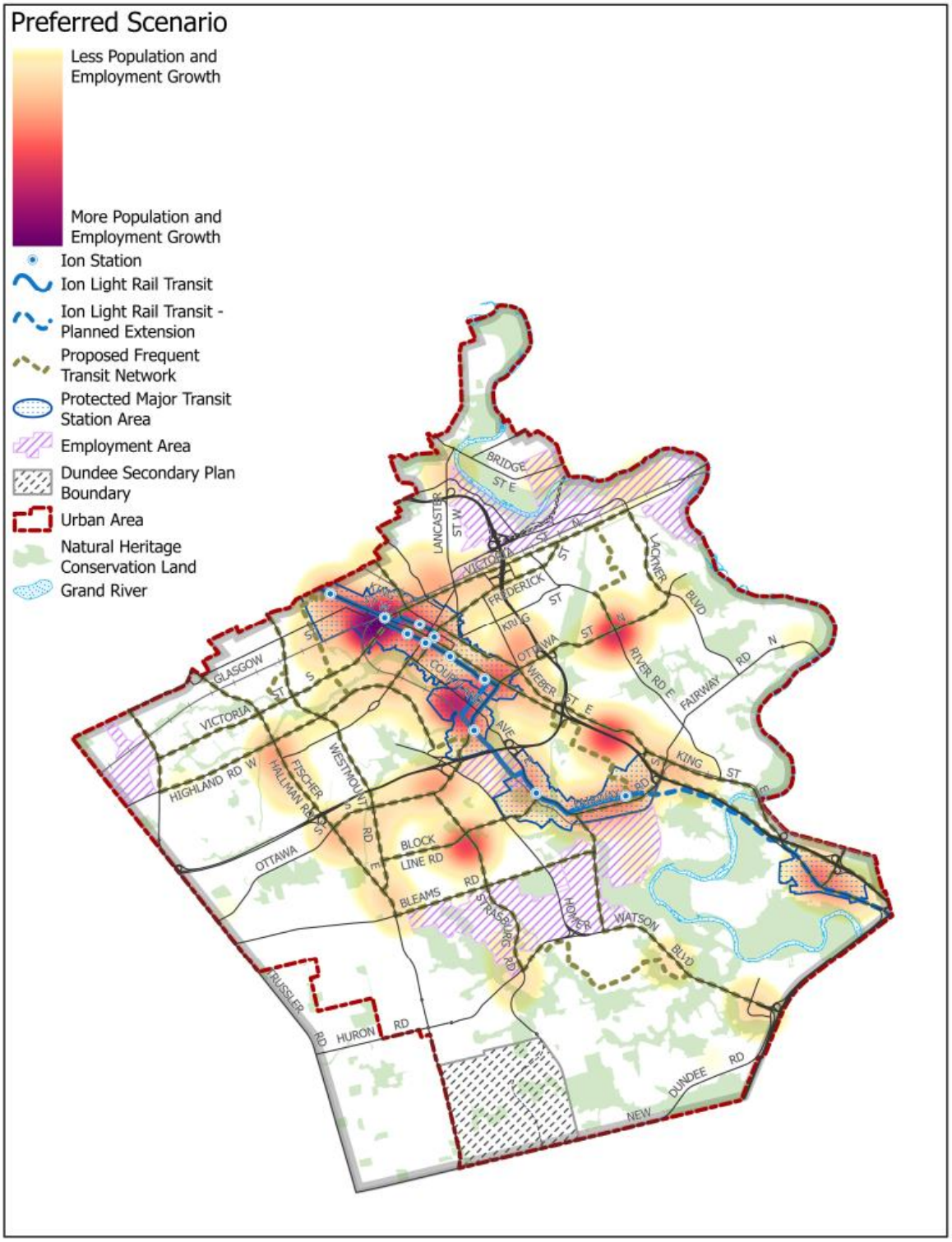


Figure 2-5: Map figure depicting layout of the preferred composite growth scenario

3.0 Preliminary City Structure and Policy Directions

3.1 Preliminary City Structure

The preferred composite growth scenario includes a number of city structure elements that define priority areas to grow and protect, as depicted on **Figure 3-1**.

The *Places to grow* hierarchy includes the following urban structure elements:

- Strategic Growth Areas: this includes the City's 10 PMTSAs as well as refined Intensification Areas where most of the planned growth is intended to be focussed.
- Employment Growth Areas: this is where the majority of industrial and logistics employment growth is intended to be accommodated and is comprised of typical industrial uses.
- Neighbourhood Growth Areas: this is comprised of lands within the settlement area where a range of residential, institutional, commercial, and parks and open space uses will be permitted. will contribute to creating vibrant communities at the neighbourhood level. Historic employment lands that do not fit within the definition of "employment lands" in the PPS (also referred to as "Innovation Employment") will accommodate a broad range on non-residential uses to support complete communities in neighbourhoods.

The *Places to Protect* hierarchy includes the following broad urban structure elements:

- Natural Heritage: this reflects the boundaries of the natural heritage system and is intended to support the City's biodiversity and be protected for the long term.
- Protected Agricultural: this is comprised of prime agriculture lands and other rural lands and is intended to be protected for agricultural uses for the long term.

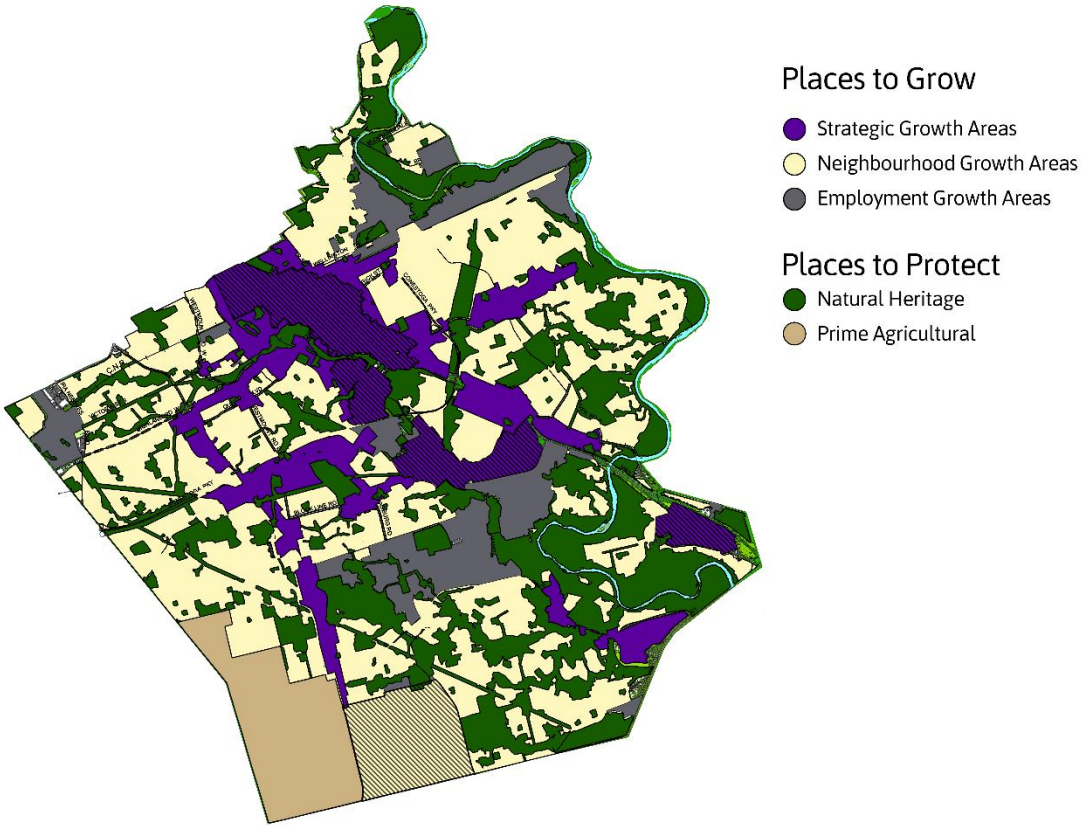


Figure 3-1: Preliminary Urban Structure

3.2 Policy Directions

This section offers a high-level overview of recommended policy directions relating to the following specific topics:

- Achieving intensification targets;
- Enabling complete communities;
- Missing middle housing; and
- Opportunities for enhanced monitoring and evaluation.

3.2.1 Achieving Intensification Targets

A sizeable portion of the planned future growth envisioned in the preferred scenario will be directed to the Strategic Growth Areas, which are comprised of PMTSAs and other designated intensification areas. While the PMTSAs are intended to accommodate the

highest levels of growth in close proximity to ION stations, the intensification areas have been identified to align with Grand River Transit's (GRT) existing and planned frequent transit routes, as illustrated in the 2025 GRT Business Plan, and provide broader options for a cluster of amenities throughout different quadrants of the city. Achieving broader intensification goals requires that other intensification areas—such as those along major corridors and in mixed-use nodes—also develop at an appropriate urban scale.

The City should consider the following key directions when crafting policies and implementing by-laws intended to facilitate achieving intensification targets on which the preferred composite growth scenario is premised:

- **Establish a Minimum Density Target:** Establish a minimum density target of 100 people and jobs per hectare or greater for all new development and redevelopment within the designated Intensification Areas outside of the PMTSAs. This will also require updating the corresponding implementing by-law to align.
- **Facilitate a Broader Range of Uses, Heights, and Densities:** To support the minimum density target and encourage a wider range of housing types, the OP must enable a greater scale and mix of development than may be currently permitted. This includes policies that permit a broad range of residential, commercial, office, and institutional uses. This should be achieved by regulating development through objective built form standards (e.g., building height, massing, setbacks, etc.) rather than floor space ratio, with a focus on enabling mid-rise forms and permitting a broad mix of uses. This will require updating the corresponding land use provisions in the implementing by-law to align.
- **Identify the Need for Area-specific Planning and update land use regulations to implement the OP policies for intensification in priority areas:** A "one-size-fits-all" policy approach may not be suitable for all strategic growth areas. Certain areas, such as those with complex land assembly challenges or significant public realm opportunities, may benefit from a more detailed, area-specific planning process to facilitate intensification. While the City has already gone through extensive area-specific planning for PMTSAs, a number of new areas have been identified as Intensification Areas within the new OP framework and would benefit from further area-specific planning. For lands that are newly identified Intensification Areas, or those that have had permissions for some time but have

not had the market uptick, the City should assess whether some degree of City-led area-specific planning is warranted. In addition, the City should update the land use regulations that implement the priority areas for intensification; this could include updating the City's zoning by-law or through the preparation of a community planning permit by-law to support a streamlined development approval process.

3.2.2 Enabling Complete Communities

The new OP will need to integrate the policy direction included in ROPA 6 regarding the creation of complete communities. This concept refers to compact, well-connected places where people can meet their daily needs for goods, services and employment by methods of active transportation, and where other needs can be met by using direct, frequent and convenient transit.

This kind of development pattern requires neighbourhoods to be designed with a diverse mix of land uses, to provide a full range of housing to accommodate a range of incomes and household sizes. This requires sufficient population and employment density such that a broad range of services can be supported.

To implement the complete community concept, the new OP must include a comprehensive suite of integrated policy measures. The City should consider the following key elements when crafting the related policy framework:

- Recalibrate land use permissions to permit a fine-grained mix of daily-need uses (e.g., small-scale retail, services) within residential land use designations.
- Facilitate gentle intensification by removing regulatory barriers to a full range of "missing middle" housing types in all residential areas. This could include carrying forward existing permissions for "missing middle housing" (e.g., duplexes, triplexes, fourplexes, stacked and back-to-back townhouses) and additional residential units (up to three per lot for single detached, semi-detached, or street-townhouse dwellings) across residential designations.
- Mandate active, pedestrian-oriented ground floors and a mix of uses for new developments within all Strategic Growth Areas, including PMTSAs and other designated Intensification Areas.

- Prioritize active transportation (walking, cycling) and public transit in transportation planning frameworks. This could include integrating new measures or otherwise carrying forward existing measures such as modernizing parking standards to emphasize parking maximums over minimums in transit-served areas and emphasizing the importance of transportation demand management (TDM) measures for new development.
- Require highly connected street and pathway networks in new development and seek opportunities to improve connectivity in existing areas.
- Incorporate policies that target the co-location of public services (e.g., libraries, childcare, community centres) and recreation assets (e.g., parks, playgrounds or open space) near residential uses. This could include some form of quantifiable standard to guide site selection (e.g., within 400 metres).
- Integrate policies that support local food systems to increase access to healthy, local and affordable food. This could include carrying forward existing permissions for community gardens and farmers' markets within residential designations.

3.2.3 Missing Middle Housing

The new OP will need to continue to integrate and carry forward the policy direction included in ROPA 6 regarding “missing middle housing”. This concept refers to development typified by multiple unit housing, such as multiplexes, stacked townhouses, apartments, and other low-rise housing options. The intent is to facilitate “gentle density” and the provision of a diverse range and mix of housing options across the city, especially in areas well-supported by transit and with strong access to amenities. Such policies are a direct complement to those which support development of complete communities.

The successful integration of missing middle housing requires a policy framework that moves beyond simply permitting new housing types to actively enabling their construction. That framework must be grounded in the practical realities of market demand and financial feasibility. The City should consider the following key elements when crafting the related policy framework:

- **Establish Broad Permissions:** Carry forward permissions for a range of gentle density housing forms - including duplexes, triplexes, and semi-detached

dwellings or denser forms of development - within all areas designated as Neighbourhoods. A key point here is that while higher-density forms of intensification may be directed to certain areas, gentle density should be reflected across all neighbourhood areas as a means of supporting growth in an appropriate manner.

- **Guide Intensification to Secondary Streets:** Identify secondary and collector streets within Neighbourhoods as appropriate locations for a greater scale of missing middle housing (alongside the more general approach of seeing gentle density reflected across all neighbourhood areas). Explicitly permit more intensive building types, such as fourplexes, stacked townhouses, and small-scale, low-rise walk-up apartments, on lots fronting onto these streets. This approach should be viewed as an extension of the previous bullet point regarding the establishment of broad permissions for gentle density housing forms.
- **Revise Parking Standards:** Review the existing parking zones framework in alignment with the updated urban structure and reduce or eliminate minimum parking requirements for projects near transit in priority intensification areas, particularly for missing middle housing typologies.
- **Develop Context-Sensitive and Flexible Built Form Policies:** Direct the creation of objective and clear built form standards that regulate the physical configuration of missing middle development. These policies should focus on massing and other built form elements (e.g., building height, setbacks, and landscape design) to see that new development is compatible with its surrounding context without being unduly restrictive. The policies should allow for flexibility to respond to diverse market needs and household types.
- **Modernize Lot Requirements:** Review and update implementing by-laws to identify and remove restrictive minimum lot size and frontage requirements that may preclude the development of multiplexes on existing urban lots.
- **Streamline Development Approvals:** Continue to build on the successes of the Development Services review and include policies that support the creation of a streamlined and predictable development approvals process for missing middle housing projects, which are often smaller in scale and complexity than high-rise development.
- **Enable Financial Incentives:** Consider ways to establish a policy framework that enables the use of financial tools to stimulate the creation of missing middle and

affordable housing. This could include Development Charge exemptions or deferrals for certain unit types or affordable housing projects, or other approaches recommended by the City's *Enabling Missing Middle and Affordable Housing Feasibility Study*.

3.2.4 Enhanced Monitoring and Evaluation

While the City already has a robust approach to monitoring a variety of growth indicators (e.g., the *Kitchener Growth Monitoring Strategy* and *Kitchener Growth Monitoring Plan*), there are opportunities to enhance this approach by including certain social planning indicators. The intent would be to measure growth in terms of equity, access, and community well-being. Examples include the following themes or specific indicators:

- **Community Characteristics Index:** This index could be used to monitor and evaluate policy outcomes at the neighbourhood level. This would help in taking a targeted approach to addressing housing issues.
- **Housing Equity and Affordability**: A key risk to monitor is displacement and renovictions due to rising housing costs, particularly in areas near the ION system and in the Downtown.
- **Accessible Housing**: Monitoring the growth of accessible housing supply and engaging with people with lived experience to confirm the adequacy of these units for occupant needs.

Further details and recommendations are included in the *Population and Employment Forecast Update and Housing Needs Assessment Report* prepared by Watson and Dillon as part of the Kitchener 2051 project.

Appendix A

Evaluation Matrix

Kitchener 2051 Growth Scenarios Evaluation Framework

1 Reference Information

1.1 Growth Scenario – Core Assumptions

The purpose of the Core Assumptions is to communicate the technical foundations that form each scenario. These core assumptions are fixed factors in determining how we grow to 2051 and help communicate the bounds of influence in Phase 3 engagement. The Growth Scenarios Background Memo, prepared by Dillon Consulting, serves as the foundation for determining these core assumptions.

Objective	Description	Supporting Isometric Map	Public Facing Description
Support Kitchener's economy.	Lands within the Regional Employment Area will remain protected for employment functions over the long-term. Growth scenarios will consider the opportunity for economic diversification outside of employment areas and how strategic locations can serve as economic hubs.	Protected Employment Areas	**Kitchener 2051 will…** • Protect existing and plan for new jobs. • Foster economic development.
Protect and enhance the Natural Heritage System.	The delineation of Kitchener's natural heritage system as shown in the 2014 OP will remain unchanged through Kitchener 2051. Through the growth scenarios, there may be opportunities to identify ways to increase connectivity (e.g., through utility and transportation rights-of-way) and make Kitchener's green spaces more accessible to residents.	Natural Heritage System / Grand River / Countryside	**Kitchener 2051 will…** • Protect and enhance our natural areas including greenspaces and waterways.
Be future focused.	The growth scenarios should reflect a Kitchener of up to 450,000 residents by 2051 that serves as a strategic growth management tool that provides benefits to the community.	City Boundary	**Kitchener 2051 will…** • Reflect community priorities and help the City make decisions which benefit the community as we grow to be city of 450,000 residents by 2051.
Maintain growth within the existing urban area boundary.	The urban area boundary will remain consistent and unchanged from that approved through ROPA 6 across all scenarios.	Urban Area Boundary / Countryside Line Designated Greenfield Area (?)	**Kitchener 2051 will…** • Contain growth within our current urban boundary which supports our long-term financial stability and sustainable growth patterns. • Plan for new and more dense greenfield development, primarily within Southwest Kitchener. • Direct at least 60% of new growth to already built-up areas.
Greater integration of places, systems, and networks.	Provincial and Regional policy provides strong basis for connecting more people and jobs to mobility networks. The growth scenarios will consider how growth can be allocated and organized to support and leverage investment, operations, and services.	ION / Frequent Transit Network / Expressway Major Transit Station Areas	**Kitchener 2051 will…** • Plan for significant growth within our Major Transit Station Areas by carrying forward the Growing Together planning framework. • Connect more people and jobs to mobility networks such as transit and complete streets
Plan for change across the city.	The growth scenarios will recognize that all areas of Kitchener are and will continue to change in different ways over the long-term.	Neighbourhoods (or Built-Up Area)	**Kitchener 2051 will…** • Plan for change across the city's neighbourhoods in ways that support current and future residents.

Objective	Description	Supporting Isometric Map	Public Facing Description
		Growth Scenarios Composite 1. **Nodes & Corridors** 2. **Supporting Transit (Urban Centres + Expanded MTSAs)** 3. **Evolving Neighbourhoods**	

1.2 Community Values Based on Engagement

	Community Value	Description
Indigenous Perspectives	Affordability	Affordability and the rising cost of living are major challenges. Kitchener 2051 is an opportunity to plan a city where everyone, regardless of income, can live, work, and play.
	Access & Inclusion	It is important to provide equitable access throughout Kitchener's neighbourhoods to public spaces, parks, shops, jobs, and community facilities & programs. Kitchener 2051 is an opportunity to provide access to these places for all.
	Thoughtful & Resilient Growth	Where and how we grow requires careful balancing of trade-offs, with a focus on the future. Kitchener 2051 should reflect how city building topics, like housing, transportation, climate, and an aging population, are connected.
	Mutual Care & Belonging	Imagine a city where everyone prospers, and no one is left behind. Kitchener 2051 should continue to build a city for everyone where, together, we take care of the world around us – and each other.
	Safe & Sustainable Mobility Options	Where we live, work, and play and the distance in between has significant impacts on how we move around the city. Kitchener 2051 should focus on providing safe and sustainable ways to get around for pedestrians, cyclists, transit users, and drivers throughout the city & beyond.

1.3 Community Parameters

The purpose of the community parameters is to frame a series of parameters which will form the basis of community engagement as part of the growth scenarios evaluation – facilitating conversations with the community about trade-offs, opportunities, or questions about how and where Kitchener will grow in the future. The community parameters are not intended to lead someone towards a 'preferred scenario' but rather to understand the community's priorities that the Project Team will consider in developing a preferred composite scenario and weighting of technical evaluation criteria.

- It is important that I have access to shops and services that serve my neighbourhood, like places to buy groceries or grab a coffee, within a short walk, roll, or bike ride from home.
- It is important that I be able to live in my neighbourhood throughout different stages of life.
- It is important that I live near transit routes that come frequently enough to not have to check a schedule during the week.
- It is important that I live near trails with year-round access.
- It is important that I have park or natural area within a short walk from home.
- It is important that we find ways to add new trees as we grow.
- It is important that every neighbourhood include spaces to work, shop, gather, and build community.
- It is important that there are places throughout the city beyond Downtown where I can enjoy community events and local arts and culture.
- It is important that there are good job opportunities within a short walk, roll, bike, or transit ride from home.

2 Evaluation Parameters & Criteria

2.1 Objective 1: Support Kitchener's economy

2.1.1 Objective description

Lands within the Regional Employment Area will remain protected for employment functions over the long-term. Growth scenarios will consider the opportunity for economic diversification outside of employment areas and how strategic locations can serve as economic hubs.

2.1.2 Evaluation Criteria

Criteria ID	Criteria The degree to which the approach to growth…	What will be measured	Scoring / Outcomes			
			Approach 1	Approach 2	Approach 3	Summary
1-1	Protects or enhances the Regional Employment Areas (identified in the ROPA 6) and supports the longevity of these areas for continued job growth	• # and % of population planned within 300 m of the Regional Employment Area (intended to address land use compatibility)	16,148 people	3,060 people	3,181 people	• Substantial differences between approaches • Approach 2 and Approach 3 are most preferred • Approach 1 is least preferred
1-2	Enables job growth outside of defined employment areas to help the city adapt to the future of work	• # of jobs located outside of Regional Employment Lands (identified in ROPA 6)	19,578	19,765	17,965	• Minimal differences between approaches • Approach 1 and Approach 2 are most preferred • Approach 3 is least preferred
1-3	Supports a better balance of jobs and housing across the City to reduce long distance and automobile-based commuting and greenhouse gas emissions	• % of population within 30 minutes of trip time via transit to lands designated for employment uses	64.9%	66.1%	63.7%	• Minimal differences between approaches • Approach 2 is most preferred • Approach 3 is least preferred

Criteria ID	Criteria The degree to which the approach to growth…	What will be measured	Scoring / Outcomes			
			Approach 1	Approach 2	Approach 3	Summary
1-4	Minimizes congestion on truck routes	• Increased vehicle volume versus capacity (V/C) on truck routes (based on transportation model)	Most population and employment adjacent to truck routes	Middle population and employment adjacent to truck routes	Least population and employment adjacent to truck routes	• Minimal differences between approaches • Approach 2 is most preferred

2.2 Objective 2: Protect and enhance the Natural Heritage System

2.2.1 Objective description

The delineation of Kitchener's natural heritage system as shown in the 2014 OP will remain unchanged through Kitchener 2051. Through the growth scenarios, there may be opportunities to identify ways to increase connectivity (e.g., through utility and transportation rights-of-way) and make Kitchener's green spaces more accessible to residents.

2.2.2 Evaluation Criteria

Criteria ID	Criteria The degree to which the approach to growth…	What will be measured	Scoring / Outcomes			
			Approach 1	Approach 2	Approach 3	Summary
2-1	Protects the City's ground water and surface water features, including significant ground water recharge areas	• # and % of population and employment growth within each Wellhead Protection Sensitivity Area (WPSA) and Surface Water Intake Protection Zones	**Surface Water Intake Protection Zones** 3,123 residents 1,298 jobs **Wellhead Protection Sensitivity Area (WPSA) Zone** Zone 1: Zone 2: Zone 3: 174 people Zone 4: 6,116 people; 2,699 jobs Zone 5: 423 people; 359 jobs Zone 6: Zone 7: 7,104 people; 2,006 jobs Zone 8: 23,709 people; 7,343 jobs	**Surface Water Intake Protection Zones** 2,079 residents 806 jobs **Wellhead Protection Sensitivity Area (WPSA) Zone** Zone 1: Zone 2: Zone 3: Zone 4: 420 jobs Zone 5: Zone 6: Zone 7: 7,853 people; 2,836 jobs Zone 8: 34,226 people; 11,329 jobs	**Surface Water Intake Protection Zones** 1,870 residents 1,094 jobs **Wellhead Protection Sensitivity Area (WPSA) Zone** Zone 1: 2,749 people; 735 jobs Zone 2: 2,905 people; 1,227 jobs Zone 3: Zone 4: 6,853 people; 2,211 jobs Zone 5: 2,793 people; 737 jobs Zone 6: Zone 7: 8,296 people; 2,563 jobs Zone 8: 21,898people; 4,188 jobs	• Notable differences between results • Approach 2 is most preferred • Approach 1 is least preferred
2-2	Protects and preserves the urban tree canopy	• Total area of forest canopy	*Results not available*	*Results not available*	*Results not available*	*Results not available*

2.5 Objective 3: Be future focused

2.5.1 Objective description

The growth scenarios should reflect a Kitchener of up to 450,000 residents by 2051 that serves as a strategic decision-making tool that provides benefits to the community.

2.5.2 Evaluation Criteria

Criteria ID	Criteria The degree to which the approach to growth...	What will be measured	Scoring / Outcomes			
			Approach 1	Approach 2	Approach 3	Summary

3-1	Optimizes the use of existing and planned water/wastewater infrastructure	• % of new residential units and jobs that are within areas with existing and planned infrastructure (water, wastewater capacity)
		  ○ Per capita demand
		  ○ Max day demand peaking factor
		  ○ Servicing Criteria
		  ▪ Pressure
		  ▪ Headloss
		  ▪ Fire Flow
			Water: 98%
			
			Wastewater: 100%
				Water: 98%
				
				Wastewater: 100%
					Water: 91%
					
					Wastewater: 100%
						Water:
						• This is the % of scenario-specific growth that that has available pressure and fire flow within the preferred range under existing and planned infrastructure conditions.
						• Moderate differences between approaches
						• Approach 1 and Approach 2 most preferred
						
						Wastewater:
						• The % of scenario-specific making use of planned interventions in the ISAN-MP 2024. Growth values provided for this study were lower than what was used in ISAN-MP.
						• No differences between approaches

3-2	Optimizes the use of existing and planned road infrastructure	• Average road utilization factor based on vehicle kilometres traveled	0.400	0.396	0.404	• Minimal differences between each growth scenario, and each scenario operates well given V/C of 0.4
3-3	Reduces costs of new infrastructure	• Total order of magnitude cost of new infrastructure required to support growth (transportation, water and wastewater)	Water: 1.0 Wastewater: 1.0	Water: 1.7 Wastewater: 1.0	Water: 3.0 Wastewater: 1.0	Water: • Relative cost of local watermain upgrades required to meet fire flow at scenario-specific growth buildings. • Notable differences between approaches • Approach 3 is least costly, Approach 1 is most costly Wastewater: • No upgrades needed on all approaches, beyond what was proposed in ISAN-MP. Planned upgrades CB-6 and CB-7 of the ISAN-MP are no longer required • No differences between approaches

Criteria ID	Criteria The degree to which the approach to growth...	What will be measured	Scoring / Outcomes			
			Approach 1	Approach 2	Approach 3	Summary
3-4	Minimizes long term operations and maintenance costs	• Any known operational issues associated with servicing needs to accommodate growth • Estimated operation and maintenance costs for bus service	Increased service for corridors $766.9M	Increased rapid transit $767.0M	Increased local service $758.0M	• Moderate differences between approaches • Approach 1 and Approach 2 are preferred
3-5	Optimizes the use of existing and planned schools	• # and % of population within 800 metres of existing elementary and high schools; and • # and % of population within 400 metres of existing elementary and high schools	**800m** 49,132 people **400m** 16,807 people	**800m** 54,601 people **400m** 30,197 people	**800m** 49,888 people **400m** 27,328 people	• Moderate differences between results at 800m distance • Substantial differences at 400m distance • Approach 2 is most preferred • Approach 1 is least preferred
3-6	Optimizes the use of existing parks and sports fields	• % of population within 800 metres of existing parks and sports fields; and • % of population within 400 metres of existing parks and sports fields	**800m** 55,798 people **400m** 40,054 people	**800m** 55,979 people **400m** 50,413 people	**800m** 56,272 people **400m** 51,564 people	• Minimal differences between results at 800m distance • Substantial differences at 400m distance • Approach 3 is most preferred • Approach 1 and Approach 2 are least preferred
3-7	Optimizes the use of existing and planned libraries and community centres	• % of population within 2.5 kilometres of existing and planned libraries and community centres; and • % of population within 1.25 kilometres of existing and planned libraries and community centres	**2.5km** 53,876 people **1.25km** 39,435 people	**2.5km** 55,979 people **1.25km** 55,520 people	**2.5km** 54,942 people **1.25km** 41,245 people	• Minimal differences between results at 2.5km distance • Substantial differences at 1.25km distance • Approach 2 is most preferred • Approach 1 is least preferred
3-8	Optimizes the use of existing and planned retail food uses	• % of population within 800 metres of existing and planned retail food stores	*Results not available*	*Results not available*	*Results not available*	*Results not available*
3-9	Minimizes carbon emissions through support for a variety of built forms, compact growth and intensification	• Overall GHG emissions (units of measurement to be confirmed) • GHG emissions per capita (units of measurement to be confirmed)	Total: 424.1 Tonne CO2e Per Capita: 1.0 Tonne CO2e/person	Total: 422.0 Tonne CO2e Per Capita: 1.0 Tonne CO2e/person	Total: 421.1 Tonne CO2e Per Capita: 1.0 Tonne CO2e/person	• Negligible differences between approaches
3-10	Maximizes the energy efficiency associated with the built environment	• Energy consumption per capita	37.2 GJ/Person	37.1 GJ/Person	37.0 GJ/Person	• Negligible differences between approaches
3-11	Maximizes energy efficiency associated with transportation activities	• Energy consumption for transportation per capita	Total (all fuel types): 1.5 Tonne CO2e	Total (all fuel types): 1.48 Tonne CO2e	Total (all fuel types): 1.5 Tonne CO2e	• Negligible differences between approaches
3-12	Maximizes energy efficiency associated with building heating/cooling activities	• Energy consumption for heating and cooling per capita	1190.32 GJ (thousands)	1173.16 GJ (thousands)	1182.52 GJ (thousands)	• Negligible differences between approaches

Criteria ID	Criteria The degree to which the approach to growth...	What will be measured	Scoring / Outcomes			
			Approach 1	Approach 2	Approach 3	Summary
3-13	Provides an opportunity for alternate energy opportunities, such as district energy	• Share of new dwellings which achieve a given threshold for viability of district energy (based on energy/heating densities)	*Results not available*	*Results not available*	*Results not available*	*Results not available*
3-14	Addresses risk and vulnerability of the built environment to extreme weather and changing climate patterns, including heat, precipitation and flooding/property damage	• Total impermeable surface area	*Results not available*	*Results not available*	*Results not available*	*Results not available*
3-15	Influences household energy costs and vulnerability to energy system change	• Energy costs per household	*Results not available*	*Results not available*	*Results not available*	*Results not available*
3-16	Enables opportunities for renewable energy generation	• # of dwellings in proximity to waste heat or potential geothermal locations • # of jobs in proximity to waste heat or potential geothermal locations	*Results not available*	*Results not available*	*Results not available*	*Results not available*
3-17	Requires a shift in mode share beyond what is being planned for	• Delta between scenario mode share vs. mode share being planned for in existing transportation plans	Auto: 37.1%, Transit: 52.0% Active Transportation: 10.9%	Auto: 36.9% Transit: 52.1% Active Transportation: 11.0%	Auto: 37.6% Transit: 51.5% Active Transportation: 10.9%	• Negligible differences between approaches

2.5.3 Other commentary

2.5.3.1 CIMA+

There are areas of the system which are supplied by single non-redundant watermains. The following scenario specific growth is in these areas:

- 1% of scenario 1
- 0% of scenario 2
- 2% of scenario 3

2.5.3.2 Watson

Regarding assessment and tax revenue, any potential differences between the growth scenarios in assumed tax revenues would be nominal due to the population and employment forecast being almost the same for each scenario.

Regarding capital and lifecycle costs for infrastructure, the differences between the growth scenarios are nominal.

Regarding operating costs and revenues, the operating costs for each growth scenario can be assumed to be the same due to the capital needs being the same across each scenario (acknowledging minor differences in costs for water infrastructure).

Overall, it should be assumed that each of the three growth scenarios will have the same relative financial impact on the City.

2.6 Objective 4: Plan for change across the city

2.6.1 Objective description

The growth scenarios will recognize that all areas of Kitchener are and will continue to change in different ways over the long-term, with a consistent population and employment forecast.

2.6.2 Evaluation Criteria

Criteria ID	Criteria The degree to which the approach to growth…	What will be measured	Scoring / Outcomes			
			Approach 1	Approach 2	**Approach 3**	**Summary**

4-1	Supports the objective of enabling development of additional neighbourhood retail and grocery store uses.	• % of total land area with a density of at least 75 persons and jobs per hectare
		  ○ Based on Census Dissemination Area (CDA) mapping
		  ○ Existing Census Data; Proposed Scenario densities; and cumulative existing + scenario
			88 out of 321 CDAs have a density of at least 75 ppj/ha	82 out of 321 CDAs have a density of at least 75 ppj/ha	86 out of 321 CDAs have a density of at least 75 ppj/ha	• Minimal differences between approaches
						• Approach 1 is most preferred

4-2	Accommodates growth within the city's most situationally vulnerable areas.	• % of population within areas classified as falling within quintile 4 and quintile 5 of the "Situational Vulnerability" dimension using the Canadian Index of Multiple Deprivation: Ontario data from 2021	*Results not available*	*Results not available*	*Results not available*	*Results not available*
4-3	[Understand where each of the scenarios allocates new growth in the context of the City's Demographic (Inequity) Index classes.	• % and # of population within each Class of the Demographic (Inequity) Index using the data compiled by Dillon Consulting as part of the Social Planning Chapter Figure 11-4: Demographic Inequities In Kitchener.	**CUMULATIVE** Class 1: 16% @ 95k people and jobs Class 2: 20% @ 119k people and jobs Class 3: 18% @ 106k people and jobs Class 4: 21% @ 124k people and jobs Class 5: 25% @ 149k people and jobs Class 1 + Class 2 = 36% Class 4 + Class 5 = 46%	**CUMULATIVE** Class 1: 16% @ 96k people and jobs Class 2: 21% @ 123k people and jobs Class 3: 16% @ 95k people and jobs Class 4: 21% @ 126k people and jobs Class 5: 26%@ 152k people and jobs Class 1 + Class 2 = 37% Class 4 + Class 5 = 47%	**CUMULATIVE** Class 1: 17% @ 102k people and jobs Class 2: 21% @ 122k people and jobs Class 3: 18% @ 106k people and jobs Class 4: 20% @ 119k people and jobs Class 5: 24% @ 143k people and jobs Class 1 + Class 2 = 38% Class 4 + Class 5 = 44%	• Minimal differences between approaches. • Approach 2 has the most amount of people and jobs in areas with the most inequity. • Approach 3 has the most amount of people and jobs in areas with the least inequity.

Criteria ID	Criteria The degree to which the approach to growth…	What will be measured	Scoring / Outcomes			
			Approach 1	Approach 2	**Approach 3**	**Summary**

4-4	[Understand where each of the scenarios allocates new growth in the context of the City's CMHC (Proximity) Index classes.	• % and # of population within each Class of the CMHC (Proximity) Index using the data compiled by Dillon Consulting as part of the Social Planning Chapter Figure 11-5: Proximity Index for Kitchener.
		• Measures proximity to the following types of community assets:
		  ○ employment
		  ○ transit
		  ○ childcare centres
		  ○ grocery stores
		  ○ health services (including hospitals)
		  ○ libraries
		  ○ pharmacies
		  ○ primary and secondary schools
		  ○ municipal parks
			Class 1: 36% @ 213k people and jobs
			Class 2: 15% @ 90k people and jobs
			Class 3: 12% @ 73k people and jobs
			Class 4: 15% @ 86k people and jobs
			Class 5: 22% @ 132k people and jobs
			
			Class 1 + Class 2 = 51%
			Class 4 + Class 5 = 37%
				Class 1: 32% @ 189k people and jobs
				Class 2: 14% @ 84k people and jobs
				Class 3: 12% @ 71k people and jobs
				Class 4: 17% @ 99k people and jobs
				Class 5: 25% @ 149k people and jobs
				
				Class 1 + Class 2 = 46%
				Class 4 + Class 5 = 42%
					Class 1: 36% @ 211k people and jobs
					Class 2: 15% @ 86k people and jobs
					Class 3: 14% @ 82k people and jobs
					Class 4: 15% @ 87k people and jobs
					Class 5: 21% @ 125k people and jobs
					
					Class 1 + Class 2 = 50%
					Class 4 + Class 5 = 36%
						• Moderate differences between approaches
						• Approach 1 has the most amount of people and jobs in areas with the least proximity to community assets.
						• Approach 2 has the most amount of people and jobs in areas with the most proximity to community assets.

2.7 Objective 5: Greater integration of places, systems, and networks

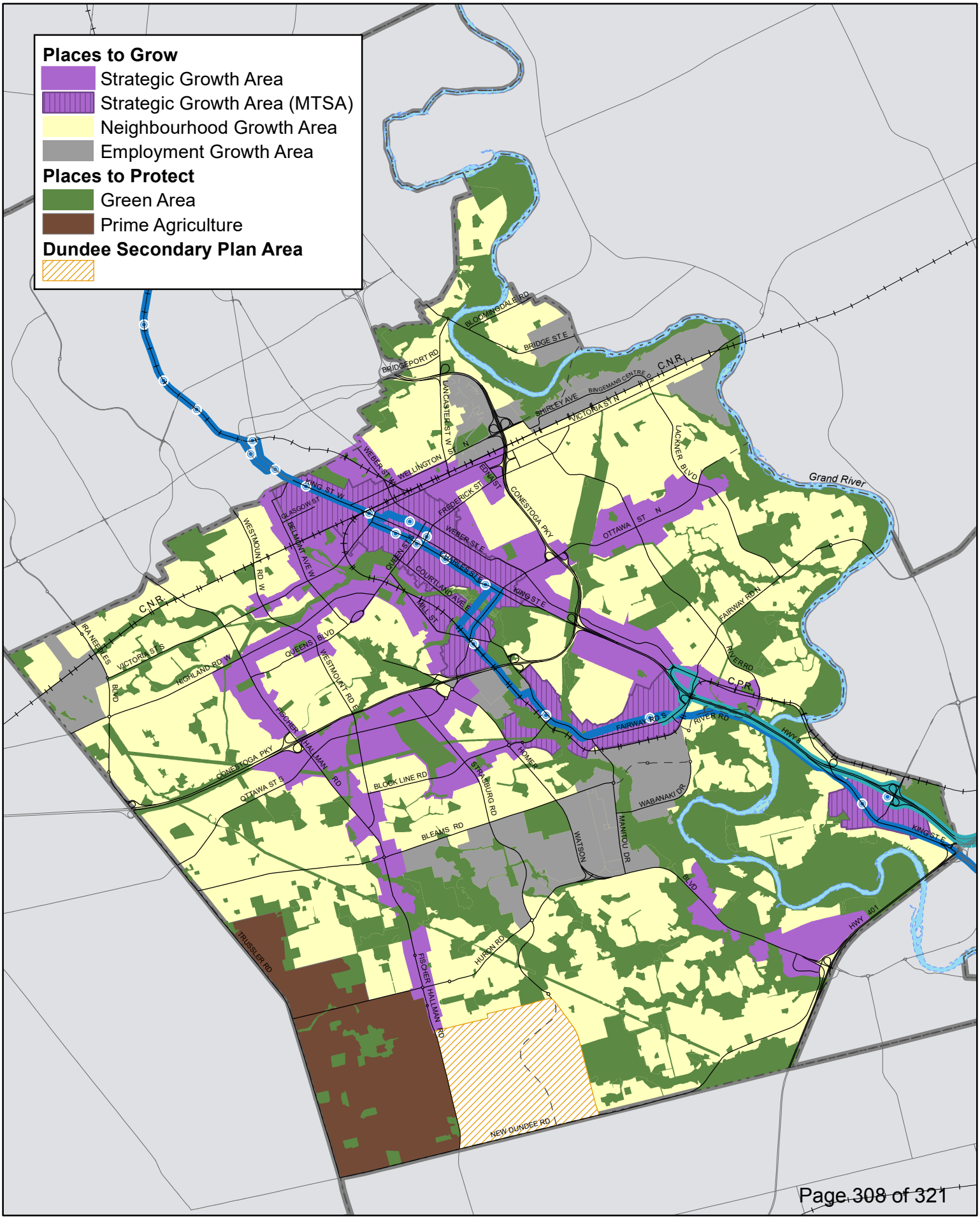
2.7.1 Objective description

Provincial and Regional policy provides strong basis for connecting more people and jobs to mobility networks. The growth scenarios will consider how growth can be allocated and organized to support and leverage investment, operations, and services.

2.7.2 Evaluation Criteria

Criteria ID	Criteria The degree to which the growth scenario…	What will be measured	Scoring / Outcomes			
			Approach 1	Approach 2	Approach 3	Summary
5-1	Allows for easy access to public transit	• % of population within 400 metres of transit stop	97.6%	91.2%	90.8%	• Moderate differences between approaches • Approach 1 is most preferred • Approach 3 is least preferred
5-2	Allows for growth to be efficiently serviced by expansions to the transit network	• % of population growth that is above 80 people and jobs/ha density • % of population and employment growth within 500 metres of the Regional Intensification Corridor	11.63%	13.60%	10.48%	• Minimal differences between approaches • Approach 2 is most preferred • Approach 3 is least preferred
5-3	Allows for easy access to places of work via public transit	• % of jobs within 400 metres of transit stop	97.5%	96.6%	96.5%	• Negligible differences between approaches
5-4	Allows for easy access to frequent public transit	• % of population within 500 metres of frequent transit service stops	76%	76%	72%	• Minimal differences between approaches • Approach 1 and Approach 2 are most preferred • Approach 3 is least preferred
5-5	Maximizes access to active transportation routes	• % of population within 200 metres of the spine trail network identified in the All Ages and Abilities network in the CTMP	56.9%	54.8%	50.6%	• Minimal differences between approaches • Approach 1 is most preferred • Approach 3 is least preferred
5-6	Minimizes vehicle kilometres traveled	• # of vehicle kilometres traveled on different kinds of roads • # of vehicle kilometres traveled based on average speed (GHG)	Moderate VKT (185,098 veh-km)	Least VKT (183,475 veh-km)	Most VKT (187,629 veh-km)	• Minimal differences between approaches • Approach 2 is most preferred • Approach 3 is least preferred
5-7	Supports multi-modal access and connectivity outside of the City and to other regions	• % population and employment growth within 800 metres of the GO station	8.12%	8.62%	7.89%	• Negligible differences between approaches
5-8	Provides access to commercial areas	• % of population growth within 500 metres of a commercial node	44,096 people	39,197 people	28,867 people	• Substantial differences between approaches • Approach 1 is most preferred

Kitchener 2051 - Preferred Approach to Growth



REPORT TO:	**Planning and Strategic Initiatives Committee**
DATE OF MEETING:	**August 11, 2025**
SUBMITTED BY:	**Garett Stevenson, Director of Development and Housing Approvals, 519-783-8922**
PREPARED BY:	**Simon Latam, Parks Planning & Development Project Manager, 519-783-8030**
WARD(S) INVOLVED:	**All Wards**
DATE OF REPORT:	**July 24, 2025**
REPORT NO.:	**DSD-2025-331**
SUBJECT:	**Parkland Acquisition Strategy**

RECOMMENDATION:

That staff be directed to develop a Parkland Acquisition Strategy and report back to Council prior to March 31, 2026, as outlined in DSD-2025-331.

REPORT HIGHLIGHTS:

- The purpose of this report is to;
    - Launch the Parkland Acquisition Strategy project with Council,
    - Share early draft criteria for parkland acquisition, and
    - To solicit early feedback from Council for staff to consider in the development of the strategy.
- There will be no financial implications for this year. Staff will review the budget in 2026 and report back prior to the 2027 budget.
- This report supports **Cultivating a Green City Together: Focuses a sustainable path to a greener, healthier city; enhancing & protecting parks & natural environment while transitioning to a low-carbon future; supporting businesses & residents to make climate-positive choices.**

BACKGROUND:

The City of Kitchener is experiencing sustained population growth and increasing urban intensification, particularly in our protected major transit station areas (PMTSAs). As development continues, the availability of suitable, well-located land for park acquisition is diminishing. With this comes increased difficulty in meeting the community's growing need for accessible, high quality green spaces. This challenge is intensified by parkland distribution, with some neighbourhoods being currently underserved, resulting in critical needs areas. *Bill 23: More Homes Built Faster Act, 2022* has introduced substantial

reductions to the Planning Act provisions related to parkland dedication rates and imposed new caps on cash-in-lieu contributions.
Given the continued growth anticipated, and the limited parkland dedication fees expected through development applications, there is a need to develop a parkland acquisition strategy that intentionally plans for future parkland acquisition that supports a healthier, more equitable and climate resilient city. This strategy will build off the baseline parkland provision analysis and criteria for parkland acquisition established in Spaces (2022) and the Development Manual, allowing the City to fulfill the need to pursue acquisitions more purposefully and creatively, and ultimately meeting the objectives set out in the Council endorsed Parks Strategic Plan. A comprehensive Parkland Acquisition Strategy will identify priority areas for park investment, develop a financial model for acquisition, develop a system of weighted criteria for staff to use to balance location, size, and construction and operational priorities for assessing acquisition opportunities and garner alignment across various internal departments for efficient decision making on future park opportunities, so that staff can act strategically when opportunities arise.

REPORT:

Parkland Acquisition Strategy Launch

Staff have now begun work to develop a new Parkland Acquisition Strategy, which is listed as an action item in the City's 2023-2026 Strategic Plan under Cultivating a Green City Together. The Strategy is expected to provide a clear, evidence-based framework to guide how and where the City acquires new parkland. It will also provide the framework necessary for Council to make informed, prioritized park investment decisions, respond strategically to funding and land constraints, and strive for equitable access to park space across all neighbourhoods; particularly in high-growth and underserved areas. The strategy will also explore new and innovative approaches to acquiring and leveraging land, enabling the City to build a resilient, connected, and inclusive park system.

A Project Advisory Team has been established with internal staff members from various Divisions, including Housing and Planning Policy, Development and Housing Approvals, Economic Development, Parks and Cemeteries, Legal and Corporate Services.

Mechanisms to Acquire Parkland

As part of the strategy development, staff are currently exploring various mechanisms for the City to acquire and/or establish more park land, including, but not limited to;

- Acquiring new lands through development applications,
- purchasing privately owned lands,
- repurposing existing City-owned lands,
- entering into long-term lease,
- establishing partnerships with the GRCA, school boards and other branches of government,
- gifted or donated lands, and
- Privately Owned Public Spaces (POPS).

Draft Evaluation Criteria

Staff have also drafted criteria for evaluating lands for parks purposes, which will be utilized to evaluate lands through any acquisition mechanism including, but not limited to those listed above. There are four levels of criteria: Mandatory, Primary, Secondary and Tertiary:

- Mandatory criteria must be met for any acquisition mechanism,
- Primary and Secondary criteria will receive a weighted score and include a threshold that must be met for lands to be considered.
- Tertiary criteria will not be weighted, however the criteria will be considered as an asset to the overall acquisition and will assist in meeting other City goals and initiatives.

The draft criteria is attached below. Please note that primary, secondary, and tertiary criteria may be weighted differently across our land acquisition mechanisms, in response to variation in anticipated timelines and budget implications.

<table>
<tr><th>Category</th><th>Criteria</th><th>Benchmark</th></tr>
<tr><td rowspan="2">Mandatory</td><td>Programmable, tablelands* (Yes or no)
- Lands that are outside of:
o Hazardous or flood prone lands
o Wetlands and woodlots retained for conservation purposes
o Steep or unstable slopes
o Any land having unsuitable or unstable soil conditions
o Valley lands, watercourse corridors, environmental constraint lands, setbacks and buffers
*while non-table lands may be considered for passive recreation, they do not meet the City’s criteria for park land</td><td>YES / NO</td></tr>
<tr><td>Free and clear of all encumbrances*, in current or remediated state
- Any land containing an easement, encumbrance, encumbrance on title, contaminants, restrictive convenance, long term obligations and/or agreement or right-of-use that limits or restricts the City’s use of land, including but not limited to utilities infrastructure
*consideration will be given to encumbered lands where alternative arrangements may be made to resolve constraints</td><td>YES / NO</td></tr>
<tr><td colspan="3">If both criteria are ‘yes’ proceed to primary criteria</td></tr>
</table>

Category	Criteria	Benchmark
Primary	Is the site within a Community with a park acquisition priority? - Critical - High - Medium - Low	Score will be assigned to each category; Score will weighted towards communities with higher priority
	Is the site an appropriate size* to achieve one of five park size classification in the Parks Master Plan? - Micro (<0.1 ha) - Parkette (0.1-0.5 ha) - Small (0.5-1.5 ha) - Medium (1.5-3.0 ha) - Large (3.0-10.0 ha) **Acquisition of vast (10.0 ha +) may be considered under a separate individual project and may require further consideration outside of this framework*	Score will be assigned to each category; Score will be weighted towards parcels that are sized based on desired park classification.
	Does the site have frontage onto public roads? - *Thresholds to be determined*	Score based on proportion of site with public frontage that allows for views in and out of the future park and mitigates any CPTED concerns. Road typology to be considered in score.
	Is there an opportunity to consolidate/aggregate with adjacent parcels? - Yes - No	Score will allow for parcels that don't meet size or frontage criteria to be considered further, or where additional lands can be consolidated with existing City-owned lands
Note: These criteria must meet a certain 'score' based on weighted value to move on to secondary criteria. If 'score' is met, proceed to Secondary Criteria.		

Category	Criteria	Benchmark
Secondary	Shape: Does the site configuration allow for programable park space? - Square or rectangle parcels are preferred for park programming	Score provided higher for parcels with regular configuration/ease of programmability
	Grading: Is the site generally flat, well drained and graded in a way that is suitable for intended facilities and use by the public for play and recreation activities?	*Score to be determined.*
	Utility Connections: Does this site have access to services? If not, can servicing be provided? - Access to stormwater (Yes or no) - Access to water service (Yes or no) - Access to sanitary sewer (Yes or no) - Access to electrical service (Yes or no)	*Score to be determined. Yes/no?*
Note: These criteria must meet a certain 'score' based on weighted value to move on to tertiary criteria. If 'score' is met, proceed to Tertiary Criteria.		

Category	Criteria	Benchmark
Tertiary	What is the existing use? Existing buildings or structures?	
	Does this site enhance existing natural or built features?	
	Does this site complement existing recreational features and assets within the community? - Can the site accommodate a facility that is needed per a strategic action or plan (ex. Parks Strategic Plan or Leisure Facilities Master Plan.	
	Suitable for future community needs? - Demographics? - What is the demand of this park?	
	Is this site located within an area with a high number of employees, students, or tourists?	
	Does the site have cultural significance?	
	Does the site currently have significant tree canopy? Will the site help to implement the Sustainable Urban Forest Strategy?	
	Is this site located within a priority sub watershed area?	
	Is this site located within an area with high heat disparity?	
For tertiary, these criteria are desirable (nice to have) but not required. Consideration around a benchmark that 3 items must apply.		
Overall Score:		

Out of Scope

The new Parkland Acquisition Strategy will continue to focus on acquiring park land, as defined in the Park Dedication By-Law (Chapter 273) as lands for parks and other public recreational purposes. The strategy is not proposed to include an approach for acquiring open space lands which serve various environmental functions, as these lands do not typically meet the criteria for park land and there are other mechanisms (such as the Natural Area Acquisition Fund) to acquire these lands.

Additionally, the Parkland Acquisition Strategy will not include acquisition of non-park facilities, such as recreation centres or libraries. Detailed park design and programming, as well as operation and maintenance planning will also not be included within the scope of this project.

It is anticipated that the Parkland Acquisition Strategy will not include parcels over ten hectares in size, as classified as Vast in Spaces 2022. Parcels over ten hectares in size will be evaluated through a separate site specific process as a different level/type of analysis is required to properly consider such large parcels.

STRATEGIC PLAN ALIGNMENT:

This report supports **Cultivating a Green City Together: Focuses a sustainable path to a greener, healthier city; enhancing & protecting parks & natural environment while transitioning to a low-carbon future; supporting businesses & residents to make climate-positive choices.**

FINANCIAL IMPLICATIONS:

Capital Budget – No impacts to the 2025 or 2026 Capital Budget are anticipated.

As part of the Parkland Acquisition Strategy, staff will be undertaking a full financial analysis of different funding models/options for further consideration which may include utilizing funding from the tax base, Provincial and Federal grants, public/private partnerships, as well as others. Staff will report back on recommendation financial tools with the Parkland Acquisition Strategy, which may be implemented through Budget 2027. The financial analysis will also include an evaluation of the impact of land prices on the feasibility of land acquisition and impacts to the overall park land reserve/budget. Further analysis is needed to define the target range of land costs to meet the City's parkland target based on a market value approach. In addition to market value land costs, there are additional costs to develop and maintain new parks.

Operating Budget – The recommendation has no impact on the 2025 Operating Budget. Park improvements and ongoing operation and maintenance for new parks will have impacts on future operating budgets which will be further evaluated through the acquisition process.

The current balance of the Parkland Acquisition Fund is as of July 10, 2025 is $18,885,343.00.

COMMUNITY ENGAGEMENT:

The strategy will be part of the implementation of the Parks Master Plan which has undergone significant engagement.

Staff are proposing to engage Council through working sessions later this summer and fall as the full strategy is being developed. The strategy will be presented to Council for final consideration in Q1 of 2026.

Any financial considerations for the strategy will be included as part of Budget 2027.

PREVIOUS REPORTS/AUTHORITIES:

- INS-2022-224 - Places & Spaces – Park Strategic Plan and Park Dedication Update
- CAO-2023-337 - 2023-2026 Strategic Plan Development – Proposed Strategic Plan Content
- INS-2025-142 - Places & Spaces Parks Master Plan

REVIEWED BY: Sandro Bassanese, Manager, Site Plan
Mark Parris, Manager, Parks and Open Space
Jeff Silcox-Childs, Director, Parks and Cemeteries

APPROVED BY: **Barry Cronkite, Acting General Manager, Development Services**

ATTACHMENTS:

- Attachment 1 – Inventory of Existing Parks (Spaces, Parks Master Plan)

Existing Park Inventory

Current Park Status

The City is home to more than 1,700 hectares of park and open space. More than half of this are 'natural' areas – woodland and forests, creeks and wetlands that provide passive recreational opportunities such as walking and hiking, and home to countless types of wildlife.

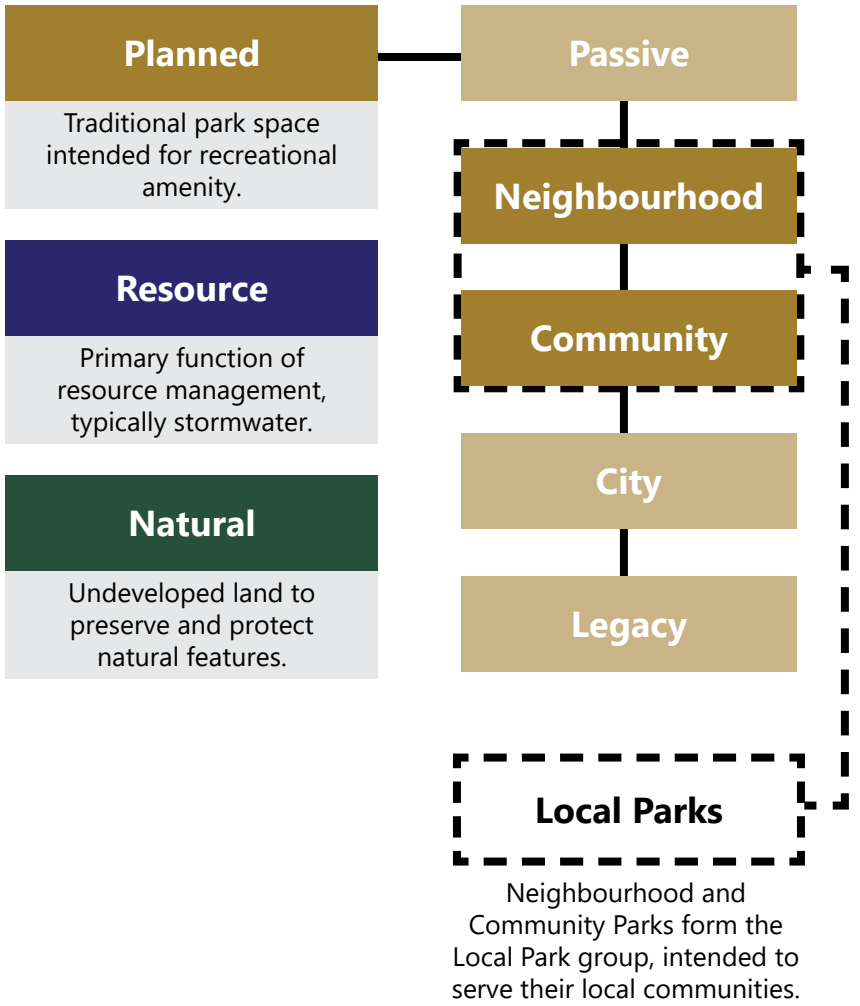
The balance, about 40%, makes up the Planned Park System and reflects what community may often associate with a City Park – more actively maintained and used spaces for things like sports, community gathering and festivals and facilitated play.

Other Open Spaces

Many other types of open space exist – urban plazas, hydro corridors and school yards all add and support outdoor recreation opportunities in each community.

These Spaces are incredibly important to community and Spaces reflects on that. These spaces are often managed and owned by other organizations, and it is critical to understand their use is *in addition to* a publicly owned and operated parks system.

Updated Park Categories



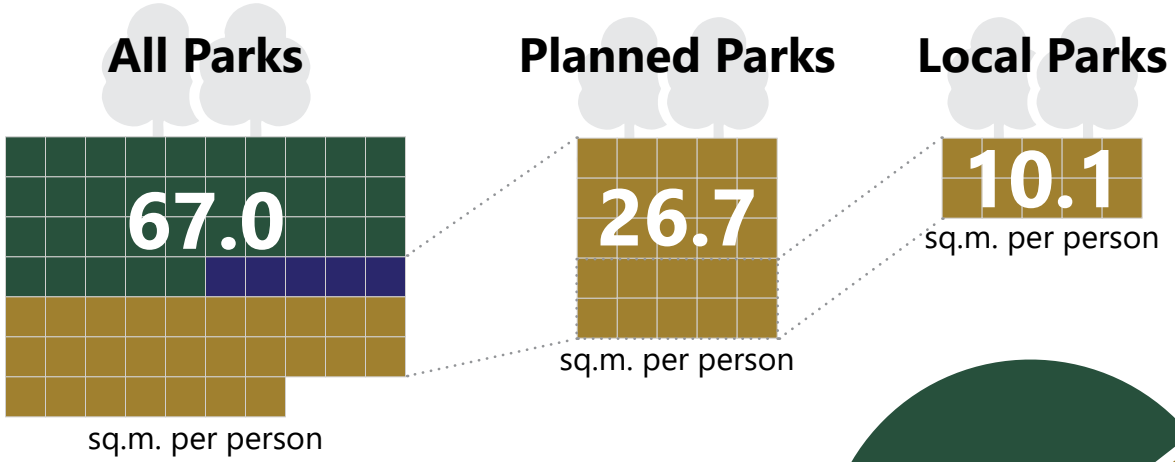
Neighbourhood and Community Parks form the Local Park group, intended to serve their local communities.

Existing Park Inventory

How Much Parkland is There?

Kitchener has approximately 10 square meters of local parks per person that lives here. If ever resident in Kitchener visited their local park, each person would have an area about the size of the average bedroom to be in!

Local parks are the backbone of the park system and provide the daily experience for walking the dog or passing through on your way to work or school. In total more than 200 park spaces can be found across the City, ranging from vast sites like Huron Natural Area to small neighbourhood parks like Hibner Green.



Total Hectares of Parkland per Category

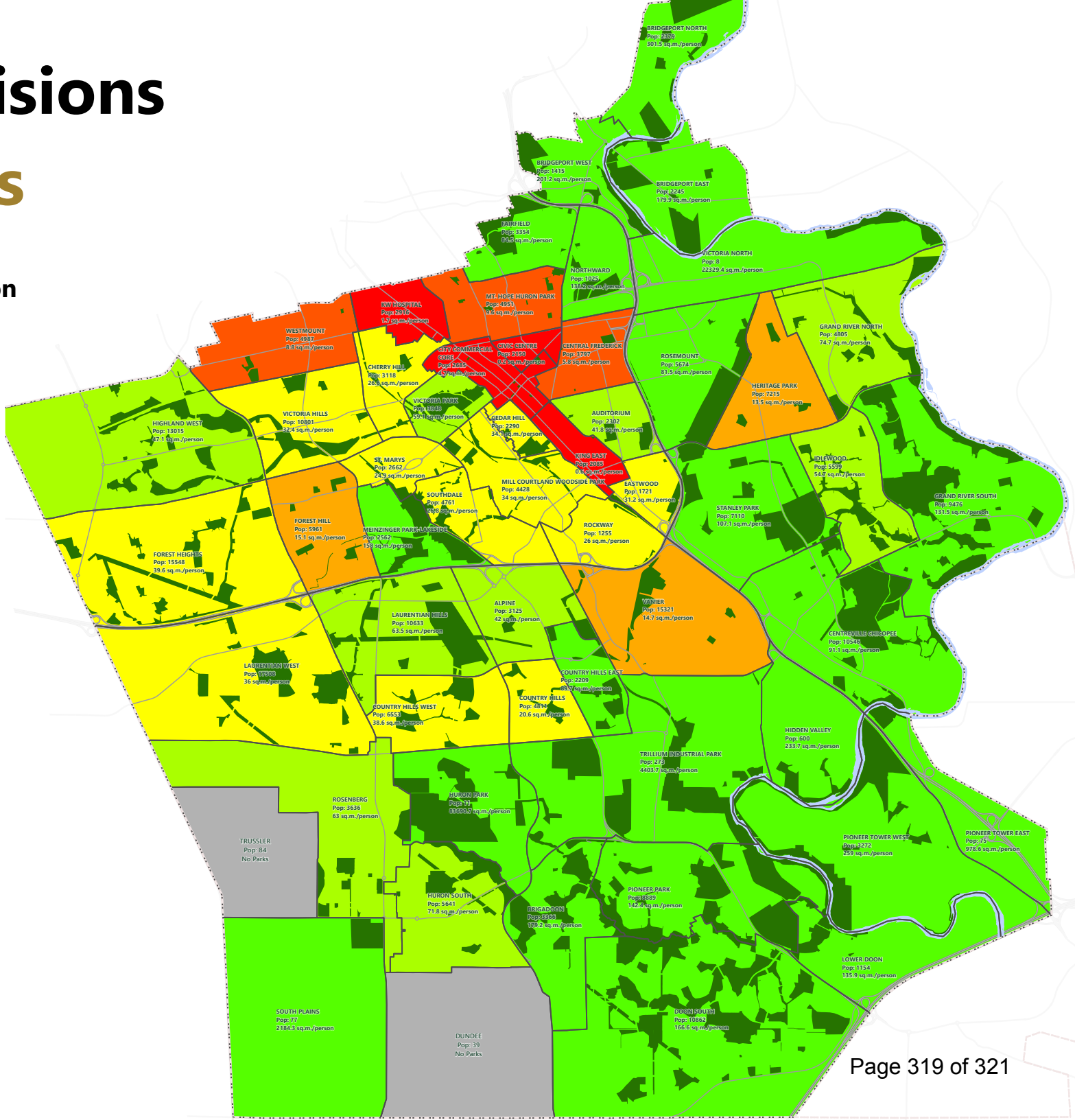
- Natural Area - 895 ha (52%)
- Planned Park - 686 ha (40%)
- Resource - 139 ha (8%)

Park Provisions

All Parks

City Average:
67.0 sq.m. per person

- 80+
- 40 - 80
- 20 - 40
- 10 - 20
- 5 - 10
- < 5
- * No Parks



Park Provisions

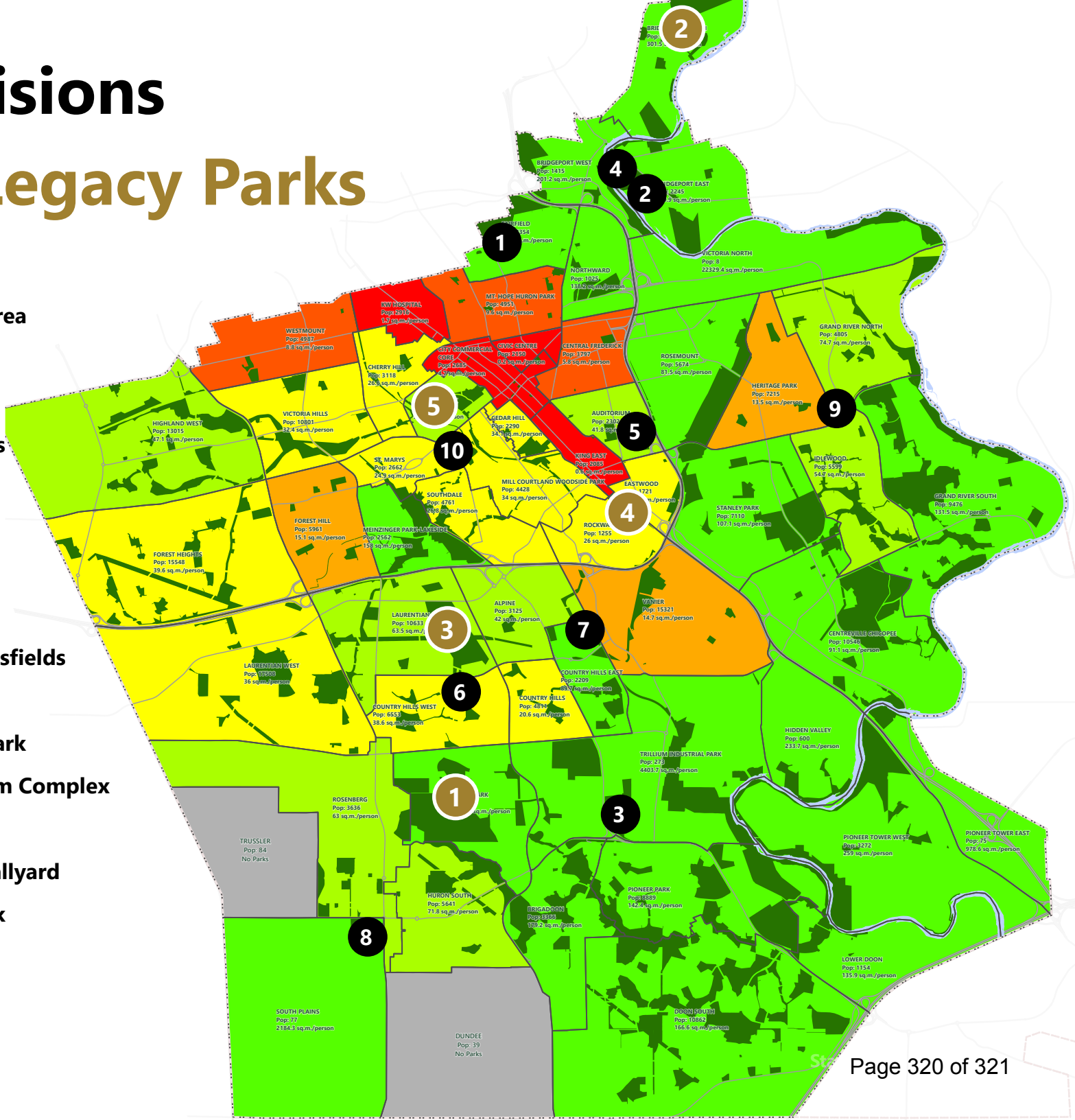
City & Legacy Parks

Legacy Parks (5):

1. Huron Natural Area
2. Kiwanis Park
3. McLennan Park
4. Rockway Gardens
5. Victoria Park

City Parks (10):

1. Breithaupt Park
2. Bridgeport Sportsfields
3. Budd Park
4. Joe Thompson Park
5. KMAC Auditorium Complex
6. Lions Park
7. Peter Hallman Ballyard
8. RBJ Schlegel Park
9. Rosenberg Park
10. Woodside Park



Park Provisions

Local Parks

City Average:
10.1 sq.m. per person

- 10+
- 8 - 10
- 5 - 8
- 2 - 5
- < 2
- * No Parks

Community Parks (11):

1. Chandler Park
2. Cherry Park
3. Fischer Park
4. Forest Heights CC Park
5. Gzowski Park
6. Idlewood Park
7. Tyson Park
8. Knollwood Park
9. Upper Canada Park
10. Wilson Park
11. Weber Park