



Community and Infrastructure Services Committee Agenda

Monday, December 6, 2021, 6:00 p.m. - 8:30 p.m.

Electronic Meeting

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

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

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

Chair: Councillor B. Ioannidis

Vice-Chair: Councillor D. Schnider

Pages

1. 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.

- | | | |
|------|---|---|
| 1.1. | DSD-2021-213 - All-way Stop Control - Forest Creek Drive at Apple Ridge Drive | 3 |
| 1.2. | CSD-2021-16 - Mappedin and Kitchener Fire Department Agreement - Digitization of City Mapping | 7 |

2. Delegations

Pursuant to Council's Procedural By-law, delegations are permitted to address the Committee for a maximum of five (5) minutes. Delegates must register by 4:00 p.m. on December 6, 2021, in order to participate electronically.

2.1. Item 3.1 - DSD-2021-210

2.1.a. Lee Fu & NSERC Alliance Project Research Team

2.1.b. Leslie Maxwell, Student Transportation Services of Waterloo Region

2.2. Item 3.2 - INS-2021-12

2.2.a. Bill Proctor, Rotary Club of Kitchener

3. Discussion Items

3.1. DSD-2021-210 - City of Kitchener Vision Zero Strategy <i>(Staff will provide a 10-minute presentation on this matter.)</i>	90 m	10
3.2. INS-2021-12 - Rotary Club of Kitchener 100th Anniversary Recognition Projects	30 m	66
3.3. DSD-2021-228 - Significant Planning Applications Update - Quarterly Report <i>(Staff will provide a 5-minute presentation on this matter.)</i>	15 m	89

4. Information Items

4.1. None.

5. Adjournment

Daniela Mange
Committee Administrator

REPORT TO: Community and Infrastructure Services Committee

DATE OF MEETING: December 6, 2021

SUBMITTED BY: Barry Cronkite, Director, Transportation Services
519-741-2200 ext. 7738

PREPARED BY: Ivan J Balaban, Active Transportation Planning Project Manager,
(519) 741-2200 x7302

WARD(S) INVOLVED: Ward 4

DATE OF REPORT: October 21, 2021

REPORT NO.: DSD-2021-213

SUBJECT: All-way Stop Control Forest Creek Drive at Apple Ridge Drive

RECOMMENDATION:

That an all-way stop control be installed at the intersection of Forest Creek Drive at Apple Ridge Drive; and further,

That the Uniform Traffic Bylaw be amended accordingly.

REPORT HIGHLIGHTS:

- The purpose of this report is to amend the Uniform Traffic By-Law 2019-113 to include an all-way stop control at Forest Creek Drive at Apple Ridge Drive.
- The key finding of this report is that safety and operations will be improved through the installation of the traffic control device listed in the report
- The financial implications are approximately \$1,000 taken from the existing sign maintenance budget
- This report supports the delivery of core services.

BACKGROUND:

Transportation Services received a request to review the existing traffic control at the intersection of Forest Creek Drive at Apple Ridge Drive. The request cited concerns regarding pedestrian safety and general operation of the intersection. It was requested that an all-way stop be considered to control traffic.

REPORT:

According to the City of Kitchener's Official Plan, Forest Creek Drive is designated a Minor Community Collector Street and Apple Ridge Drive is also designated a Minor Community

Collector Street. Currently, traffic on Apple Ridge Drive stops and yields right of way to traffic on Forest Creek Drive

In response to the identified concerns, a traffic study was conducted for the intersection on October 7, 2021. The results of the study were compared to the City of Kitchener's all-way stop warrant requirements. These requirements are a set of guidelines based on the all-way stop warrants established by the Ministry of Transportation of Ontario and the Institute of Transportation Engineers. The results are as follows:

**Warrant – Local/Minor Road
All-Way Stop Warrant Analysis
Forest Creek Drive at Apple Ridge Drive – October 7, 2021**

Warrant Factors - "3-Leg" Intersection	Results	Warrant Met
The total vehicle volume on all intersection approaches averages at least 250 vehicles per hour for each of any eight hours of the day, and The volume split does not exceed 75% / 25% for a three-way control on the major road, or Average of at least 4 collisions per year over a three-year period (susceptible to correction by an All Way Stop)	274	YES
	56% / 44%	YES
	0.00 per year	NO
All-Way Stop Warranted		YES

As the results above indicate, the intersection of Forest Creek Drive at Apple Ridge Drive meets the warrant criteria. Based on the results of the traffic study Transportation Services is recommending that an all-way stop be installed.

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 the following impact on the Operating Budget. Forest Creek Drive at Apple Ridge Drive All Way Stop, \$1,000; for a total estimated budget impact of \$1,000. These costs can be absorbed in the existing Sign Maintenance 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:

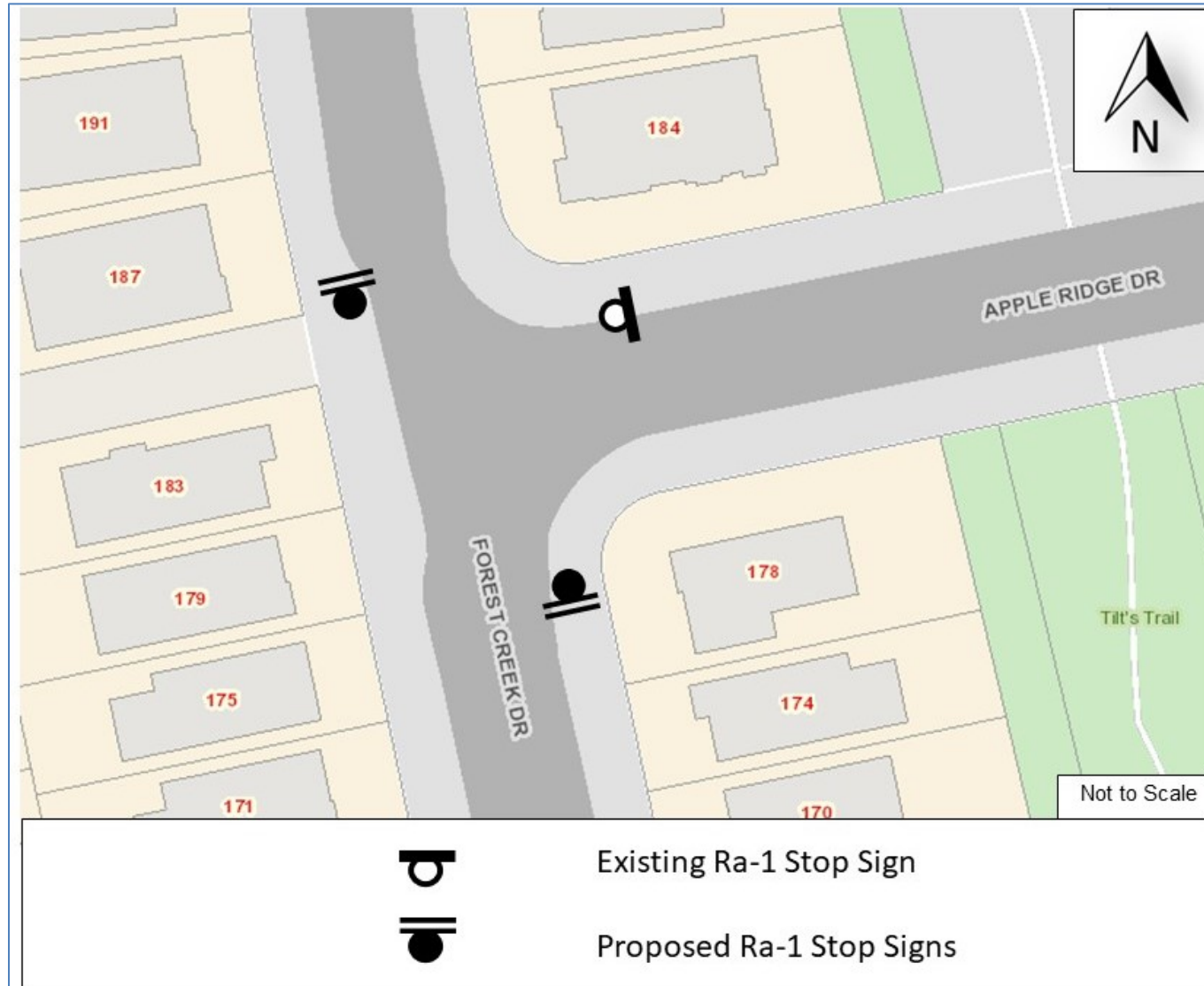
- *City of Kitchener Uniform Traffic By-law No. 2019-113*

APPROVED BY: Justin Readman, General Manager of Development Services

ATTACHMENTS:

Attachment A – Key Map – Forest Creek Drive at Apple Ridge Drive All Way Stop

Appendix A - Key Map
Forest Creek Drive at Apple Ridge Drive All Way Stop



REPORT TO: Community and Infrastructure Services Committee

DATE OF MEETING: December 6, 2021

SUBMITTED BY: Fire Chief Bob Gilmore, ext. 5501
Jennifer Trommelen-Jones, Assistant City Solicitor, ext. 7264

PREPARED BY: Fire Chief Bob Gilmore, ext. 5501
Jennifer Trommelen-Jones, Assistant City Solicitor, ext. 7264

WARD(S) INVOLVED: All Wards

DATE OF REPORT: November 24, 2021

REPORT NO.: CSD-2021-16

SUBJECT: Mappedin and Kitchener Fire Department Agreement – Digitization of City Mapping

RECOMMENDATION:

That the Fire Chief be authorized to execute the Agreement with Mappedin Inc. for the sharing of mapping data and feedback in exchange for enhanced mapping through technology for emergency response purposes, as outlined in the Community Services Department report CSD-2021-16, and any amendments and renewals, said documentation to be to the satisfaction of the City Solicitor.

REPORT HIGHLIGHTS:

- Kitchener Fire Department has pre-plans for City buildings to assist with emergency response.
- Pre-plans provide internal building information and locations of building services and fire and life safety equipment including but not limited to emergency exits, electrical rooms, fire pumps, alarm panels and warning devices.
- Local tech company Mappedin provides an indoor, interactive mapping platform (ex. Mall and campus maps) and is expanding this platform to emergency services
- Mappedin has offered to digitize approximately 200 City pre-plans and provide free use of Mappedin's software for 2 years, at no cost, in exchange for the City providing feedback on the development of the new software
- If this arrangement is successful, there is the potential for the City to obtain a license for the commercial software, and otherwise, the City will retain ownership of all maps received, both original and digital, as updated
- Mappedin will provide current "real time" information of the buildings current use and layout for firefighters and provide a reliable orientation of where they are situated in the building at all times.

BACKGROUND:

The Kitchener Fire Department (KFD) delivers fire and emergency protection services through three strategic lines of defence: public fire safety and education; fire safety standards and enforcement; and emergency response. This report, and staff's recommendations contained within it, are focused on the third line of defence, emergency response, which is provided primarily by the Fire Department's Suppression Division.

To provide efficiencies, enhance building familiarity and add to firefighter safety the KFD conducts pre-plans of all multi dwelling buildings, industrial and commercial premises. Pre-plans provide internal building information and locations of building services and fire and life safety equipment including but not limited to emergency exits, electrical rooms, fire pumps, alarm panels and warning devices. Historically, the information collected was entered by staff into a CAD which produced printed drawings that responding crews could access while on scene. Accuracy of the drawings was limited due to the information being static. As well, when buildings changed ownership or permitted use, the department often wouldn't be notified which created further inaccuracies.

REPORT:

Mappedin Inc. (Mappedin) is a local business offering a leading mapping platform for indoor spatial data management, digitizing venues, and building best-in-class indoor mapping experiences. They have worked with Cadillac Fairway malls, Casinorama Resort, and Tanger Outlets, to name a few.

While their current industries include malls, retail, stadiums, offices, theme parks, campuses, and city districts, Mappedin is looking to expand into emergency services to enhance the tools available to first responders.

To that end, Mappedin and City staff have worked together to prepare an agreement whereby the City will have primary access to this new Mappedin software, in development, for at least 2 years, at no cost. Mappedin will also digitize approximately 200 City pre-plan maps, which will be available for continuing and interactive updates. The City will also have the option of entering into a software agreement in the future for the commercial version, if and when it becomes available. In exchange, the City will provide feedback on the software to assist Mappedin with its development. All maps will continue to be owned by the City, and the City will be entitled to retain the digitized maps, with all updates, on expiration of the Agreement.

This represents a unique and valuable opportunity for the City to gain access to innovative and transformative tools for our Fire Department, at no cost, while at the same time helping a local company develop their product.

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

The financial implications of staff's recommendation are limited to the time necessary for staff to provide feedback to Mappedin, as part of their regular job duties. Staff expects that this obligation will not interfere with regular duties.

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.

APPROVED BY: MICHAEL MAY, DEPUTY CHIEF ADMINISTRATIVE OFFICER

REPORT TO: Community and Infrastructure Services Committee

DATE OF MEETING: December 6, 2021

SUBMITTED BY: Cronkite, Barry, Director, Transportation Services,
519-741-2200 ext. 7738

PREPARED BY: Hosseini, Faranak, Transportation Planning Project Manager,
519-741-2200 ext. 7665

WARD(S) INVOLVED: All Wards (1-10)

DATE OF REPORT: November 25, 2021

REPORT NO.: DSD-2021-210

SUBJECT: City of Kitchener Vision Zero Strategy

RECOMMENDATION:

That staff be directed to implement the Vision Zero Strategy for roads under jurisdiction of the City of Kitchener as outlined in report DSD-2021-210; and further;

That funds be reallocated from the annual Formal Traffic Calming budget in 2022, 2023, 2024 and 2025 to support implementation of the Vision Zero Strategy.

REPORT HIGHLIGHTS:

- The purpose of this report is to establish a Vision Zero Strategy for the City of Kitchener in an effort to improve street safety on Kitchener streets for all road users regardless of their age, ability or mode of transportation.
- Staff have identified emphasis areas to help identify and prioritize safety improvements. The emphasis areas have been selected based on background research, industry best practices, collision analysis, public and stakeholder engagement and the City's strategic goals. The emphasis areas include vulnerable street users, high-risk locations and high-risk driving.
- The action items included in the proposed Vision Zero Strategy were determined based on the identified emphasis areas, best practices, stakeholder engagement and available resources. The action items are categorized into the Five E's of Vision Zero - Evaluation, Engineering, Enforcement, Education and Engagement.
- If approved by Council, the Strategy is planned to be implemented over four years from 2022 to 2025. Staff will be monitoring and evaluating the progress and success of the action items and will revise the strategy accordingly.
- Staff recommend that the required budget be accommodated by reallocating a portion of the Formal Traffic Calming Budget to the Vision Zero Strategy.
- Community engagement included meetings with the City of Kitchener Advisory Committees and two online public surveys through the Engage Kitchener platform.

- The Strategy was developed through extensive collaboration and engagement with Regional partners including but not limited to Waterloo Region Police Services, Regional Municipality of Waterloo, Region of Waterloo Public Health and Emergency Services, Grand River Transit, Region of Waterloo School Travel Planning, University of Waterloo, etc.
- This report responds to the Council approved motion that was passed in March 2020 at the Community and Infrastructure Services Committee Meeting as follows: "Transportation Staff to develop a formal Vision Zero Strategy for the roads under the jurisdiction of the City of Kitchener, that incorporates evaluation, engineering, engagement and education, that are within the span of the City of Kitchener's control"

BACKGROUND:

In March 2020, City of Kitchener Council directed staff to develop a formal Vision Zero Strategy for the roads under the jurisdiction of the City of Kitchener. The goal of a Vision Zero strategy is to improve street safety for all users.

Vision Zero is a far-reaching street safety strategy with the goal of eliminating traffic related serious injuries and fatalities. Vision Zero is based on the following principles:

- No preventable loss of life is acceptable. Traffic fatalities and serious injuries are preventable.
- Mistakes and driver error should be expected and anticipated. Traffic facilities should be designed to account for these mistakes and errors.
- Safety is a shared responsibility between those who design, operate, maintain and use transportation facilities.

Vision Zero originated in Sweden over 20 years ago. As of 2021, more than 47 cities in the United States and 18 cities in Canada have adopted Vision Zero. Many other cities are also conducting research on the benefits of Vision Zero or are in the process of adopting Vision Zero. The experience of cities that have adopted Vision Zero shows that Vision Zero has been generally successful in improving street safety and reducing the number of traffic related serious injuries and fatalities. Research also shows that the successful Vision Zero plans are the result of involvement and cooperation of many stakeholders. Vision Zero is a multi-disciplinary effort that is most successful when all the related parties combine efforts in achieving a common goal.

Within the City of Kitchener, there are over 1,200 collisions per year on city streets, including more than 200 injury and fatal collisions. Analysis shows that since 2005 there has been no statistically significant increasing or decreasing collision trend. The implementation of a Vision Zero strategy is an effort to reduce collisions to create a declining trend.

REPORT:

This report provides the City of Kitchener Vision Zero Strategy for the years 2022 to 2025. This report also summarizes the project schedule, cost and community engagement efforts conducted to develop this Strategy.

Vision and Objectives:

The vision and objectives of this Strategy are as follows:

Vision: To reduce serious injuries and fatalities as a result of vehicle collisions to zero for any type of street user including drivers, cyclists, pedestrians, transit users and people using mobility devices along City of Kitchener streets.

This vision is a long-term goal, and it requires significant support, collaboration and resources from all stakeholders. The City is taking a multi-faceted approach towards this goal in an effort to achieve the following objectives:

- A declining trend in the number of collisions involving serious injuries and fatalities;
- Data driven decision making and focusing resources in areas with the highest expected impact;
- Increased public awareness and education about Vision Zero;
- Enhanced collaboration and data sharing with key stakeholders; and,
- Ongoing engagement with the Kitchener residents and other stakeholders.

Staff propose to report to Council annually on actions, outcomes evaluation and recommendations for improvements. This annual check in should ensure continuous progress and alignment within the Vision Zero program.

Stakeholder Engagement

Throughout the development of the Vision Zero Strategy, staff have engaged key stakeholders including residents, City of Kitchener advisory committees and relevant municipal and regional agencies.

Additionally, a project team was brought together to develop the strategy. The project team members were selected to ensure representation from each of the Vision Zero elements: Engineering, Evaluation, Enforcement, Education and Engagement. The project team consisted of City of Kitchener Transportation Services and Corporate Communications and Marketing staff, Waterloo Region Police Services, and Regional of Waterloo School Travel Planning.

In addition to the project team, a project consultation group was established consisting of representatives from the Region of Waterloo Transportation Division, Grand River Transit, Region of Waterloo Public Health and Emergency Services, City of Waterloo, City of Cambridge. Representatives internal to the City of Kitchener included the Engineering Division, Operations - Roads and Traffic Division, Parks and Cemeteries Division and Fleet Division. The project team met with the project consultation group at key milestones with the objective of identifying street safety priorities, obtaining support from key stakeholders, and brainstorming solutions and action items.

The City also collaborated with the University of Waterloo Transportation Engineering team to leverage their expertise in the development of the strategy. The partnership is a three year (2021-2023) collaborative effort with the University of Waterloo, City of Kitchener, City of Waterloo, Region of Waterloo and an industry partner, Miovision Technologies, aiming to develop optimal Vision Zero safety improvement programs. Specifically, the partnership is set to achieve the goals of developing a new framework for assessing system-wide impacts of various countermeasures and optimizing the implementation strategies of specific programs. The University of Waterloo has assisted in developing the Strategy with research on best practices and network screening/hot spot identification.

Key Emphasis Areas

Key Emphasis Areas are areas of opportunities to improve street safety. To identify and prioritize the required safety improvements, staff have conducted extensive research including an analysis on the City of Kitchener historical collision data, review of other ongoing municipal Vision Zero strategies, and a public and stakeholder engagement exercise that included several brain storming sessions with stakeholders and two online public surveys. Using the results of this research as well as considering the City's strategic goals, the following emphasis areas have been identified:

- **Vulnerable Street Users**: vulnerable street users are significantly more likely to experience a serious injury or death in a collision. Vulnerable users include pedestrians, cyclists, motorcyclists, school children, seniors, people using mobility devices.
- **High Risk Locations**: High risk location are areas that have a higher probability for a serious injury or fatal collision and/or represent areas that result in a high volume of vulnerable road users such as school zones, residential zones and hot spots.
- **High Risk Driving**: High risk driving is categorized generally as aggressive driving, distracted driving and speeding.

Action Items

Action items were selected based on the identified emphasis areas described above, best practices, stakeholder engagement and available resources. Three categories of action items are considered under this Vision Zero Strategy:

- Existing Action Items: these are existing road safety programs in the City of Kitchener;
- Enhanced Action Items: these are existing road safety programs in the City of Kitchener that are proposed to be enhanced or expanded through the Vision Zero Strategy;
- New Action Items: these are new programs/initiatives that are proposed to be implemented in the Vision Zero Strategy.

The proposed action items are further categorized into one of the five “E”s of Vision Zero as follows.

Evaluation

An effective Vision Zero program requires continuous data-driven evaluation and analysis of street network safety. This includes continuous evaluation of safety-related efforts to better understand the causality behind the traffic related serious injuries and fatalities. The action items proposed under this category are provided in Table 1.

Table 1 – Evaluation Action Items

Action Item Title	Category	Key Stakeholders	Implementation Year
Traffic Data Collection	Existing	COK Transportation	Ongoing
Selective Traffic Enforcement Program (STEP)	Existing	COK Transportation WRPS ROW	Ongoing
Reactive (complaint driven) Safety Evaluation	Existing	COK Transportation	Ongoing
Project Impact Evaluation	Enhance	COK Transportation	2022-2025
Safe Driving Practices Program for City Fleet	Enhance	COK Fleet	2022
Collision Network Screening and Hot Spot Identification	New	COK Transportation UW Transportation Group	2022-2025
Severe Injury and Fatal Collision Investigation Program	New	COK Transportation WRPS ROW Public Health Services	2022-2025
Collaboration and Data Sharing with the Region of Waterloo Public Health and Emergency Services	New	COK Transportation ROW Public Health Services	2022-2025

Engineering

The design, operation and maintenance of the transportation network can have a significant impact on the frequency and severity of collisions. Engineering tactics contained in a Vision Zero Strategy acknowledges the role of human error and aims to account for these errors. The action items proposed under this category is provided in Table 2.

Table 2 – Engineering Action Items

Action Item Title	Category	Key Stakeholders	Implementation Year
Complete Streets Guidelines	Existing	COK Transportation	Ongoing
Cycling and Trails Master Plan	Existing	COK Transportation	Ongoing
School Crossing Guard	Existing	COK Transportation	Ongoing
Construction Site Safety	Existing	COK Transportation	Ongoing
Complaint Review and Mitigation	Existing	COK Transportation	Ongoing
Downtown Cycling Grid	Existing	COK Transportation	2021-2023
Formal Traffic Calming	Enhance	COK Transportation	2023
Seasonal Traffic Calming	Enhance	COK Transportation	2023

School Route Safety	Enhance	COK Transportation, ROW School Travel Planning	2024
Sidewalk Infill Policy	Enhance	COK Transportation	2025
Pedestrian Crossover Handbook	New	COK Transportation	2022
Accessibility Improvements Handbook	New	COK Transportation	2022
Neighbourhood Speed Limit Review	New	COK Transportation	2022-2024
Fleet Safety Improvements	New	COK Fleet	2022
Hot Spot Improvements	New	COK Transportation	2023-2025
Vulnerable Street User Areas Policy	New	COK Transportation	2024

Enforcement

Inappropriate driver behavior such as impaired driving, distracted driving and speeding are major contributors to severe collisions. These high-risk behaviors can be reduced through different types of police enforcement and related educational programs. The action items proposed under this category is provided in Table 3.

Table 3 – Enforcement Action Items

Action Item Title	Category	Key Stakeholders	Implementation Year
2021 Road Safety Plan	Existing	WRPS	Ongoing
Targeted Enforcement (STEP Program)	Enhance	WRPS, COK Transportation	2022-2025
WRPS Traffic Management Plan	Enhance	WRPS, COK Transportation	2022-2025
Automated Speed Enforcement	Enhance	ROW Transportation, COK Transportation	2023

Education

Increased awareness and education related to road safety is fundamental to a successful Vision Zero program. The main objective of educational programs is to increase public awareness and reduce high risk behaviour. Educational programs are targeted to children, inexperienced drivers, distracted and aggressive drivers. Educational campaigns are often long-term strategies towards behavioral changes and can take more time to monitor and see meaningful change. The action items proposed under this category is provided in Table 4.

Table 4 – Education Action Items

Action Item Title	Category	Key Stakeholders	Implementation Year
Your Community Your Choice Program	Existing	COK Communications, COK Transportation	Ongoing
Inter-Municipal Partnership for Active Transportation (IMPACT)	Existing	COK Transportation, ROW	Ongoing

Waterloo Region Road Safety Campaign for Short-Term Construction	Existing	COK Transportation, ROW	Ongoing
Regional Traffic Coordinating Committee	Existing	COK Transportation, ROW, WRPS	Ongoing
Active Transportation Educational Campaigns and Events	Enhance	COK Communications, COK Transportation	2022-2025
Active School Travel Educational Programs	Enhance	COK Communications, COK Transportation, ROW School Travel Planning	2022-2025
Educational Programs for Fleet Drivers	Enhance	COK Fleet, COK Communications	2022
Aggressive Driving and Speeding Educational Campaign	New	COK Communications COK Transportation ROW Public Health	2022-2025

Engagement

The continuous involvement of residents and other stakeholders is key to a successful and effective Vision Zero program. Engagement provides the opportunity for community stakeholders to contribute to ideas and become part of the solution in the journey towards zero traffic related serious injuries and fatalities. Effective engagement should include all road users regardless of age, ability and mode of transportation. The action items proposed under this category is provided in Table 5.

Table 5 – Engagement Action Items

Action Item Title	Category	Key Stakeholders	Implementation Year
Active Transportation and Trails Advisory Committee	Existing	COK Transportation	Ongoing
Resident-led Traffic Calming	Existing	COK Transportation	Ongoing
Vision Zero Sub-Committee	New	COK Transportation	2022-2025
Public Awareness and Engagement	New	COK Communications, COK Transportation	2022-2025
Vision Zero Day	New	COK Communications, COK Transportation	2023-2025
Community Partnerships	New	COK Transportation ROW School Travel Planning	2023-2025
Advocacy and Engagement with Provincial and Federal Agencies	New	COK Transportation, Mayor's Office, Council	2023-2025

IMPLEMENTATION and EVALUATION PLAN:

If approved by Council, the Vision Zero Strategy action items will be implemented over four years from 2022 to 2025. The action items are prioritized based on the City's strategic priorities, available resources, and the required timelines. Some of the action items such as network screening, countermeasure evaluation and educational campaigns will occur on an annual basis while others, such as those that require new policies and guidelines, will be managed as projects in future years.

This Vision Zero Strategy is an evolving document, and it is anticipated that the prioritization of the action items is subject to change depending on a number of factors such as evolving street safety priorities, resident engagement, success of the proposed countermeasures, available resources, data etc. Staff will be monitoring and evaluating the effectiveness of the proposed action items and will report back on the progress and success of the programs on an annual basis. To evaluate the proposed engineering countermeasures, before after traffic and collision data will be collected. Staff will be collaborating with the University of Waterloo to conduct this analysis.

STRATEGIC PLAN ALIGNMENT:

The Council approved motion that was passed in March 2020 at the City of Kitchener's Community and Infrastructure Services Committee Meeting as follows: "Transportation Staff to develop a formal Vision Zero Strategy for the roads under the jurisdiction of the City of Kitchener, that incorporates evaluation, engineering, engagement and education, that are within the span of the City of Kitchener's control".

This report supports delivery of core services.

FINANCIAL IMPLICATIONS:

A number of action items identified are an enhanced/expanded version of an existing program. As a result, they will have minimal cost impact and will be supported using existing budget. Some of the action items are proposed to be funded through reallocation of existing budget from other projects. This will help ensure that the existing budget is utilized in the most efficient way possible through a holistic data driven approach. Some action items require a more in-depth review prior to determining the required budget and resources. These reviews will be completed as part of the Vision Zero Strategy during the next four years and the recommendations, and associated budget, if required, will be presented to Council separately. The known funding requirements for the action items proposed within this Strategy is summarized below.

Capital Budget – The total capital budget required for action items contained within the proposed Vision Zero strategy is estimated to be \$670,000 from 2022-2025.

Operating Budget – The total operating budget required for action items contained within the proposed Vision Zero strategy is estimated to be \$100,000 from 2022-2025.

Staff propose that the required budget be accommodated by reallocating \$770K of the 2022-2025 Formal Traffic Calming Budget to the Vision Zero Strategy budget. This will reduce the number of Formal Traffic Calming projects from three per year to one per year. This budget reallocation will ensure that the existing Formal Traffic Calming budget will be utilized in areas most needed through a holistic data-driven approach.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City’s website with the agenda in advance of the council / committee meeting.

CONSULT – In 2020/2021 staff met with advisory committees including Mayor's Advisory Council for Kitchener Seniors, Kitchener Active Transportation and Trails Advisory Committee, Kitchener Youth Action Council, Grand River Accessibility Advisory Committee, Safe and Healthy Communities Advisory Committee and Vision Zero Sub-committee. The Vision Zero Sub-Committee is a sub-committee of the Active Transportation and Trails Advisory Committee, including members of the public to provide a community perspective on street safety issues and Vision Zero action items, to promote public awareness and education for street safety initiatives and programs with the aim to encourage community participation and cooperation.

The intent of these meetings was to raise awareness about Vision Zero and to receive feedback. Through these sessions staff received valuable feedback including street safety priorities and concerns, action item options, data collection and evaluation

On November 16, 2021 the Kitchener Active Transportation and Trails Advisory commented on the proposed Strategy and passed the following motion with a seven to three split.

- The committee received and endorses the Vision Zero subcommittee report; and, recommends that the Vision Zero strategy be amended to reflect these comments.”

The full comments are provided in Attachment B. Staff’s responses to these comments and recommendations are provided in Attachment C.

To better understand street safety concerns and priorities from City of Kitchener residents, an online survey was released using the Engage Kitchener platform. The survey was released in November 2019 and stayed open for a duration of two months. A total of 443 responses were received. The survey was not conducted as a statistically representative exercise through a third party. The survey showed that speeding/aggressive driving, distracted driving and geometry design issues are the top three concerns of the Kitchener residents.

A second online survey was released on the Engage Kitchener platform to gauge resident feedback on the proposed action items within the City of Kitchener’s Vision Zero Strategy. The survey was released in October 2021 and remained open for a duration of three weeks. A total of 296 responses were received. The survey was not conducted as a statistically representative exercise through a third party. The survey showed that 62% of the respondents are supportive of the proposed action items, with 17% neither supportive or opposed and 21% opposed.

PREVIOUS REPORTS/AUTHORITIES:

- DSD-20-035 Vision Zero Review

APPROVED BY: Justin Readman, General Manager
Development Services Department

ATTACHMENTS:

Attachment A – City of Kitchener's Vision Zero Strategy (2022-2025)

Attachment B – Active Transportation and Trails Advisory Committee Feedback and Recommendations

Attachment C – Staff Responses to the Active Transportation and Trails Advisory Committee Feedback and Recommendations



CITY OF KITCHENER VISION ZERO STRATEGY 2022-2025

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EXECUTIVE SUMMARY

The City of Kitchener's Vision Zero Strategy provides a framework to improve street safety for all street users regardless of age, ability, or mode of transportation. The goal of this strategy is to achieve zero serious injuries and fatalities on City of Kitchener streets

To identify and prioritize safety improvements, emphasis areas have been identified. The emphasis areas have been selected based on background research, industry best practices, collision analysis, public and stakeholder engagement and the City's strategic goals. The emphasis areas include:

- Vulnerable Street Users: pedestrians, cyclists, motorcyclists, school children, seniors, and people using mobility devices;
- High Risk Locations: school zones, residential zones and hot spots; and,
- High Risk Driving: aggressive driving, distracted driving and speeding.

Collision analysis shows that on average over 1,200 collisions occur annually on Kitchener streets. This includes more than 200 injury collisions per year. Additionally, over the past decade, the City of Kitchener has averaged one fatality per year on City streets. Although most of the collisions involve vehicles only, the data shows that vulnerable road users are disproportionately represented in injury or fatal collisions. Collision analysis also showed no significant increasing or decreasing trend in the number of injury and fatal collisions on Kitchener roads since 2005. This Vision Zero Strategy is aimed at changing this to a declining trend that observes fewer collisions resulting in serious injuries and fatalities in future years.

For the development of the City of Kitchener Vision Zero Strategy, The City has engaged with wide-range of stakeholders including residents, City of Kitchener advisory committees and municipal and regional agencies related to street safety. A project team and a project consultation groups was created and consisted of representatives from the Waterloo Region Police Services, Region of Waterloo Transportation Services Division, Region of Waterloo Grand River Transit, Region of Waterloo Public Health and Emergency Services, Regional of Waterloo School Travel Planning, City of Waterloo, City of Cambridge and City of Kitchener internal divisions including Transportation Services, Corporate Communications and Marketing, Operations – Roads and Traffic, Parks and Cemeteries and Fleet.

City staff also collaborated with the University of Waterloo Transportation Engineering team to leverage their expertise in the development of the strategy. The partnership is a three year (2021-2023) collaborative effort with the University of Waterloo, City of Kitchener, City of Waterloo, Region of Waterloo, and an industry partner; Miovision Technologies; aiming to develop optimal Vision Zero safety improvement programs.

Community engagement included meetings with the City of Kitchener Advisory Committees and two online public surveys through the Engage Kitchener platform. In 2020/2021 staff met with advisory committees including Mayor's Advisory Council for Kitchener Seniors, Kitchener Active Transportation and Trails Advisory Committee, Kitchener Youth Action Council, Grand River Accessibility Advisory Committee and Safe and Healthy Communities Advisory Committee. The intent of these meetings was to raise awareness about Vision Zero and to receive feedback. Through these sessions staff received valuable feedback including street safety priorities and concerns, action item options, data collection and evaluation.

To better understand street safety concerns and priorities for Kitchener residents, an online survey was released using the Engage Kitchener platform. The survey was released in November 2019 and was open for a duration of two months. A total of 443 responses were received. The survey showed that speeding/aggressive driving, distracted driving, and geometry design issues are the top three concerns for Kitchener residents. A second online survey was released on the Engage Kitchener platform to gauge resident feedback on the proposed action items within the City of Kitchener's Vision Zero Strategy. The survey was released in October 2021 and remained open for a duration of three weeks. A total of 296 responses were received. The survey showed that on average 62% of the respondents are supportive of the proposed action items, with 17% neither supportive or opposed and 21% opposed.

The action items included in the proposed Vision Zero Strategy were determined based on the identified emphasis areas, best practices, stakeholder engagement, data, and available resources. The action items are categorized into The Five E's of Vision Zero - Evaluation, Engineering, Enforcement, Education and Engagement. The Vision Zero Strategy action items identified in this strategy will be implemented over four years from 2022 to 2025.

Some action items are an enhanced/expanded version of an existing program. As a result, they will have minimal cost impact and will be supported using existing budget. Some of the action items can be funded through reallocating existing budget from other projects. This will help ensure that the existing budget is utilized in the areas most needed through a holistic data driven approach. Some action items require a more in-depth review prior to determining the required budget and resources. These reviews will be completed as part of the Vision Zero Strategy during the next four years and the recommendations, and the associated budget ask will be presented to Council separately in the future.

The action items are prioritized based on the City's strategic priorities, available resources, and the required timelines. Some of the action items such as network screening, countermeasure evaluation and educational campaigns will occur on an annual basis while others, such as developing new policies and guidelines, will be one-time projects. Considering that this Vision Zero Strategy is an evolving document, the prioritization of the action items is subject to change depending on a number of factors such as evolving street safety priorities, resident engagement, success of the proposed countermeasures, available resources, etc. Staff will be monitoring and evaluating the effectiveness of the proposed action items and will be reporting back on the progress and success of the programs on an annual basis.



INTRODUCTION

In March 2020, City of Kitchener Council directed staff to develop a Vision Zero Strategy for the streets under the jurisdiction of the City of Kitchener. The goal of a Vision Zero strategy is to improve street safety for all road users regardless of age, ability or mode of transportation.

On average over 1,200 collisions occur annually on Kitchener streets. This includes more than 200 injury collisions per year. Additionally, over the past decade, the City of Kitchener has averaged one fatality per year on City streets. Although most of the collisions involve vehicles only, the data shows that vulnerable road users are disproportionately represented in injury or fatal collisions.

Vision Zero is a far-reaching safety strategy with the stated goal of eliminating traffic related fatalities and serious injuries.

Since its inception in Sweden over 20 years ago, Vision Zero has become a global movement adopted by municipalities around the world. As of March 2021, 47 American cities and 18 Canadian cities have adopted the Vision Zero approach within their roadway safety strategies and many other cities are also conducting research on the potential benefits of this approach.

Vision Zero is based on the following principles:

- **No preventable loss of life is acceptable.**
- **Mistakes and driver error should be expected and anticipated.**
- **Road safety is a shared responsibility.**

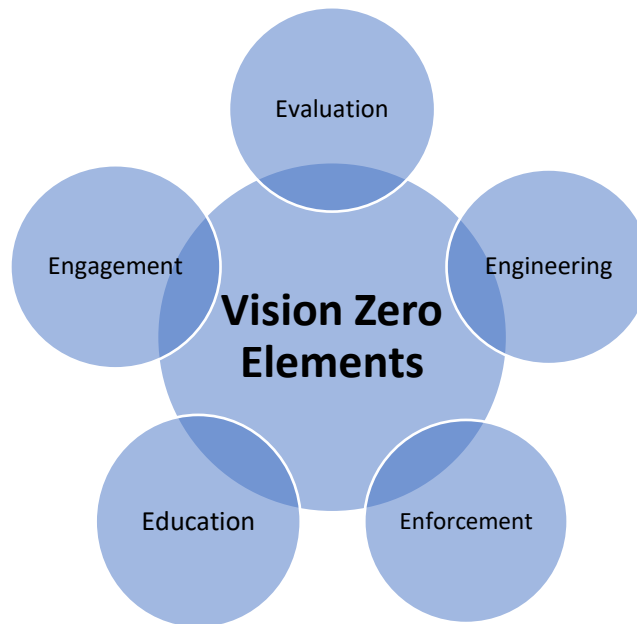
A NEW WAY OF THINKING

Vision Zero requires a new way of thinking about safe streets. Here's how Vision Zero strategies approach street safety versus some traditional safety approaches.

VISION ZERO APPROACH	TRADITIONAL STREET SAFETY APPROACHES
Traffic fatalities and serious injuries are preventable	Traffic fatalities and serious injuries are not preventable
Humans make mistakes. Therefore, traffic facilities should be designed to account for these mistakes and errors	Human mistakes are the cause of collisions
Prevent collisions that result in serious injuries and fatalities. No serious injuries or loss of life is acceptable	Prevent all collisions
Safety is a shared responsibility between those who design, operate, maintain, and use transportation infrastructure	Road users carry more responsibility for their safety.
Proactive and systemic prioritization of street safety improvements	Reactive approach to collisions



The most common framework used in developing a Vision Zero Strategy is referred to as the “five E’s” of traffic safety. These are Evaluation, Engineering, Enforcement, Education and Engagement. Vision Zero can be achieved if all of the “five E’s” are successfully incorporated.



Evaluation: An effective Vision Zero program requires a continuous data driven evaluation and analysis of the safety of the road network. This includes the ability to continuously track the impact of safety related efforts and understanding the causality behind the traffic related serious injuries and fatalities. Annual collision analysis and network screening are prime examples of an ongoing evaluation strategy.

Engineering: The design, operations and maintenance of the transportation network can have a significant impact on the frequency and severity of collisions occurring. Engineering tactics contained in a Vision Zero Strategy acknowledges the role of human error and aims to account for these errors. For example, countermeasures such as dedicated infrastructure for vulnerable street users are proven to improve traffic safety for all street users.

Enforcement: Inappropriate driver behaviour such as impaired driving, distracted driving and speeding are major contributors to severe collisions. These high-risk behaviours can be reduced through different types of police enforcement and related programs. Targeted enforcement of speeding, distracted driving and ride programs are common tools in this area.

Education: Increased awareness and education related to street safety is fundamental to all Vision Zero programs. Educational programs/campaigns should be strategically used to target at different groups and issues including children, young drivers, fleet drivers, distracted and aggressive driving, etc.

Engagement: The continuous involvement of communities and other stakeholders is key to a successful and effective Vision Zero program. Engagement provides the opportunity for community stakeholders to contribute to ideas and focused areas of priority contained within a Vision Zero action plan. Supporting advocacy groups that both promote and challenge street safety programs and plans is an example of a Vision Zero engagement strategy.

REVIEW OF OTHER VISION ZERO STRATEGIES

To leverage the experiences of other jurisdictions that have developed and incorporated a Vision Zero plan, a review was conducted on the following jurisdictions:

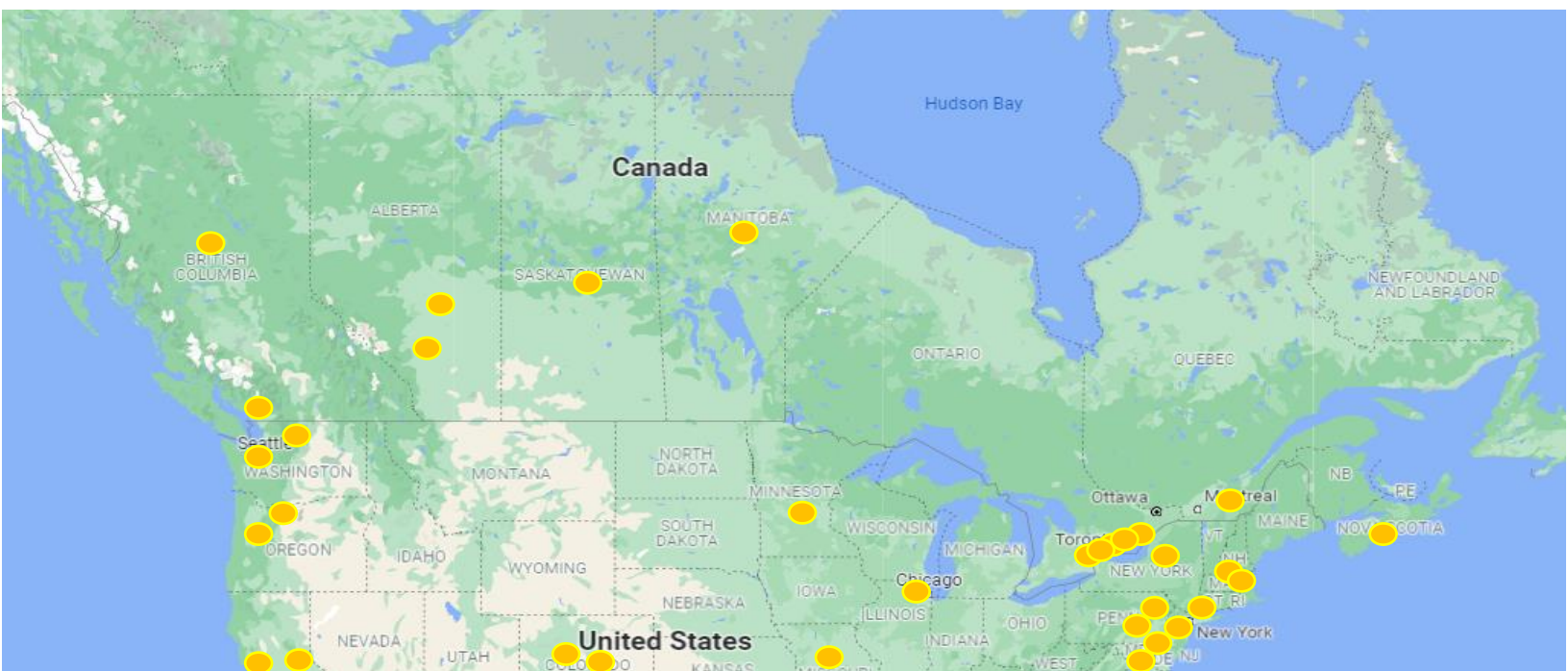
- Canadian cities: Toronto, Hamilton, Vancouver, Edmonton and Ottawa;
- US cities: San Francisco, New York City, Chicago, Portland, Seattle, Washington D.C., Boston, and Los Angeles; and,
- European countries: Sweden and Netherlands.

The experience from a mix of locations were considered in this review including early adopters in the US, road safety leaders in Europe, as well as the experience from Canadian municipalities. The review shows that the Vision Zero plans adopted have generally been successful in reaching the goal of reducing serious injuries and fatalities.

A common theme across the successful Vision Zero plans is the involvement and cooperation of multiple stakeholders including but not limited to enforcement, public health and emergency services and community stakeholders. These plans all acknowledge that Vision Zero is a multi-disciplinary effort that is successful when all stakeholders combine efforts in achieving a common goal.

Another common theme throughout the various action plans is a focus on the safety needs of vulnerable street users such as pedestrians, cyclists, seniors, and children; all of whom are typically overrepresented in serious traffic related injuries and/or death.

Although the Vision Zero action plans vary from one city to another due to differing views and priorities, the “five E’s” of Evaluation, Engineering, Enforcement, Education and Engagement are the common principles that the safety action items all adhere to.



Engineering countermeasures are a significant part of all Vision Zero plans reviewed. Each countermeasure was evaluated based on how widely it is accepted and utilized in various parts of the world and how effective it has been in reducing traffic fatalities and serious injuries.

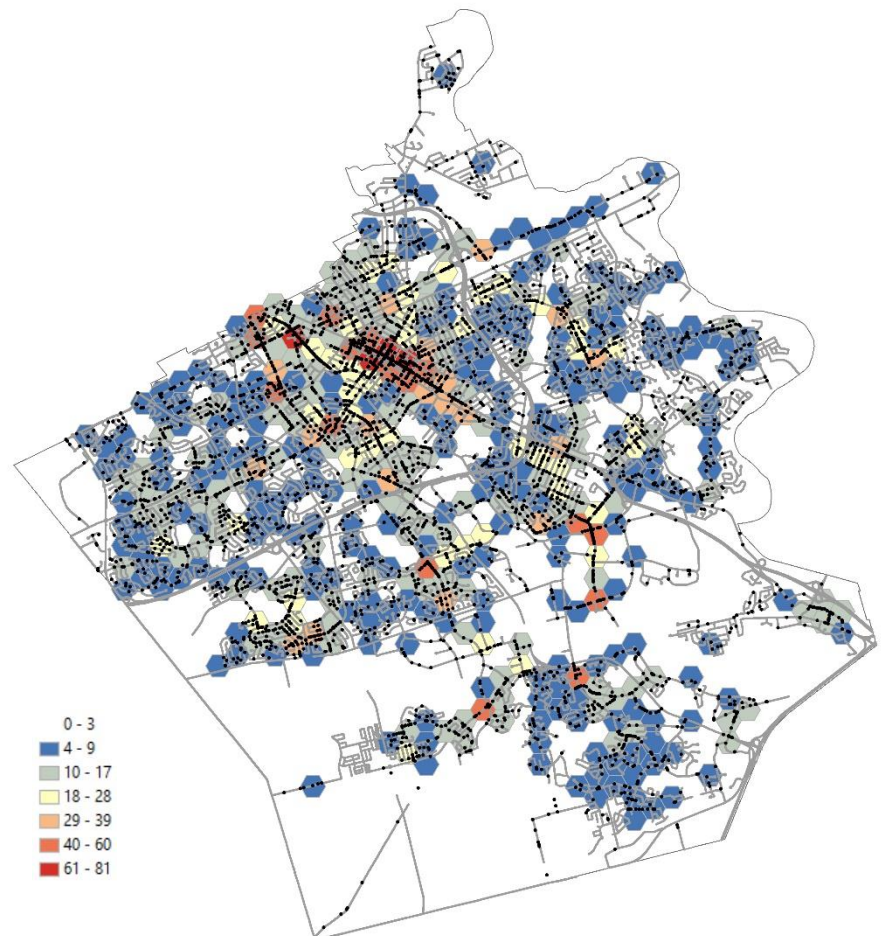
COLLISION ANALYSIS

An analysis of the City of Kitchener's historical collision data was conducted to help guide the development of a Vision Zero strategy. This analysis was focused on collisions that have occurred on the streets under the jurisdiction of the City of Kitchener. Due to the impacts of the pandemic and the data availability when the analysis was conducted the collision analysis does not include the 2019 and 2020 data.

Of the 2,217 lane km of roads within the City of Kitchener, 1,569 lane km of roadways are under the jurisdiction of the City of Kitchener, 499 lane km of the roadways fall under the jurisdiction of the Region of Waterloo, and 149 lane km of roadways fall under the jurisdiction of the Ministry of Transportation.

For the purposes of this review, roadways under the jurisdiction of the Region of Waterloo and the Ministry of Transportation have not been included. Staff have worked collaboratively with the Region of Waterloo on efforts that impact roads under the jurisdiction of the City of Kitchener and the action items under this Strategy are in alignment with the Region's Road Safety Program (RSP).

Map 1 shows the location of all the collisions that have occurred on Kitchener streets for a five-year period of 2014-2018. As shown in the map, the downtown area shows a higher concentration of collisions which is likely due to the higher level of exposure of different modes of traffic. Other neighbourhoods within the City show a fairly uniform distribution of collisions.



Map 1 – Collisions on Roads under the Jurisdiction of the City of Kitchener (2014-2018)

Chart 1 illustrates the trend of collisions on Kitchener streets since 2005. The blue line shows the collisions resulting in property damage only (PDO), the orange line shows the collisions that have resulted in injuries and the red line shows the collisions that have resulted in fatalities. As shown in Graph 1, no significant increasing or decreasing trend is observed in the number of collisions since 2005 for any of the categories. The goal of this Vision Zero Strategy is to change this to a declining trend that observes fewer collisions involving serious injuries and fatalities in future years.

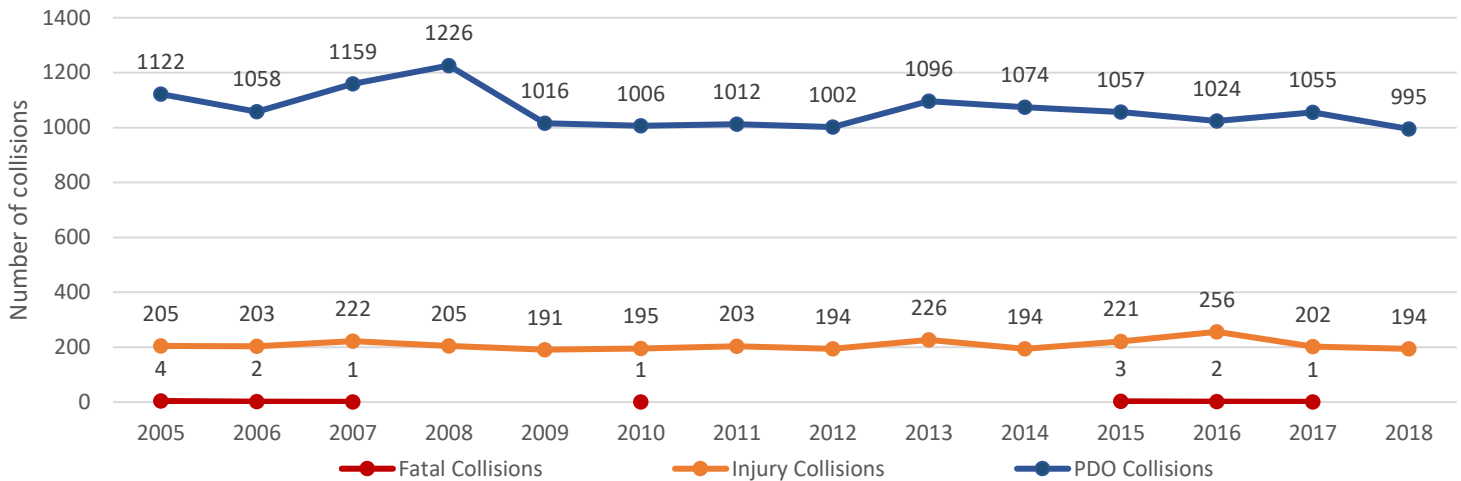
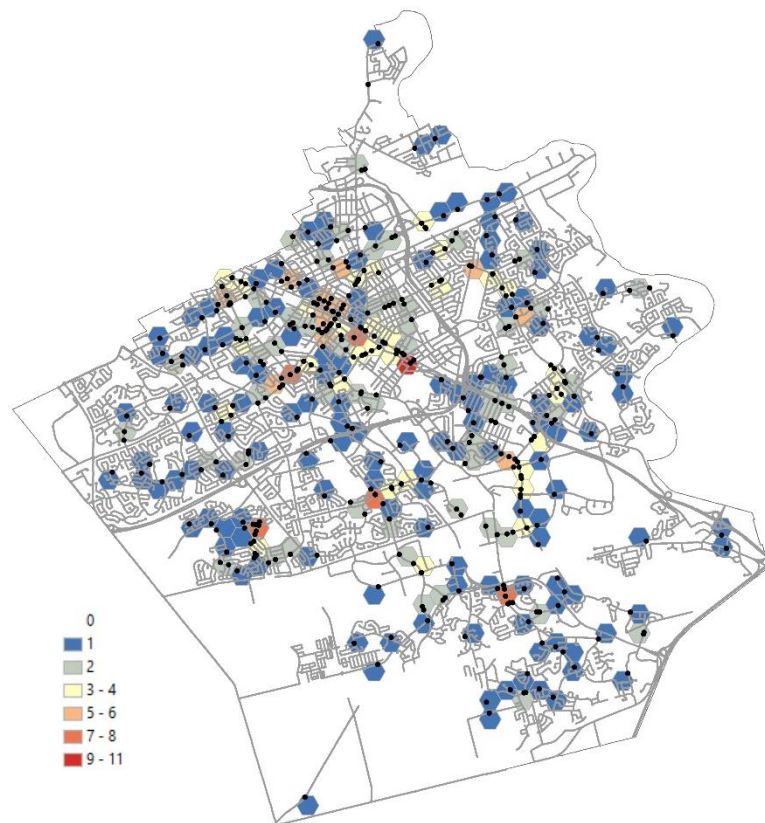


Chart 1 – Collision Trend on Kitchener Streets (2005-2018)

Map 2 shows the location of the injury and fatal collisions for a five-year period from 2014 to 2018. The collisions involving property damage only or minimal injuries that did not require admission to a hospital have been excluded from this map.

Map 2 shows that collisions involving injuries and fatalities are not limited to major roadways and are also occurring within local neighbourhood streets. This is a critical piece of information that will be utilized in determining the focus areas of this Vision Zero Strategy.

This data will be further used to develop a collision prediction model that incorporates observed collisions and exposure factors to identify priority locations for intervention.



Map 2 – Injury and Fatal Collisions on Kitchener Streets (2014-2018)

Chart 2 breaks down the number of serious injury and fatal collisions from 2014 to 2018 by the involved user type including drivers, motorcyclists, cyclists and pedestrians. Graph 1.1 shows that the number of serious injury and fatal collisions are disproportionately higher for collisions involving a vulnerable street user including pedestrians, cyclists or motorcyclists. In other words, a vulnerable street user has a significantly higher chance of being killed or seriously injured in a collision.

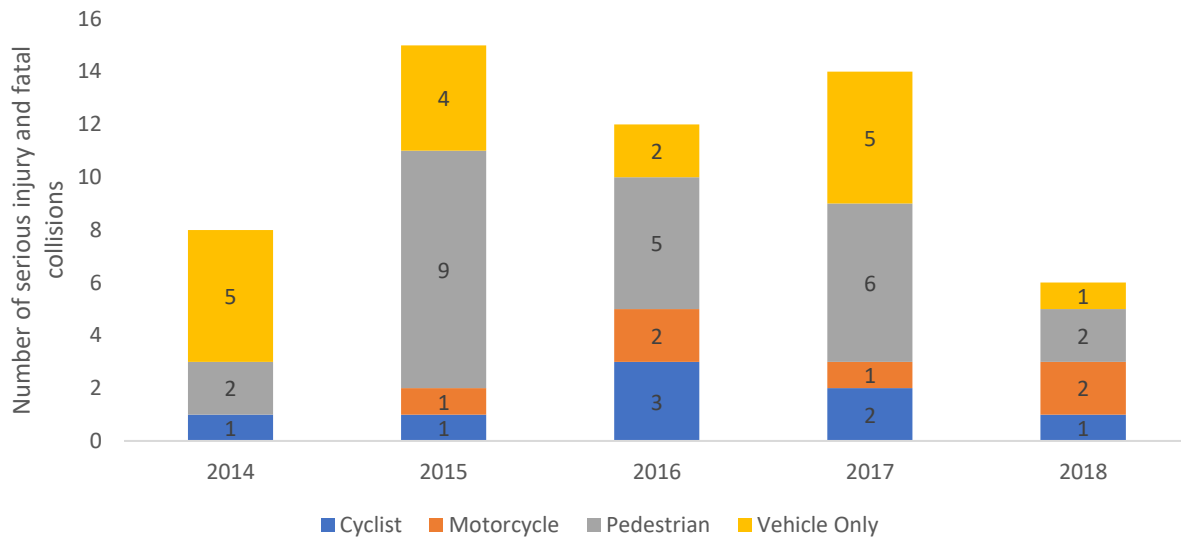


Chart 2 – Serious Injury and Fatal Collisions on Kitchener Streets (2014-2018)

A detailed analysis has been conducted on the serious injury and fatal collisions to identify the most contributing factors in the occurrence of these collisions. Chart 3 below shows that distracted driving, aggressive driving/speeding, are the top two contributing factors in these collisions.

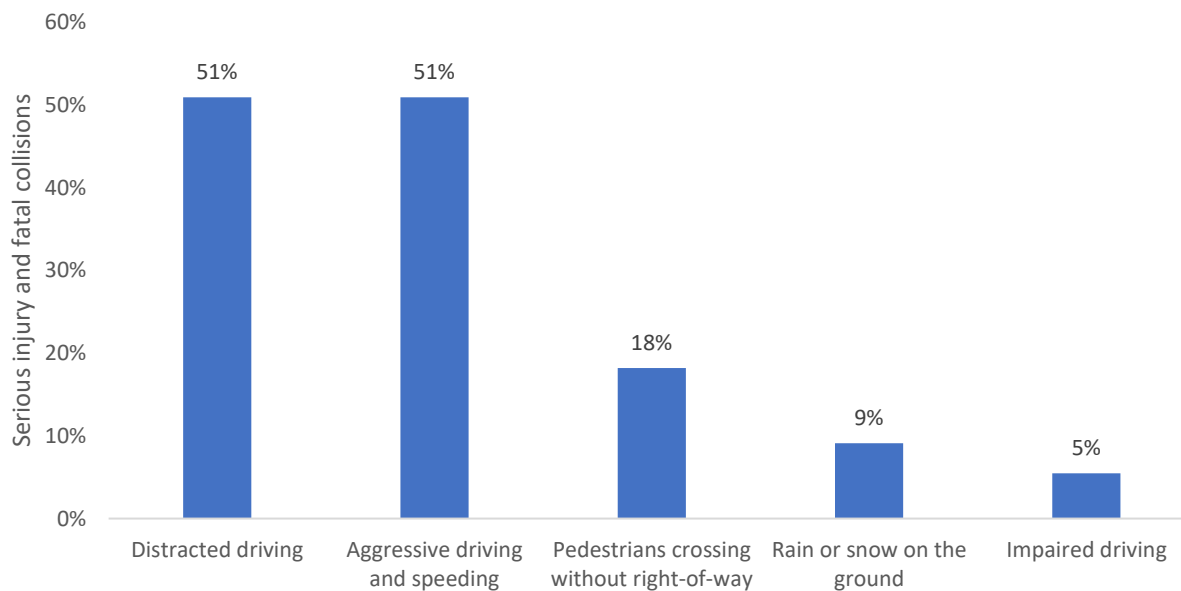


Chart 3 – Contributing Factors in Serious Injury and Fatal Collisions on Kitchener Streets

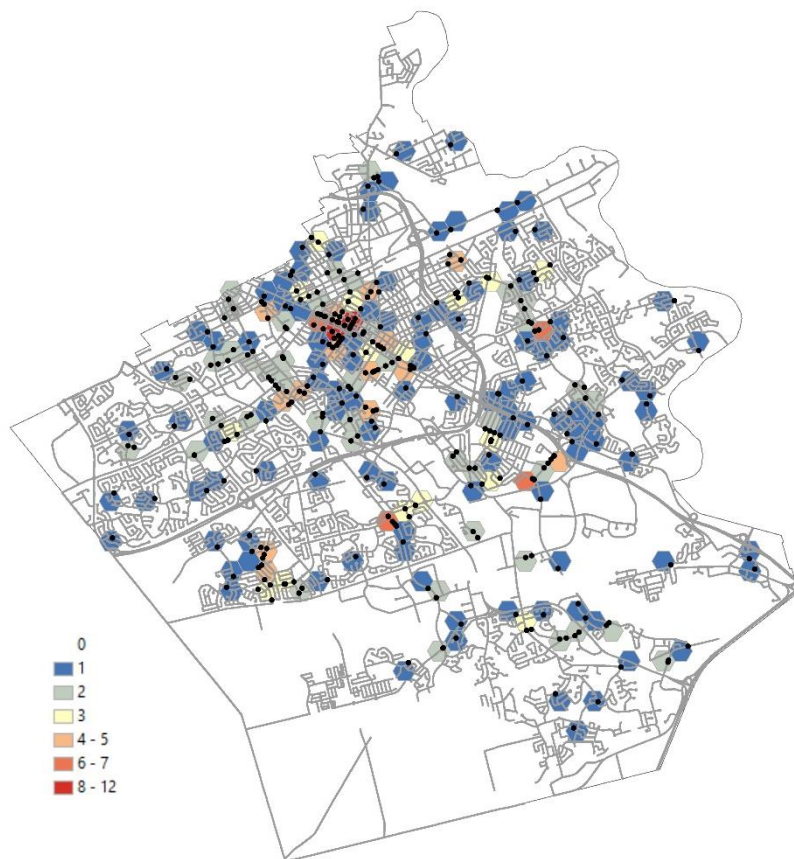
Vulnerable Street Users Collisions

Vulnerable street users include pedestrians, cyclists and motorcyclists and are a main focus of the Vision Zero Strategy. A detailed analysis has been conducted on collisions involving these users.

Map 3 shows the location of the collisions involving vulnerable road users for a five-year period of 2014-2018.

Chart 4 below shows the trend of these collisions from 2005 to 2018. As shown in the chart, no significant increasing or decreasing trend is observed in the data.

This Vision Zero Strategy will attempt to change this to a declining trend in future years that observes fewer collisions involving vulnerable street users.



Map 3 – Collisions Involving Vulnerable Street Users on Kitchener Streets (2014-2018)

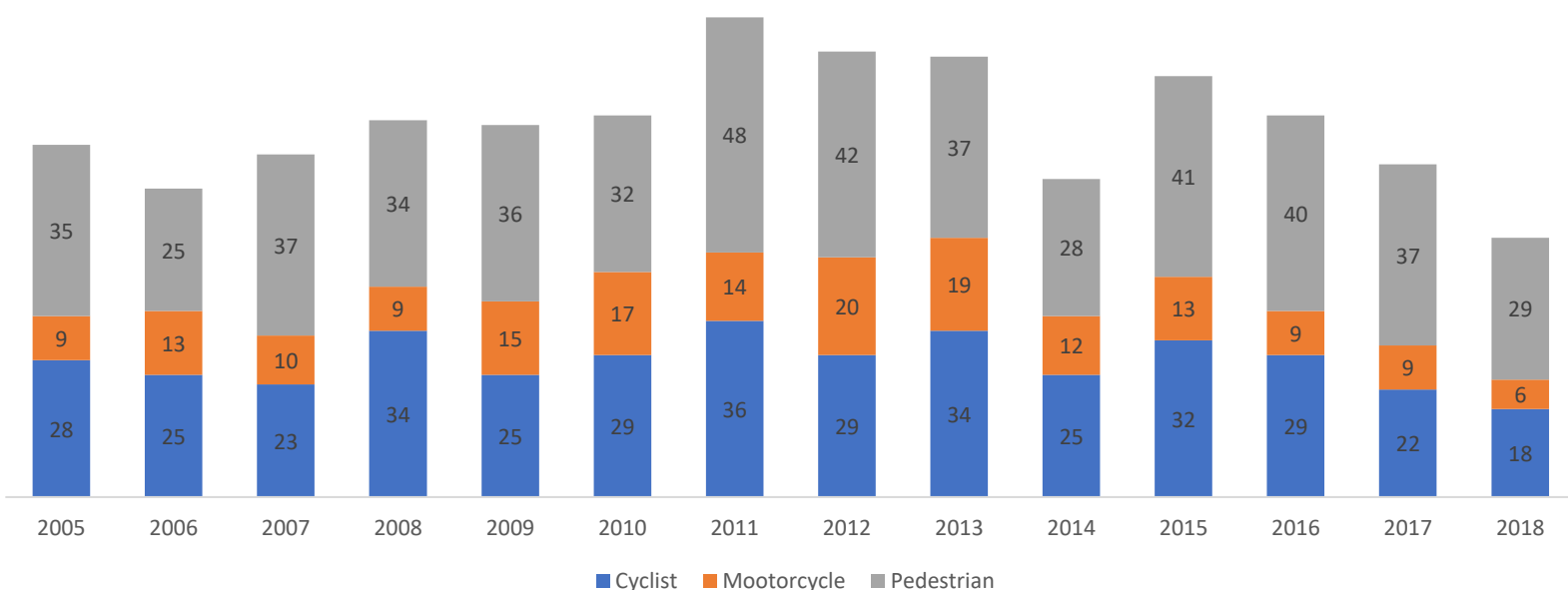


Chart 4 – Trend of Collisions Involving Vulnerable Street Users on Kitchener Roads (2005-2018)

Chart 5 compares the breakdown of the collisions by property damage only, injury and fatal collisions for collisions involving vehicles only versus collisions involving vulnerable street users. The charts show that more than 84% of the collisions involving vulnerable street users result in injuries or fatalities while approximately 13% of the collisions involving vehicles only result in injuries and fatalities. This shows that vulnerable street users are overrepresented in injury and fatal collisions and therefore should be a focus when implementing street safety improvements.

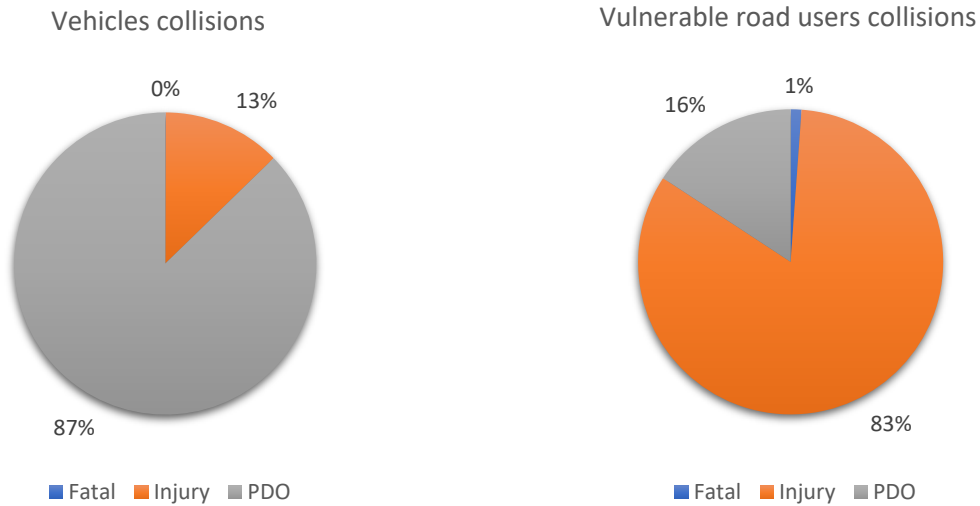


Chart 5 – Breakdown of Collisions by Injury



PUBLIC and STAKEHOLDER ENGAGEMENT

A successful Vision Zero program requires ongoing engagement from multiple functions and stakeholders. For the development of the City of Kitchener Vision Zero Strategy, the City has engaged with different stakeholders including residents, City of Kitchener advisory committees and municipal and regional agencies related to street safety.

Project Team and Project Consultation Group

The project team members were selected to ensure representation from each of the Vision Zero elements. The project team consisted of the City of Kitchener Transportation Services staff, the City of Kitchener Corporate Communications and Marketing staff, the Region of Waterloo Police Services and the Regional of Waterloo School Travel Planning.

In addition to the project team, a project consultation group was established consisting of representatives from the Region of Waterloo Transportation Services Division, Region of Waterloo Grand River Transit, Region of Waterloo Public Health and Emergency Services, City of Kitchener Engineering Division, City of Kitchener Operation - Roads and Traffic Division, City of Kitchener Parks and Cemeteries Division, City of Kitchener's Fleet Division, City of Waterloo and City of Cambridge. The project team met with the project consultation group on key milestones with the objective of identifying street safety priorities and brainstorming solutions/action items.

City staff also collaborated with the University of Waterloo Transportation Engineering team to leverage their expertise in the development of the strategy. The partnership is a three year (2021-2023) collaborative effort with the University of Waterloo, City of Kitchener, City of Waterloo, Region of Waterloo and an industry partner; Miovision Technologies; aiming to develop optimal Vision Zero safety improvement programs. Specifically, the partnership is set to achieve the goals of developing a new framework for assessing system-wide impacts of various countermeasures and optimizing the implementation strategies of specific programs. The University of Waterloo has assisted the City with research on best practices and network screening/hot spot identification.



Advisory Committees Engagement

Throughout 2020 and 2021 staff met with advisory committees including Mayor's Advisory Council for Kitchener Seniors, Kitchener Cycling and Trails Advisory Committee, Kitchener Youth Action Council, Grand River Accessibility Advisory Committee and Safe and Healthy Communities Advisory Committee. The intent of these meetings was to raise awareness about Vision Zero and to receive feedback. Through these sessions staff received valuable feedback including street safety concerns, action item options and data collection and evaluation requests.

Public Engagement

To better understand the residents' street safety concerns and priorities, and to gauge public's feedback on the action items proposed within the City of Kitchener's Vision Zero Strategy, two online surveys were released using the Engage Kitchener platform. The first survey was released in November 2020 and stayed open for a duration of two months. A total of 443 responses were received. The second survey was released in October 2021 and stayed open for a duration of three weeks. A total of 296 responses were received in the second survey. Participating in the surveys required email registration in order to reduce duplicate responses and to help prevent bias in the results.

An analysis was conducted on the demographic characteristics of the respondents which showed a balanced representation in the age, gender and income threshold of the respondents.

The main highlights of the survey are summarized below:

Kitchener Residents' Main Mode of Transportation

- 90% of the respondents drive on a daily/weekly basis
- 85% of the respondents walk on a daily/weekly basis
- 45% of the respondents cycle at least once a month
- 24% of the respondents use public transit at least once a month
- 4% of the respondents use mobility devices



Kitchener Residents' Road Safety Experience

- Most of the respondents feel safe when driving
- 20% of the respondents do not feel safe when walking
- Half of the respondents feel unsafe when cycling
- Most of the public transit users feel safe when using public transit
- Most of the respondents using mobility devices did not indicate that they feel safe when using Kitchener's transportation facilities

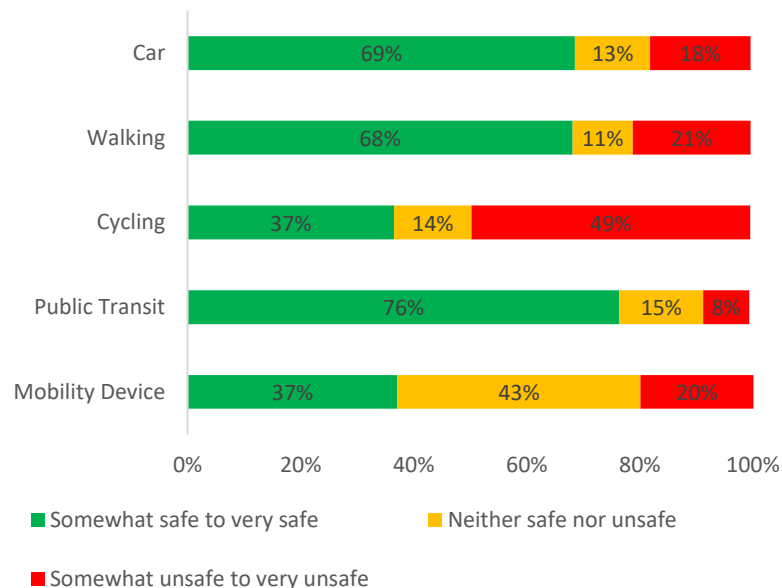


Chart 6 – Kitchener Resident's Road Safety Experience

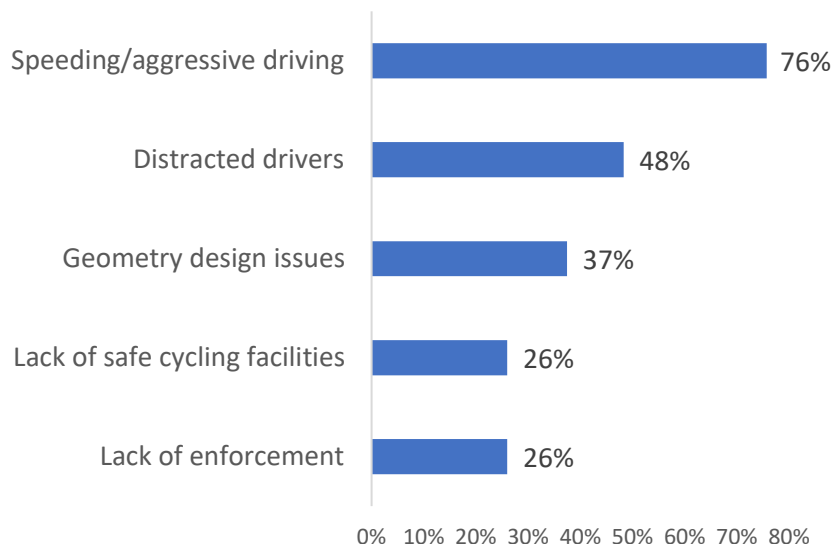


Chart 7 – Kitchener Residents' Road Safety Concerns

Kitchener Residents' Road Safety Concerns

- Speeding and aggressive driving is the top concern of the respondents (76% of the respondents).
- Almost half of the respondents are concerned about distracted driving.
- Almost 40% of the respondents believe that street design should be improved.
- About 25% of the respondents believe that the cycling facilities should be improved/expanded.
- About 25% of the respondents believe that enforcement should be increased.

October 2021 Survey Participant Feedback on the Proposed Action Items

- 62% of the respondents are supportive of the proposed action items, with 17% neither supportive nor opposed and 21% opposed.
- 53% of the respondents believe that the proposed action items address their concerns, reflect their street safety priorities and overall are the right action items to improve street safety in Kitchener. 14% are neither in agreement nor in disagreement, and 32% in disagreement with the statement above.

VISION and OBJECTIVES

Through collaboration with stakeholders and the project team, the following vision and mission statement have been developed for the City of Kitchener's Vision Zero Strategy:

Vision Statement:

To reduce collisions that result in severe injury or fatality to zero for all street users including drivers, cyclists, pedestrians, transit users and people using mobility devices on City of Kitchener streets.

Objectives:

Over a four-year plan we aim to achieve the following.

- A declining trend in the number of collisions involving serious injuries or fatalities
- Data driven decision making and focusing resources in areas with the highest expected impact
- Increased public awareness and education about Vision Zero
- Enhanced collaboration and data sharing with key stakeholders
- Ongoing engagement with Kitchener residents and other stakeholders



This vision is a long-term goal requiring significant support, collaboration and resources from different functions and stakeholders. The City is taking a multi-step approach towards this goal. At the end of each step, the outcomes and actions will be evaluated and revised to ensure continuous progress towards the vision.

EMPHASIS AREAS

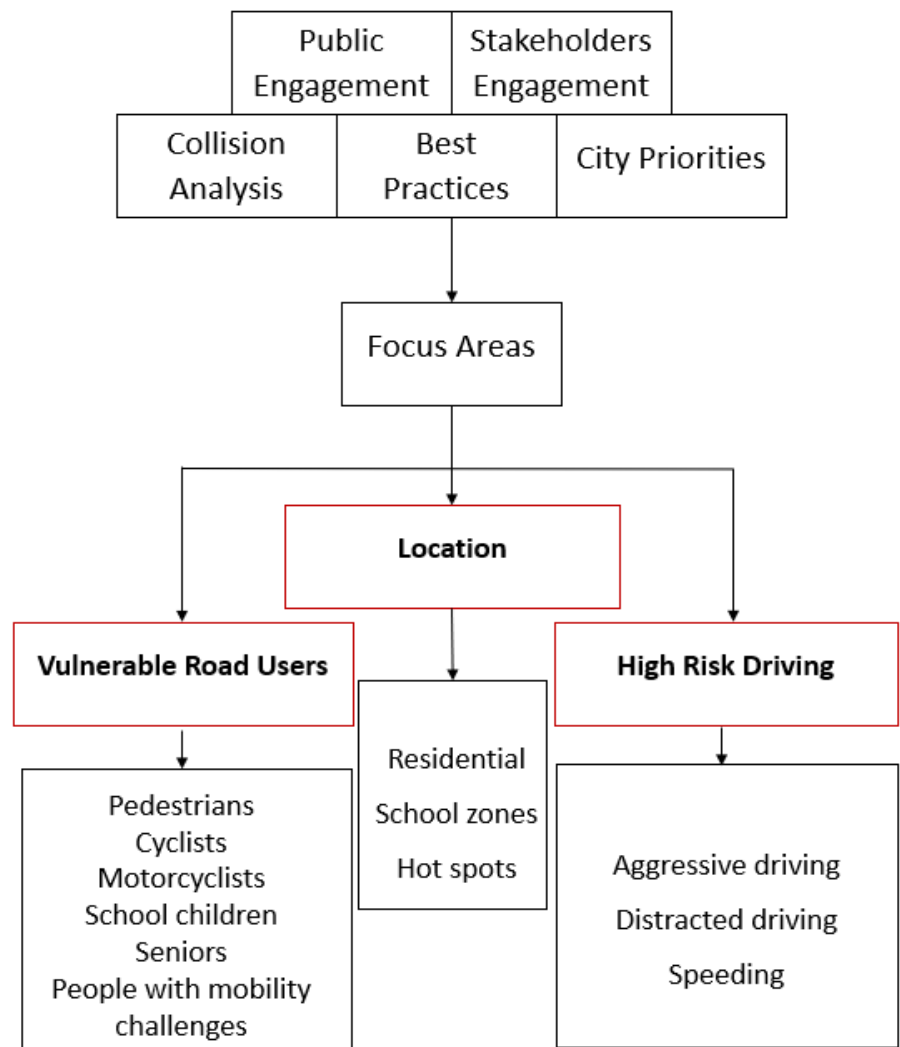
To help prioritize street safety improvements and to better utilize the available resources and funding in the most efficient way, The City has developed a number of Emphasis Areas.

Emphasis Areas are areas of opportunities to improve road safety. The proposed action items of the Vision Zero Strategy are selected in alignment with the Emphasis Areas.

The City has identified the Emphasis Areas based on data analysis, background research, and public and stakeholder engagement. The City of Kitchener's strategic goals and priorities involving active transportation has also been considered in identifying the emphasis areas.

The emphasis areas identified are categorized into three groups:

- Vulnerable street users
- Location
- High risk driving



Vulnerable street users: data analysis, research from other municipalities and public and stakeholder engagement have consistently shown that vulnerable street users including pedestrians, cyclists, motorcyclists, school children, seniors and people living with mobility challenges, should be a key focus area of a Vision Zero Strategy.

Location: resources should be deployed in the most efficient way possible, focusing on specific locations such as residential zones, school zones and hot spots where the probability of a collision involving a serious injury or fatality is higher risk.

High risk driving: both the data analysis and public/stakeholder engagement showed that high risk driving behavior including aggressive driving, speeding and distracted driving are some of the most important contributing factors to collisions involving serious injuries or fatalities and should be a focus area.



ACTION ITEMS

The Vision Zero Strategy involves several street safety programs/initiatives that are important to reduce the probability of collisions resulting in a serious injury or fatality. Action items are selected based on data analysis, experience of other municipalities, public and stakeholder engagement, and available resources. The action items selected are in alignment with the Emphasis Areas described above.

Three categories of action items are considered under this Vision Zero Strategy:

- Existing Action Items: these are existing street safety programs in the City of Kitchener;
- Enhanced Action Items: these are existing street safety programs in the City of Kitchener that are proposed to be enhanced or expanded through the Vision Zero Strategy;
- New Action Items: these are new programs/initiatives that are proposed to be implemented in the Vision Zero Strategy.

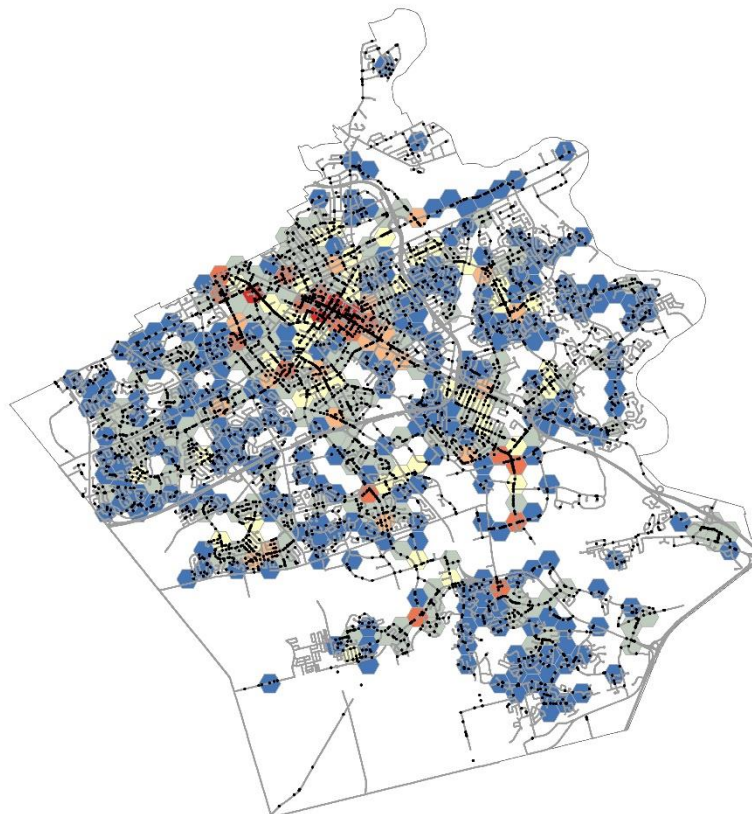
The proposed action items are further categorized into each element of Vision Zero. Each category is further expanded in the following sections.

1. EVALUATION

An effective Vision Zero program requires continuous data-driven evaluation and analysis of street network safety. This includes the ability to continuously track the impact of safety-related efforts to better understand the causality behind the traffic related serious injuries and fatalities. Annual collision analysis and network screening are examples of an ongoing evaluation strategy.

Safety evaluation of the transportation network enables a data driven approach towards the identification of high priority areas and countermeasure implementation. This approach ensures that the available City resources are utilized in the most efficient manner. Once a countermeasure is implemented, continuous evaluation of its effectiveness helps to develop an understanding of whether the safety objectives have been met or further improvements are required.

The accuracy and quality of street safety evaluation programs depend on the quality and quantity of the traffic and collision data available. Currently the collision data up to the end of 2019 has been used as the basis of the analysis in this Vision Zero Strategy. The analysis will be continuously updated as more recent data becomes available.



EXISTING EVALUATION ACTION ITEMS

- **Traffic Data Collection:** traffic data is collected on an annual basis to determine the best locations to install traffic calming measures. Traffic speed and volume data allow staff to make data-based recommendations about traffic calming and other transportation initiatives. Each year data is collected on approximately 300 roadways.
- **Selective Traffic Enforcement Program (STEP):** representatives from the Region of Waterloo, area municipalities and Waterloo Regional Police Services staff hold regular meetings to review traffic and collision data. In these meetings areas for targeted and increased enforcement are discussed and data is used to help prioritize high priority locations.
- **Reactive (complaint driven) safety evaluation:** upon receiving a traffic safety related complaint/concern, the necessary data is gathered and evaluated to identify the underlying causes of the traffic safety problem. Based on the evaluation results and available resources, a suitable countermeasure may be determined and implemented through existing programs and processes.

ENHANCED EXISTING EVALUATION ACTION ITEMS

The following street safety improvements are to be enhanced and are described in the next section.

- Project Impact Evaluation
- Collision Network Screening and Hot Spot Identification
- Safe Driving Practices Program for City Fleet

ENHANCED and NEW EVALUATION ACTION ITEMS

- **Collision Network Screening and Hot Spot Identification:** Currently the collision data is mainly used to prioritize traffic calming efforts. The database is updated every year and is used as a determining factor in the traffic calming scoring system. Collision data is also used as the means to evaluate different safety countermeasures on a reactive basis. Through the Vision Zero Strategy, a network screening process is proposed that provides a systematic method to proactively identify a list of locations with high collision risk (hot spots) by supplementing the collision data with multiple other factors including site characteristics, traffic volumes, speeds, exposure, etc.
- **Project Impact Evaluation:** The impact of all safety related projects including traffic calming projects, cycling facilities, speed reduction projects, and all other safety countermeasures implemented are quantified and evaluated. Depending on the project objectives, the impact evaluation plan details and timelines are designed, and the required data is collected before and after implementation. The result of project impact evaluation informs future decision makings around safety improvements. The project impact evaluation is planned to be enhanced through collecting new sources of data and conducting before-after studies to assess the effectiveness of the road safety improvements that will be implemented through the Vision Zero Strategy.

- **Safe Driving Practices Program for City Fleet:** The City of Kitchener has committed to safe driving practices and reduction of injuries as a result of collisions. In 2014 City installed AVL/GPS devices on all mobile motorized equipment to encourage municipal workers to practice safe driving behaviors. By having the capability to monitor aggressive or unsafe vehicle operation, including swerving, harsh braking, rapid acceleration, and speeding, Fleet and divisional managers can take steps to correct and coach this behavior immediately furthering the goals of Vision Zero. Staff will be assessing the content of the driver behaviour data through the quarterly Fleet Users Working Group as way to further enhance the Cities commitment to safe driving practices with possible incentive for drivers who exceptional safe and productive driving behaviours.
- **Severe Injury and Fatal Collision Investigation Program:** Develop and implement a program to systematically investigate severe injury and fatal collisions in collaboration with Region of Waterloo, Public Health and Emergency Services and Police Services. Reviews will be conducted to investigate the trends in collision causes, provide solutions and implement countermeasures within a given timeframe.
- **Collaboration and Data Sharing with the Region of Waterloo Public Health and Emergency Services:** Collaboration and data sharing with the Region of Waterloo Public Health and Emergency Services to maximize safety efforts and understand collisions causes and the nature of injuries. As part of this collaboration, the role of societal inequity and demographic characteristics in the occurrence of serious injury and fatal collisions will also be investigated. Targeted countermeasures to enhance street safety equity will be applied.



2. ENGINEERING

The design, operation and maintenance of the transportation network can have a significant impact on the frequency and severity of collisions. Engineering tactics contained in a Vision Zero Strategy acknowledges the role of human error and aims to account for these errors. For example, countermeasures such as traffic calming designs and dedicated infrastructure for vulnerable street users are proven to improve traffic safety for all street users.

Engineering countermeasures could vary from adding signs and pavement markings, which are cost effective and can usually be implemented within a shorter period of time, to significant capital projects that have higher costs and could take several years to design and implement. The best opportunity for major street safety redesigns is during the road reconstruction phase, which usually happen every 25 to 50 years for each street. Transportation Services, in collaboration with the Engineering division will ensure to use these opportunities to implement complete street designs that provide a safer space for all street users regardless of age, ability or mode of transportation.

Engineering countermeasures are typically targeted and site-specific. For this reason, assessment of their effectiveness is more straightforward. Experience from other municipalities on the effectiveness of engineering countermeasures will be used in selecting the most impactful countermeasures.



EXISTING ENGINEERING ACTION ITEMS

- **Complete Streets Guidelines:** “Designing for safety” is a primary goal of the Complete Streets Guidelines, which provides extensive technical guidance, based on industry best practices. Street design guidance includes cross sections, intersections and street design features for each of the four travel modes: pedestrian, cycling, transit and motor vehicles. These guidelines also provide related evaluation and education tactics to support the design improvements.
- **Cycling and Trails Master Plan:** The Cycling and Trails Master Plan guides the development of safe and convenient active transportation options for people of all ages and abilities over the next 20 years. It focuses on creating networks for people of all ages and abilities that reflects current best practices in active transportation. This guide identifies priorities of projects that will provide connected networks of on-street cycling routes and off-street trails for users of all ages and abilities.
- **Downtown Cycling Grid:** The Downtown Cycling Grid provides infrastructure that is safe, comfortable and convenient for all ages and abilities. Through a combination of trails, separated bike lanes on busy streets and neighbourhood bikeways on quiet streets, the grid consists of 10 km of new or upgraded infrastructure, providing residents with access to all that downtown has to offer.
- **School Crossing Guards:** To improve safety for students, typically kindergarten to grade 6, the City assigns crossing guards at eligible locations using a justification system. For locations which meet the criteria, staff will then recommend a crossing guard to assist students in crossing the roadway on their way to and from school.
- **Construction/work site safety:** Staff make sure that all the contractors follow the street safety provisions for any construction/work site through requiring the contractors to apply for a construction/work site permit. The permit requires the contractors to abide by the transportation safety rules and standards.
- **Complaint Review and Mitigation:** Process to investigate street safety complaints and provide solutions. Upon receiving a traffic safety related complaint/concern, details are logged, and the necessary data is gathered and evaluated to identify the underlying causes of the traffic safety problem. Based on the evaluation results and available resources, a suitable countermeasure is determined and implemented.

ENHANCED EXISTING ENGINEERING ACTION ITEMS

The following street safety improvements are to be enhanced and are described in the next section.

- 40km/h Speed Limit Review
- Formal Traffic Calming
- Seasonal Traffic Calming
- School Route Safety
- Sidewalk Infill Policy

ENHANCED and NEW ENGINEERING ACTION ITEMS

- **40km/h Speed Limit Review:** Staff have conducted a pilot project in three neighbourhoods to evaluate the effectiveness of reducing speed limits from 50 km/h to 40km/h. The speed limit of school zones within the pilot areas were further reduced from 40km/h to 30km/h. This study showed that by reducing speed limits, vehicle operating speeds were reduced by 7% on average. Based on the results of the pilot project Council approved a reduced speed limit in all residential neighbourhoods within the City of Kitchener, from 50km/h to 40km/h, and a reduced speed limit in school zones and along signed and identified neighbourhood bikeways, from 40km/h to 30km/h.
- **Formal Traffic Calming:** Each year staff complete three formal traffic calming projects. The three project locations are selected based on a ranking system using criteria such as speed, volume, and collision history. Formal traffic calming includes geometric changes to the roadway such as speed humps, speed cushions curb extensions, raised crosswalks, and pedestrian islands. The three locations that score the highest are recommended for the formal traffic calming process. Through this process local neighbourhoods are engaged to understand challenges, opportunities and to develop the most appropriate traffic calming approach for their roadway. This program will be reviewed as part of the Vision Zero Strategy to update the policy, find opportunities to streamline the process, and ensure that the measures implemented are consistent with best practices.
- **Seasonal Traffic Calming:** Seasonal Traffic Calming includes in-road flexible signs that are placed in the middle of the roadway to help calm traffic. These in-road signs help narrow the roadway and provide a visual cue to drivers that slower speeds are appropriate. Seasonal traffic calming also includes radar speed signs. The purpose of radar speed signs is to slow cars down by making drivers aware when they are driving at speeds above the posted limits. Transportation staff work with Ward Councillors to determine the most suitable seasonal traffic calming locations each year. Seasonal traffic calming measures are installed in the spring and removed in the fall before winter maintenance starts. This program will be reviewed as part of the Vision Zero Strategy to develop a council approved policy, streamline the process and ensure that the measures implemented are consistent with best practices.
- **School Route Safety:** School zones that require safety improvements are identified on a complaints-driven basis. Based on data gathered by the school travel planner, recommendations are made that prompt municipal transportation staff to conduct a review to determine the appropriate design improvements, which are then implemented as budget permits. Through the Vision Zero Strategy, a summary of best practices specific to school zones will be developed. This guide will include the best practices on safety design requirements in school zones based on local context.
- **Sidewalk Infill Policy:** This policy provides a priority list for new sidewalk locations based on a scoring system which aims to provide a safe and connected network of sidewalks for pedestrians. Through the Vision Zero Strategy, this policy will be reviewed to ensure that the process is streamlined and that the prioritization criteria is up to date.

- **Vulnerable Street User Areas Policy:** Develop a policy specific to locations expecting a high volume of vulnerable street users such as pedestrians, cyclists, seniors, children, etc. This policy will include enhanced traffic safety measures such as lower speed limits, improved pavement markings, enhanced signage, and traffic calming measures. The policy will determine a process for evaluating and selecting areas for implementation.
- **Pedestrian Crossover Handbook:** Develop a summary of best practices for Pedestrian Crossover (PXO) considering local context to ensure safe crossing of pedestrians regardless of age and ability. This document will be used as a guide in future projects, and retrofitting existing locations as required.
- **Accessibility Improvement Handbook:** Develop a summary of best practices for accessibility requirements for all modes of transportation. This document will be used as a guide in future projects to help ensure that accessibility requirements are implemented.
- **Hot Spot Improvements:** Based on the evaluation results, areas with a higher risk for serious or fatal collisions should be identified and prioritized. Appropriate engineering countermeasures should be implemented in priority areas. Examples of these countermeasures include enhanced pavement markings and signage, street geometry changes, and enhanced traffic calming measures.
- **Fleet Safety Improvements:** The safety features of the City's fleet vehicles will be reviewed and evaluated. These new safety measures include truck sideguards (truck lateral protective devices [LPDs]) and enhanced dash cameras. Truck sideguards identified in the industry as Lateral Protective Devices (LPDs) are devices designed to keep pedestrians and bicyclists from being run over by a large truck's rear wheels in side-impact collisions. The city will continue to explore and assess these devices under the Vision Zero initiative. The City also intends to expand and enhance the current dash camera system due to the outdated technology currently in use. With the help of dash cam footage and advanced safety features, the City can easily pinpoint which drivers need to learn and customize their driver coaching programs accordingly through the City's Fleet Safety and Compliance program.



3. ENFORCEMENT

Inappropriate driver behavior such as impaired driving, distracted driving and speeding are major contributors to severe collisions. These high-risk behaviors can be reduced through different types of police enforcement and related educational programs. Targeted enforcement of speeding, distracted driving and ride programs are common tools in this area. Enforcement measures can be continuous or temporary programs and can be targeted to specific locations or be applied on a broader scale.

The City of Kitchener continues to work with Region of Waterloo Police Services and regularly communicates the City's safety priorities that require enforcement. Considering the limited authority of The City of Kitchener has in the enforcement area, the key objective of the action items under this category is continuing and enhancing collaboration and data sharing to ensure that the available resources are utilized to full capacity and at priority locations.



EXISTING ENFORCEMENT ACTION ITEMS

- **2021 Road Safety Plan:** The Waterloo Regional Police Service has launched a Road Safety Plan aimed at making our streets safe for all users. The plan outlines the Waterloo Regional Police Service's commitment to reducing major injury collisions and fatalities on our streets and will focus on enforcement and education on the Fatal Four offences: impaired driving, distracted driving, speeding/aggressive driving, and seatbelt use. As part of the plan, several initiatives will be carried out including monthly road safety plans, increased focus on rural enforcement and the formation of Traffic Services Special Enforcement Teams. A focus will be placed on increased RIDE programs, Selective Traffic Enforcement Programs (STEP), high complaint areas, educational campaigns and community partnerships.

ENHANCED EXISTING ENFORCEMENT ACTION ITEMS

The following street safety improvements are to be enhanced and are described in the next section.

- Targeted Enforcement (STEP Program)
- WRPS Traffic Management Plan
- Automated Speed Enforcement

ENHANCED and NEW ENFORCEMENT ACTION ITEMS

- **Targeted Enforcement (STEP Program):** Collaboration and data sharing with the Region of Waterloo Police Services to identify locations in need of targeted enforcement and educational programs. Appropriate enforcement and educational programs will be planned and implemented in the areas identified.
- **WRPS Traffic Management Plan:** Collaboration and data sharing with the Waterloo Region Police Services and providing feedback as a key stakeholder in the development of Traffic Management Plans. Traffic Management Plans are developed by the WRPS aimed at making our streets safer for all street users by implementing enforcement and educational programs.
- **Automated Speed Enforcement (ASE):** The intent of ASE is to improve street safety in school zones and community safety zones through increased compliance with posted speed limits. An ASE system automatically measures vehicle speeds at a specific point along a roadway using a camera-based radar system. Enforcement is accomplished through the issuance of an offence above the posted speed limit issued to the owners of the vehicles' license plate number. Currently, the Region of Waterloo administers this program on regional and municipal roads on behalf of area municipalities. The local Provincial Offences Court office falls under the authority of the Region of Waterloo and therefore area municipalities are currently limited in their ability to establish a standalone ASE program. Through the Vision Zero Strategy, the City will review the transition to the Administrative Monetary Penalty System (AMPS) which allows the area municipalities to administer the program through a faster and more flexible process.

4. EDUCATION

Increased awareness and education related to road safety is fundamental to a successful Vision Zero program. The main objective of the educational programs is to share information, increase public awareness, and reduce high risk behaviour. Educational programs are targeted to children, inexperienced drivers, distracted and aggressive drivers. Educational campaigns are often long-term strategies towards behavioral changes and can take more time to monitor and see meaningful change.

Currently the City of Kitchener's educational programs regarding road safety are primarily focused on active and safe routes to school and/or cycling education and information. However, there are continued education efforts that also occur through the Region of Waterloo, Region of Waterloo Public Health and Emergency Services and/or the Waterloo Regional Police Services.

The intent of the education action items in this Strategy is to inform and raise public awareness about street safety and Vision Zero, building support for street safety improvements, and establishing a cultural shift in road user behavior to reduce high risk driving.



EXISTING EDUCATION ACTION ITEMS

- **Your Community, Your Choice campaign:** This campaign is run by the Waterloo Region Police Service. Through this monthly road safety campaign Waterloo Region Police Service will focus on encouraging all street users to play a part in ensuring our streets are kept safe. This campaign is run by the Waterloo Region Police Service and focuses on educating and engaging all street users to make streets safer. This campaign focuses on the four fatal offences of impaired driving, distracted driving, speeding and aggressive driving, and seatbelt use.
- **Inter-municipal Partnership for Active Transportation (IMPACT):** Regular meetings attended by representative from local municipalities, Region of Waterloo Police Services, Ministry of Transportation, public health and emergency services, school travel planning, Canadian Automobile Association, and post-secondary institutions to discuss and plan educational campaigns to promote safe walking, cycling and other forms of active transportation across Waterloo Region. The committee set annual priorities and objectives based on local needs, available resources and strategic issues.
- **Waterloo Region Road Safety Campaign for Short-Term Construction:** This road safety campaign is an ongoing public awareness initiative, that aims to change driver behavior in construction zones across Waterloo Region. This campaign raises awareness about the dangers of ignoring construction signage, educates street users on the rules of the road (specifically in construction zones), encourages compliance and works to reach varied audiences to reduce injuries and fatalities and to promote long-term behaviour change related to driving. This campaign runs during the summer/fall construction season.
- **Regional Traffic Coordinating Committee:** Area municipalities, the Region of Waterloo, Waterloo Region Police Service, and Grand River Transit meet on a quarterly basis to discuss traffic and transportation related issues across the region. This forum provides an opportunity for municipalities to update on ongoing efforts, strategize on educational initiatives that have regional impact, and review policy direction from transportation institutions and other levels of government.

ENHANCED EXISTING EDUCATION ACTION ITEMS

The following street safety improvements are to be enhanced and are described in the next section.

- Active Transportation Educational Campaigns and Events
- Active School Travel Educational Programs
- Educational Programs for Fleet Drivers

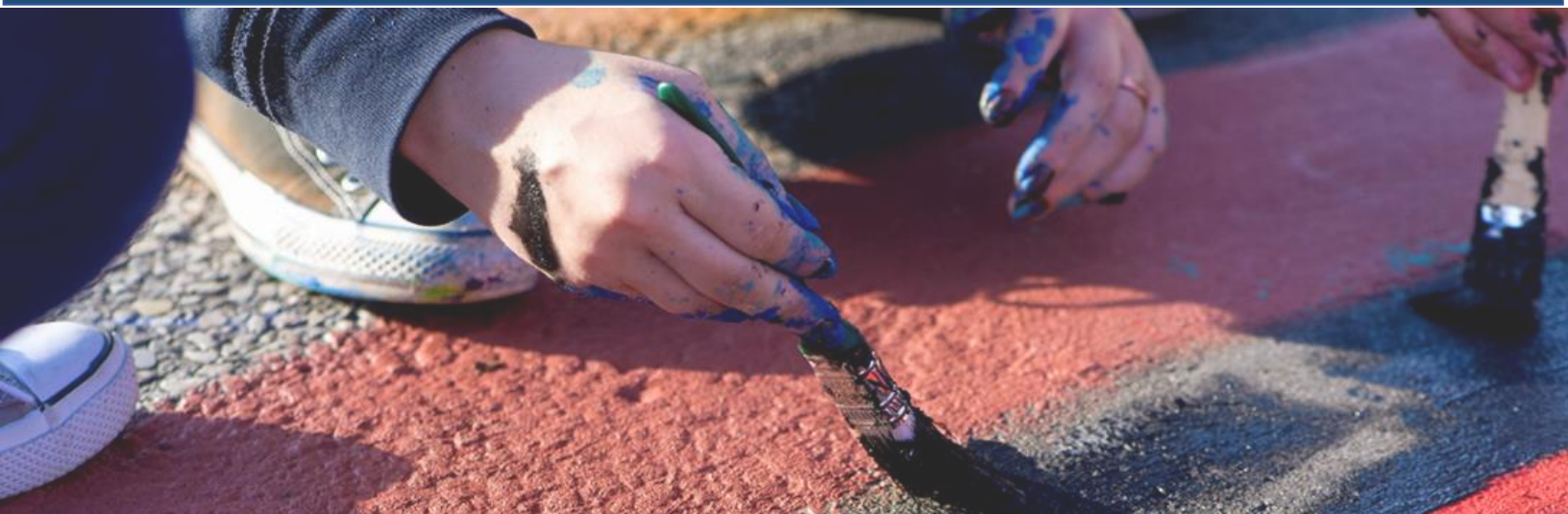
ENHANCED and NEW EDUCATION ACTION ITEMS

- **Active Transportation Educational Campaigns and Events:** Currently the City provides educational campaigns, events and materials regarding different active transportation facilities and ongoing cycling projects. It also provides bike maps and bike parking locations to help navigate cyclists through the safest and most convenient route. A monthly e-newsletter provides regular information and updates on on-going cycling projects and new cycling facilities to promote cycling

and educate all street users on best practices. Through the Vision Zero Strategy, the active transportation educational programs will be further enhanced and will include the Cycling and Trails Master Plan updates, the Downtown Cycling Grid updates, educational materials and campaigns for both cyclists and drivers on how to use/drive along separated bike lanes, painted bike lanes, bike boxes, pedestrian crossovers, etc.

- **Active School Travel educational programs:** Dedicated programs managed by Student Transportation Services of Waterloo Region that elevate students' pedestrian skills and family traffic awareness. This educational programming covers basic, to more complex environments, such as crossing roundabouts and LRT tracks, and understanding the implications of traffic at the school site; and it is delivered through various models including Trailblazers, Sidewalk Smarts, Drive to Five, etc. Student Transportation Services of Waterloo Region also supports the implementation of safety programs managed and promoted by third-party entities to enhance students' knowledge regarding safe behaviours as a street user. These include Walking School Bus, Cycling into the Future, CAA School Safety Patrol program, and Children's Safety Village. Through the Vision Zero Strategy the Active School Travel educational programs will be continued and enhanced through collaboration with Teens Learn to Drive to amplify messaging. Vision Zero Day at schools will be planned and implemented on an annual basis to raise awareness about Vision Zero and street safety for school children.
- **Educational Programs for Fleet Drivers:** City of Kitchener prioritizes its responsibility to protect the safety of its employees in the workplace and to members of the public. Part of that responsibility requires that the City of Kitchener provide adequate knowledge and skill development to our Professional Drivers to ensure that any City of Kitchener vehicle or equipment is operated in a safe, competent and courteous manner. The City is planning to expand the City's fleet drivers training on how to drive safely around vulnerable street users of pedestrians and cyclists and related transportation facilities. The current driver education and training relies heavily on third party training. This expense risen substantially since 2018. Staff will continue to refine the permitting process; however, budgetary constraints may increase the risk of accidents if driver training and re-training programs are not supported.
- **Aggressive Driving and Speeding Educational Campaign:** Joint street safety educational campaign with the Region of Waterloo Public Health and Emergency Services and community stakeholders. This will include educational videos illustrating the consequences of aggressive driving and speeding, radio ads, prints ads, messaging on City social media platforms, messaging on City owned properties and parking garages, marketing at GRT and LRT shelters and ads on the buses in Kitchener.

5. ENGAGEMENT



The continuous involvement of communities and other stakeholders is key to a successful and effective Vision Zero program. Engagement provides the opportunity for the community stakeholders to contribute to ideas and become part of the solution in the journey towards zero traffic related serious injuries and fatalities. An effective engagement plan should include all street users regardless of age, ability and mode of transportation. Supporting advocacy groups that both promote and help to improve street safety programs and plans is an example of a Vision Zero engagement strategy.

EXISTING ENGAGEMENT ACTION ITEMS

- **Active Transportation and Trails Advisory Committee:** This is an advisory committee to Council consisting of residents with an interest in walking, cycling and trails. Monthly meetings take place with City staff to engage and receive feedback regarding the design, development and delivery of active transportation and trail policies, programs and facilities in order to promote and enhance safe walking, rolling and cycling in the City of Kitchener. The aim of this committee is to serve as a forum for the public and/or agencies to raise their viewpoints on particular active transportation, street safety and trail use issues.
- **Resident-led Traffic Calming:** Resident-led traffic calming is a grassroots approach where local residents can lead traffic-calming initiatives in their neighbourhoods with the City's guidance and support. There is also grant money available to fund resident-led initiatives. Resident-led traffic calming helps build community awareness around the issue of traffic safety.

ENHANCED AND NEW ENGAGEMENT ACTION ITEMS

- Vision Zero Sub-Committee (Kitchener's Active Transportation and Trails Advisory Committee): A sub-committee of the Active Transportation and Trail Advisory Committee, including members of the public to provide a community perspective on street safety issues and Vision Zero action items, to promote public awareness and education for street safety initiatives and programs with the aim to encourage community participation and cooperation.
- Public Awareness and Engagement: Vision Zero main webpage with information and updates about Vision Zero, Vision Zero Engage page to share information and data with the public and receive ongoing feedback and encourage resident-initiated participation.
- Vision Zero Day: An annual open house to inform the public and raise awareness about Vision Zero with the objective of community participation and cooperation. Updates on the Vision Zero action items will be provided to residents, successes and progress highlighted, and opportunity for community feedback.
- Community Partnerships: Establish community advocates for street safety. One example is the Road Model Program which establishes community advocates for street safety. In this program the participants pledge to become a driver who is committed to creating a safer and connected community by driving with the safety of all street users in mind. The drivers receive a badge that can be attached to their windshield showing that they have participated in this program. Drivers who participated in this program commit to reduce personal vehicle use, be a courteous driver who respects all street users and obeys all traffic rules and drives without distraction.
- Advocacy and Engagement with Provincial and Federal Agencies:
 - Advocacy for Fine Increase: fine increase can be a tool used in enforcing the rules of the road, especially for high-risk driving, and in areas with higher volumes of vulnerable street users. Considering the limited authority of The City in this area, staff will work with the Council and the Mayor's office to advocate for fine increase for high-risk driving at the provincial level.
 - Advocacy for Advanced Safety Features on Passenger Vehicles: Advanced safety features on vehicles can have a significant role in preventing a serious injury or fatality collision. Considering the limited authority of The City in this area, staff will work with the Council and the Mayor's office to advocate for mandated advanced safety features on passenger vehicles.
 - Engagement and Consultation with Provincial and Federal Agencies: Staff and Council to adopt a broader stakeholder approach engaging and consulting with stakeholders such as the insurance industry, community groups, health care providers, and road safety related agencies at the provincial and federal level.



IMPLEMENTATION

If approved by Council, the Vision Zero Strategy action items identified in this strategy will be implemented over four years from 2022 to 2025. A number of action items are an enhanced/expanded version of an existing program. As a result, they will have minimal cost impact and will be supported using existing budget. Some of the action items can be funded through reallocating existing budget from other projects. This will help ensure that the existing budget would be utilized in the areas most needed through a holistic data driven approach. Some action items require a more in-depth review prior to determining the required budget and resources. These reviews will be completed as part of the Vision Zero Strategy during the next four years and the recommendations, and the associated budget ask will be presented to Council separately at a later date.

The action items are prioritized based on the City's strategic priorities, available resources, and the required timelines. Some of the action items such as network screening, countermeasure evaluation and educational campaigns will occur on an annual basis while others, such as developing new policies and guidelines, will be one-time projects. Considering that this Vision Zero Strategy is an evolving document, the prioritization of the action items is subject to change depending on a number of factors such as evolving street safety priorities, resident engagement, success of the proposed countermeasures, available resources, etc.

PROGRAM EVALUATION

One of the focuses of this Vision Zero Strategy is evaluation. Staff will be monitoring and evaluating the effectiveness of the proposed action items and will be reporting back on the progress and success of the programs on an annual basis.

To evaluate the proposed physical engineering countermeasures, before after traffic and collision data will be collected. Several years of collision data is usually required to evaluate the impact of a countermeasure and determine trends. For this reason, through collaboration with the University of Waterloo, staff is planning to conduct a proactive conflict-based safety analysis using surrogate measures of safety such as post-encroachment time (PET) and time to collisions (TTC) to supplement the traditional crash-based street safety analysis.

In addition to the historical collision data that will be used for the observational before/after study, the proposed evaluation method will also require data on the trajectories of all street users at the sites being evaluated, including vehicles, pedestrians, and cyclists. Two types of technologies could be applied to collect the trajectory data, namely, video cameras and Lidar systems. It is recommended that both technologies be explored for the proposed evaluation effort. The location of the before after studies and the timelines will be determined once the hot spots and the appropriate countermeasures are identified.

Measuring the effectiveness of the action items under the categories of education, engagement and enforcement will be complex since these action items are usually applied on a city-wide scale, are not limited to a specific location, and are often affected by other road safety initiatives. These action items will be evaluated based on the implementation success and feedback received.



CONCLUSION

The City of Kitchener's Vision Zero Strategy provides specific action items to improve street safety for all street users regardless of their age, ability or mode of transportation. This strategy was developed through collaboration and engagement with the key stakeholders such as Waterloo Region Police Services, City of Waterloo, Region of Waterloo, City of Cambridge, Grand River Transit, Region of Waterloo Public Health and Emergency Services, School Travel Planning, Kitchener's Advisory Committees and Kitchener residents. The intent of this strategy is to reduce collisions that result in severe injury or fatality within 2022-2025 with an ultimate goal of reaching zero in future years. This vision is a long-term goal requiring significant support, collaboration and resources from different key stakeholders. The City is taking a multi-step approach towards this goal. At the end of each step, the outcomes and actions will be evaluated and revised to ensure continuous progress towards the vision.

This Vision Zero Strategy is planned to be implemented over four years from 2022-2025. Staff will be monitoring and evaluating the effectiveness of the proposed action items and will be reporting back on the progress and success of the programs on an annual basis. This Strategy is an evolving document and the action items included are subject to change depending on the success of the program and the evolving strategic goals and priorities of The City.

To help prioritize street safety improvements and to better utilize the available resources and funding in the most efficient way, The City has developed a number of Emphasis Areas. The City has identified the Emphasis Areas based on data analysis, background research and public and stakeholder engagement, and The City's goals and priorities regarding active transportation. The emphasis areas identified include vulnerable street users (pedestrians, cyclists, seniors, school children and people using mobility devices), location (school zones, residential areas and hot spots) and high-risk driving (aggressive driving, distracted driving and speeding). The action items included in this Strategy are determined based on the identified emphasis areas, best practices and available resources. These action items are categorized into five categories of Evaluation, Engineering, Enforcement, Education and Engagement. In order for the Strategy to be successful, it is important that the action items in all the five elements be successfully implemented.





NETSUITE

ELEMENT

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VZ Subcommittee Feedback and Recommendation -

The City of Kitchener's Vision Zero Strategy

November 8, 2021

Motion:

The Vision Zero Subcommittee moves that the following be added to the draft Vision Zero Plan:

1. Goals:

1.1 The VZ strategy recognizes that in order to significantly reduce fatal collisions and serious injuries of vulnerable road users, the safety and well-being of pedestrians, cyclists, and other vulnerable users **must be priorities over the convenience of motor vehicles**.

1.2 In order to be successful, the VZ strategy needs to specify **concrete and tangible goals for the short-, medium- and long-term** beyond the three objectives outlined in the current draft over a four-year period.

2. Elements:

While the VZ Subcommittee recognizes jurisdictional limitations in the field of enforcement, it recommends that Staff and Council consider including tools available to the City of Kitchener such as

2.1 enhanced by-law enactment and enforcement to reduce or eliminate conditions that affect the safety of vulnerable road users, for example in the case of parking in bike lanes, uncleared sidewalks and bike lanes, and other offences

2.2 the introduction of 30km/h speed limits on residential streets where engineering options are not feasible or have proven ineffective

2.3 the more widespread use of mobile ASE that rotate across different residential areas (see for example Oakville's Neighbourhood Traffic Safety Program)

The VZ Subcommittee suggests further:

2.4 In recognition of the importance of a 30km/h limit in improving safety, but with recognition that staff and council may not be willing to adopt it for all roads at this time, the recommended design speed for ALL future non-arterial road construction be set to a default of 30km/h, in preparation for a future 30km/h limit.

2.5 In recognition of the increased danger posed by larger vehicles in terms of poorer visibility, more harmful collisions, and lower perception of speed, the education component should seek

to improve awareness of the different risks posed by different types of vehicles, and encourage purchasing of safer vehicles.

2.5 In recognition of the role that winter maintenance can play in pedestrian and cycling safety in our community, the evaluation component should include metrics for slip and fall injuries resulting from deficient maintenance, as well as unsafe conditions forcing pedestrians or cyclists into traffic where a sidewalk or cycling lane is unmaintained.

3. The Process

The VZ Subcommittee recommends

3.1 that Staff and Council adopt a broad stakeholder approach, adding and consulting with stakeholders including, but not limited to, the insurance industry, community groups, health care providers, the Association of Municipalities of Ontario (AMO), the Federation of Canadian Municipalities (FCM), and transportation ministries on the provincial and federal level;

3.2 to make sure that representation and accessibility barriers in future online surveys are considered in decision making processes;

3.3 to consider professional support for the development of future questionnaires to encourage broader and more equitable community involvement.

Justification:

The VZ Subcommittee **welcomes and supports** the City of Kitchener's effort to follow the example of other municipalities in Canada and internationally to implement a Vision Zero (VZ) strategy.

A robust VZ strategy seeks to systematically enhance road safety. In doing so, it not only creates better conditions for “more people friendly transportation”, but it also helps to build a more inclusive, “caring” community as it establishes a more equitable and accessible public infrastructure. Moreover, considering the expected population increase especially in the downtown core area, an effective VZ strategy facilitates active – and climate friendly – modes of transportation by providing a safer infrastructure.¹

The VZ strategy, therefore, has the **potential to become a key policy instrument to advance various medium- and long-term goals** set by the City of Kitchener and the Region of Waterloo (e.g. Strategic Priorities 2019-2022; Climate Emergency Declaration, the Pedestrian Charter).

However, best practice has shown successful and rather unsuccessful cases of municipal VZ approaches. The VZ Subcommittee encourages City Staff and Council **to take advantage from**

¹ The City of Kitchener's Strategic Plan 2019-2022 identifies “more people friendly transportation”, a “caring community” and “environmental leadership” as three out of five priorities.

existing knowledge about the feasibility and effectiveness of different measures. In particular, the VZ Subcommittee recommends **considering the following suggestions** as a response to the existing plan:

1. The Goals of the VZ Strategy

The VZ Subcommittee believes that the effectiveness and, ultimately, success of the VZ strategy depends on the political willingness **to prioritize road safety over convenience for drivers**.

It is widely acknowledged that dangerous driving behavior is **a main source for unsafe roadways** and, under certain circumstances, also sidewalks. As we know from research and best practice, this **systemic problem dis-incentivizes active transportation** and reinforces car usage as the default travel mode even for shorter distances.²

Recommendation 1 - GOALS:

The VZ Subcommittee recommends adding to the existing draft plan:

1.1 The VZ strategy recognizes that in order to significantly reduce fatal collisions and serious injuries of vulnerable road users, the safety and well-being of pedestrians, cyclist, and other vulnerable users **must be priorities over the convenience of motor vehicles**.

1.2 In order to be successful, the VZ strategy needs to specify **concrete and tangible goals for the short-, medium- and long-term** beyond the three objectives outlined in the current draft over a four-year period.

[These current objectives are: (1) a declining trend in the number of collisions; (2) increased public awareness and education (3) enhanced collaboration and data sharing with main stakeholders.]

² . According to the Region of Waterloo “Moving Forward” (2018: 21) Report, safety concerns are among the top barriers for the largest share of respondents (66%) who are “interested, but concerned” about using biking as an active mode of transportation. In March 2021, WRPS reported a rapid increase in speeding charges. According to representative Mark Hammer, speeding “is straight across the board”. He continues: “Each one of our speed signs has that word maximum on there, but I would probably suggest that most drivers treat that as a minimum speed that they should be applying to that road,” (CBC News, Giant jump in speeding charges laid in first two months of 2021, March 10, 2021).

2. Elements of the VZ Strategy

The VZ Subcommittee recommends **aligning and utilizing the three key elements of any VZ strategy – the “3Es” engineering, enforcement and education – in the most effective way, and by capitalizing on existing research and best practice.**

While the VZ Subcommittee acknowledges the need to focus on emphasis areas, it is also necessary to exploit the full potential of existing tools to enhance road safety more broadly across the city. Engineering options, for example, require time and often significant financial resources. Enforcement and speed limits, at the same time, can be implemented more easily and have the potential to generate results within a shorter time frame.

Recommendation 2 - ELEMENTS:

While the VZ Subcommittee recognizes jurisdictional limitations in the field of enforcement, it recommends that Staff and Council consider including tools available to the City of Kitchener such as

2.1 enhanced by-law enactment and enforcement to reduce or eliminate conditions that affect the safety of vulnerable road users, for example in the case of parking in bike lanes, uncleared sidewalks and bike lanes, and other offences

2.2 the introduction of 30km/h speed limits on residential streets where engineering options are not feasible or have proven ineffective

2.3 the more widespread use of mobile ASE that rotate across different residential areas (see for example Oakville’s Neighbourhood Traffic Safety Program)

The VZ Subcommittee suggests further:

2.4 In recognition of the importance of a 30km/h limit in improving safety, but with recognition that staff and council may not be willing to adopt it for all roads at this time, the recommended design speed for ALL future non-arterial road construction be set to a default of 30km/h, in preparation for a future 30km/h limit.

2.5 In recognition of the increased danger posed by larger vehicles in terms of poorer visibility, more harmful collisions, and lower perception of speed, the education component should seek to improve awareness of the different risks posed by different types of vehicles, and encourage purchasing of safer vehicles.

2.5 In recognition of the role that winter maintenance can play in pedestrian and cycling safety in our community, the evaluation component should include metrics for slip and fall injuries resulting from deficient maintenance, as well as unsafe conditions forcing pedestrians or cyclists into traffic where a sidewalk or cycling lane is unmaintained.

3. VZ as a Process

Kitchener's VZ approach places a lot of emphasis on process, evaluation, fine-tuning etc. While the VZ Subcommittee welcomes this "dynamic", more open-ended approach, the Committee also has some concerns regarding data generation and methodology. To what type and form of input do we respond when it comes to adjusting our approach, for example? What data is already available (for example from car insurance companies)? What is negotiable when it comes to creating safer road infrastructure, and what is not?

Moreover, the VZ Subcommittee also identified issues in the online questionnaire as some questions asked were vague or of limited value.

Recommendation 3 – THE PROCESS:

The VZ Subcommittee recommends

3.1 that Staff and Council adopt a broad stakeholder approach, adding and consulting with stakeholders including, but not limited to, the insurance industry, community groups, health care providers, the Association of Municipalities of Ontario (AMO), the Federation of Canadian Municipalities (FCM), and transportation ministries on the provincial and federal level;

3.2 to make sure that representation and accessibility barriers in future online surveys are considered in decision-making processes;

3.3 to consider professional support for the development of future questionnaires to encourage broader and more equitable community involvement.

ATTACHMENT C

STAFF RESPONSES TO THE ACTIVE TRANSPORTATION AND TRAILS ADVISORY COMMITTEE FEEDBACK AND RECOMMENDATIONS

Vision Zero Subcommittee's Comments	Staff's Responses
1. Goals	
<p>1.1 The VZ strategy recognizes that in order to significantly reduce fatal collisions and serious injuries of vulnerable road users, the safety and well-being of pedestrians, cyclists, and other vulnerable users must be prioritized over the convenience of motor vehicles.</p>	<p>The vision and ultimate goal of the City of Kitchener's Vision Zero Strategy is zero serious injuries and fatalities for all street users. The convenience of motor vehicles is not an evaluation metric used by staff in any decision makings.</p> <p>One of the three emphasis areas of the Kitchener's Vision Zero Strategy is Vulnerable Street Users since the data shows that they are overrepresented in serious injury and fatal collisions.</p>
<p>1.2 In order to be successful, the VZ strategy needs to specify concrete and tangible goals for the short-, medium- and long-term beyond the three objectives outlined in the current draft over a four-year period</p>	<p>The long-term goal of the strategy is zero traffic related serious injuries and fatalities on Kitchener roads. This vision is a long-term goal and requires significant support and resources from all stakeholders. Staff is proposing a phased approach towards this long-term goal. The first phase is implementation of the four-year strategy proposed. Staff will be evaluating the progress towards the long-term goal of zero serious injuries and fatalities during and beyond the four-year implementation of the strategy and will provide updates and recommendations to Council to ensure continuous progress toward this goal.</p> <p>Staff have also identified specific objectives for the four-year strategy. In terms of the number of serious injury and fatal collisions, staff expect a declining trend after the implementation of the four-year strategy. During the implementation of the strategy, staff will be conducting continuous evaluation of the success of the proposed measures and their impact on the number of serious injury and fatal collisions.</p>
2. Elements	
<p>2.1 enhanced by-law enactment and enforcement to reduce or eliminate conditions that affect the safety of vulnerable road</p>	<p>Staff will continue the discussion with the City's bylaw and parks and cemeteries divisions regarding the maintenance of the sidewalks and bike lanes, and other conditions that may affect the</p>

users, for example in the case of parking in bike lanes, uncleared sidewalks and bike lanes, and other offences	<p>safety of the vulnerable road users when using these facilities.</p> <p>In 2018-2020 a comprehensive review regarding winter sidewalk maintenance was conducted by the Parks and Cemeteries staff and the results and recommendations were presented to Council in 2020.</p>
2.2 the introduction of 30km/h speed limits on residential streets where engineering options are not feasible or have proven ineffective	Staff presented the results of the reduced speed limit pilot to Council in October 2020. Council has approved a reduction in speed limit for all residential neighbourhoods within the City to 40 km/h and further to 30km/h in school zones, along neighbourhood bikeways, and in other vulnerable street user areas.
2.3 the more widespread use of mobile ASE that rotate across different residential areas (see for example Oakville's Neighbourhood Traffic Safety Program)	Within the City of Kitchener's Vision Zero Strategy, staff have proposed that the ASE (Automated Speed Enforcement) program be revisited in 2023 to review the transition to the Administrative Monetary Penalty System (AMPS) which may provide municipalities a more flexible process to administer ASE on City of Kitchener streets.
2.4 In recognition of the importance of a 30km/h limit in improving safety, but with recognition that staff and council may not be willing to adopt it for all roads at this time, the recommended design speed for ALL future non-arterial road construction be set to a default of 30km/h, in preparation for a future 30km/h limit.	The City adopted the Complete Street Guidelines in 2019. Complete Streets standards are being used as the basis for all reconstruction projects. The Complete Street Guidelines were included in the 2021 update to the Development Manual and are now a requirement for all new subdivisions.
2.5 In recognition of the increased danger posed by larger vehicles in terms of poorer visibility, more harmful collisions, and lower perception of speed, the education component should seek to improve awareness of the different risks posed by different types of vehicles and encourage purchasing of safer vehicles.	Within the City of Kitchener's Vision Zero Strategy, staff have proposed a Severe Injury and Fatal Collision Investigation Program. Through this program staff will investigate trends in collision causes, which will include variables such as, but not limited to, street design, lighting, weather, pavement condition and vehicle characteristics.

<p>2.6 In recognition of the role that winter maintenance can play in pedestrian and cycling safety in our community, the evaluation component should include metrics for slip and fall injuries resulting from deficient maintenance, as well as unsafe conditions forcing pedestrians or cyclists into traffic where a sidewalk or cycling lane is unmaintained.</p>	<p>The City is required to meet provincial minimum maintenance standards. The City tracks winter maintenance slip and fall data, and this data is used to manage risk and improve processes where feasible.</p> <p>Staff will continue the discussion with the City's bylaw and parks and cemeteries divisions regarding the maintenance of the sidewalks and bike lanes, and other conditions that may affect the safety of the vulnerable road users when using these facilities.</p>
<p>3. The Process</p>	
<p>3.1 that Staff and Council adopt a broad stakeholder approach, adding and consulting with stakeholders including, but not limited to, the insurance industry, community groups, health care providers, the Association of Municipalities of Ontario (AMO), the Federation of Canadian Municipalities (FCM), and transportation ministries on the provincial and federal level;</p>	<p>Staff have revised the action items within the City of Kitchener's Vision Zero Strategy to reflect this comment. The action item reads as:</p> <p>Engagement and Consultation with Provincial and Federal Agencies: Staff and Council to adopt a broad stakeholder approach engaging and consulting with stakeholders such as the insurance industry, community groups, health care providers, and road safety related agencies on the provincial and federal level.</p>
<p>3.2 to make sure that representation and accessibility barriers in future online surveys are considered in decision making processes;</p>	<p>Staff worked extensively with the City's Communications and Marketing team to ensure that the online surveys are accessible. The surveys were readily available in both digital and paper formats and they were promoted through different channels of media releases, social media campaigns, engage email newsletter, email to advisory committees, etc.</p> <p>The public and stakeholder engagement will continue during and beyond the implementation of the four-year Strategy and will include but not limited to open houses, community partnerships, open surveys, etc.</p>
<p>3.3 to consider professional support for the development of future questionnaires to encourage broader and more</p>	<p>Staff worked extensively with the City's Communications and Marketing team to ensure a broad and equitable community involvement. This included promoting the surveys through media</p>

equitable community involvement.	releases, social media campaigns, engage email newsletter, email to advisory committees, etc. The public and stakeholder engagement will continue during and beyond the implementation of the four-year Strategy and will include but not limited to open houses, community partnerships, open surveys, etc.
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REPORT TO: Community and Infrastructure Services Committee

DATE OF MEETING: December 6, 2021

SUBMITTED BY: McGoldrick, Denise, General Manager of Infrastructure Services, 519-741-2200 ext. 4657

PREPARED BY: Matthews, Dylan, Policy and Program Advisor (Office of Strategic Partners), 519-741-2200 ext. 7269

WARD(S) INVOLVED: 9 and 10

DATE OF REPORT: November 25, 2021

REPORT NO.: INS-2021-12

SUBJECT: Rotary Club of Kitchener 100th Anniversary Recognition Projects

RECOMMENDATION:

That staff be directed to negotiate a legal agreement with the Rotary Club of Kitchener (per Corporate Policy GOV-COR-2000 Municipal Sponsorship) to name the Band Stand at Victoria Park the Rotary Band Stand, in exchange for \$100,000 towards its refurbishment in 2022; and

That the term for the sponsorship of the Band Stand at Victoria Park be the replacement lifespan of the asset; and

That the request submitted by the Rotary Club of Kitchener, (per Corporate Policy MUN-FAC-475 Naming/Renaming – Corporate Facilities for Commemorative or Non-Monetary Purposes), be approved; and

That Duke Street Plaza, located at Kitchener City Hall, formally be named Rotary Plaza.

REPORT HIGHLIGHTS:

- The purpose of this report is to recommend two project opportunities in partnership with the Rotary Club of Kitchener, in recognition of its 100th anniversary.
- The key finding of this report is that both opportunities follow different corporate policies, therefore requiring council's endorsement of each in order to proceed.
- The financial implications are sponsorship of \$100,000 by the Kitchener Rotary Club to refurbish the Band Stand at Victoria Park, and up to \$10,000 for site signage and amenities at the Duke Street Plaza at Kitchener City Hall.
- Community engagement included close collaboration with members of the Rotary Club of Kitchener in the selection of the two recognition projects. The Rotary Club has

coordinated various community endorsements supporting its asset naming request, provided as Attachment C.

- This report supports the delivery of core services.

BACKGROUND:

The Rotary Club of Kitchener is celebrating its 100th anniversary in 2022. Rotary is a chapter-based non-profit service club, whose volunteer members provide community service and humanitarian initiatives around the world. To commemorate this significant milestone, the Rotary Club of Kitchener has approached the City to collaborate on planned capital works.

REPORT:

This report has been organized based on the two recognition projects that have been identified, as both follow separate corporate policies: the refurbishment of the Band Stand at Victoria Park (sponsorship), and the naming of Duke Street Plaza, City Hall (asset naming).

Victoria Park Band Stand Refurbishment Project

The Rotary Club of Kitchener has approached the City with an opportunity to sponsor the refurbishment of the Band Stand at Victoria Park, in the amount of \$100,000. This site was specifically selected by Rotary Club members.

Per Corporate Policy *GOV-COR-2000 Municipal Sponsorship*, City Council approval is required for any agreement that is:

- in excess of \$125,000 for the term of the agreement;
- in excess of 10 years in duration;
- naming rights for an entire complex; or
- does not satisfy the provisions of this policy.

The Band Stand at Victoria Park is not currently a City asset that is marketed as an opportunity for commercial sponsorship opportunities in a static or permanent form, such as naming. As such, council consideration and approval of this request is required.

Outside of this request, the Band Stand has been identified as an asset within Victoria Park requiring potential refurbishment/replacement. INS Parks and Cemeteries has identified improvement work at the Band Stand as \$80,000 Class D estimate. The estimated lifespan of the Band Stand post renovation is 25 years, barring a catastrophic event, based on a recent structural assessment.

The Band Stand at Victoria Park is a passive use asset, in that it is not booked by users nor does it host any programming via registration. Due to its location on Roos Island, there isn't proximity to a roadway to factor in a vehicle exposure count normally factored into sponsorship valuations, and there is only pedestrian access to the Band Stand.

The \$100,000 amount discussed with the Rotary Club represents a 100 percent contribution to the refurbishment cost, with further funding available for enhancement of amenities or features (accessibility, electrical, mechanical etc.) as well as a recognition of club donors in the form of a plaque or sign. Local Rotary Club members are excited by the prospect of

working with the City on this project, specifically on opportunities to increase accessibility features of the structure.

Subject to council approval and pending negotiation of a sponsorship agreement with the Rotary Club, naming recognition would terminate at the end-life of the Band Stand (e.g., the agreement would not cover a future replacement of the Band Stand). The Band Stand naming also would not preclude it from future use as a venue in a non-permanent sponsorship arrangement, such as an event.

Subject to council approval, work to plan for the refurbishment of the Band Stand would need to commence immediately to align with the 2022 construction season and the Rotary Club's 100th anniversary. A ceremony suitable to commemorate the project would be coordinated in 2022.

Duke Street Plaza Renovation Project

City of Kitchener policy *MUN-FAC-475 Naming/Renaming – Corporate Facilities for Commemorative or Non-Monetary Purposes* is intended to provide consistent criteria and process for the selection of names for, or the renaming of, corporate assets for commemorative or non-monetary recognition. The current policy has been in place since 2005 and all decision-making to name or rename a corporate asset is at the discretion of council.

In terms of criteria and process, MUN-FAC-475 outlines the following guidance for consideration of naming opportunities:

- a name that identifies geographical significance.
- a name that identifies a historical significance.
- a name that allows for recognition of the contributions of individuals.
- a name that allows for recognition of the contributions of organizations, corporations, or foundations.

With regard to the recognition of organizations, corporations, and foundations, contributions should be linked to enhanced quality of life and well-being; outstanding contributions; and/or contributions toward the environmental preservation, conservation, or enhancement of Kitchener.

On October 26, 2022, the City received a formal request from the Rotary Club of Kitchener in accordance with MUN-FAC-475, requesting that a corporate asset be named or renamed in recognition of its 100th anniversary (see Attachment 1). Staff are of the opinion that the request from the Rotary Club conforms with MUN-FAC-475, specifically in recognition of the club's many years of service and significant contributions to the Kitchener community.

A list of potential assets has been shared with the Rotary Club and after further consultation the Duke Street Plaza at City Hall was identified as an ideal asset for this request. The renovation of Duke Street Plaza is also scheduled to take place in 2022, aligning with the commemoration of the Rotary Club's 100th anniversary.

In terms of any impact resulting from naming of the asset, the policy identifies the following considerations regarding the changing of existing names:

- any historical significance of the name;

- impact on the individual or organizations associated with the existing name; and
- cost and impact of changing existing signage, rebuilding community recognition, and updating records (e.g., data bases, letterhead, promotional materials, etc.).

Currently, use of the name Duke Street Plaza is used informally, primarily for internal purposes. As such, the above noted considerations identified by MUN-FAC-475 are not significant. A plaque formally recognizing the site, however, following renovation has been discussed with the club to formally dedicate the site as Rotary Plaza.

While not condition of MUN-FAC-475, as part of this endeavour the Rotary Club of Kitchener has also indicated its willingness to contribute up to \$10,000 to cover costs associated with a commemorative plaque and to purchase removable features for the space, such as seating.

With regard to broader consultation on the dedication of the Duke Street Plaza, the Rotary Club has coordinated various community endorsements supporting this request. Letters of support received by the report submission deadline are attached as Attachment C. Subject to council approval, a ceremony suitable to commemorate the naming and dedication of the site would be coordinated in 2022.

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

Capital Budget – Project costs associated with the refurbishment of the Victoria Park Band Stand would be covered by the sponsorship agreement between the City and the Rotary Club of Kitchener, up to \$100,000. The Rotary Club of Kitchener is also contributing \$10,000 towards a commemorative plaque and enhancement amenities as outlined within this report.

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.

COLLABORATE – City staff have worked closely with representatives of the Rotary Club to identify and select both recognition projects.

PREVIOUS REPORTS/AUTHORITIES:

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

APPROVED BY: Denise McGoldrick, General Manager, Infrastructure Services

ATTACHMENTS:

Attachment A – Submission by Rotary Club of Kitchener under MUN-FAC-475

Attachment B – The Rotary Club of Kitchener and the City of Kitchener – A Brief
History

Attachment C – Letters of Support for naming of Duke Street Plaza



Kitchener Rotary
500 Hallmark Drive,
Waterloo, ON N2K 3P5

kitchenerrotary.ca



October 20, 2021

Christine Tarling
Director, Legislated Services & City Clerk
City of Kitchener

Dear Director Tarling,

Re: Rotary Club of Kitchener 100th Anniversary – Renaming of Corporate Facilities

This letter is submitted in accordance with City of Kitchener policy MUN-FAC-475
NAMING/RENAMING - CORPORATE FACILITIES FOR COMMERCIAL OR NON-MONETARY
PURPOSES.

After many years of dedicated service, the Rotary Club of Kitchener will be celebrating its 100th anniversary in 2022. To commemorate this special occasion, it is requested that an appropriate City-owned asset be renamed to recognize the contributions of our club within the Kitchener community.

Attached is a background document on our club's longstanding relationship with the City of Kitchener. Thank you in advance for receiving our request. We look forward to dialogue about next steps in this process.

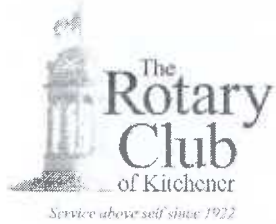
Yours truly,

Adrian DeCoo,
President
adriandecoo@rogers.com
519-885-5786

Bill Proctor
100th Anniversary Committee Chair
bill.proctor@bell.net
519-570-2119

cc: Denise McGoldrick, General Manager of Infrastructure Services
Victoria Raab, General Manager of Corporate Services





The Rotary Club of Kitchener and the City of Kitchener A Brief History



The Rotary Club of Kitchener (originally called the Rotary Club of Kitchener-Waterloo) was chartered on June 1, 1922 and since that time we have been an active support of the City of Kitchener and its residents. Our longest serving activity is with children with special needs. Indeed, it was at our meeting on December 18th, in our first year, that the decision was made that the care and treatment of Crippled Children should be our first and major activity, a focus of the Club that continues today and has been expanded to include supporting children with different and multiple disabilities.

Here are a few of the historical highlights:

- In 1922, Alex Martin, a charter member of our Club represented our Club at the formation meeting of the Ontario Society for Crippled Children in Windsor and became a charter member of the Society and later it's President.
- On July 9, 1923 the first annual clinic for disabled children began, organized by the club, with members of the local medical profession as club guests.
- On December 24, 1923 the practice of giving gifts to the Crippled Children was inaugurated, a practice which continued for over 60 years.
- In 1926 the International Society for Crippled Children held their annual meeting in Kitchener with support from Rotary.
- From the late 1920's, through the early 1990's Kitchener Rotarians transported local disabled children to Toronto and London for treatment.
- In August of 1952 the Club arranged for a Mobile Cerebral Palsy Clinic to come to Kitchener, a practice which continued for several years.
- Then in 1954 the first therapist was hired for the program and treatment centre established at Kitchener-Waterloo hospital.
- In 1956, the North Waterloo Society for Crippled Children was formed with a mandate to develop a permanent treatment facility. Local Rotarians raised \$125,000 to buy land and build the centre which was done entirely through donations with no government funding.
- In 1957 the Cornerstone for the **KW Rotary Children's Centre** on King Street across from Grand River Hospital was laid by charter Club member, Lieutenant-Governor **Louis**

Breithaupt and **Clay Hall**, the President of the Rotary Club of Kitchener-Waterloo (as it was known at that time). The Centre was officially opened March 24th, 1958, with Kitchener Mayor Stanley Leavine and Waterloo Mayor Harold Paikin officiating.

- Over the years Rotary continued its support in a variety of ways including organizing and operating the annual Christmas and Spring Parties.
- In 1986, the KidsAbility Board began planning for a new Children's Centre to accommodate growth and increased demand. The Rotary Club of Kitchener pledged \$150,000 towards the \$6.9 million cost of the new 50,000 square foot building which was officially opened on September 29, 1995.
- Our financial support for KidsAbility continues to this day with an average annual donation of \$50,000. Since 1998 our total contribution exceeds \$1,000,000.

Although our primary focus was on helping children with special needs our support for the City continued to grow over the years. Highlights include:

- The creation of a Student Loan Fund, and support for the John Howard Society began in 1949-1950 and continued for several years.
- In 1951 we provided support for the Police Boys Sports Association.
- In 1954 the Club embarked on an entirely new venture with the presentation of Grand Opera in the Twin Cities. The purpose was to both serve as a cultural community service and to encourage Canadian talent. La Boheme was presented in Kitchener on March 10th, 1954 and in 1955 Die Fledermaus and La Traviata were presented. These performances were staged at the Auditorium and it became apparent that a hockey arena is not really suitable for this type of musical theatre. In 1965, when Mayor Hymmen formed a feasibility committee to study the need for an arts centre, much was made of Rotary's attempt to bring this type of entertainment to this area – a forward step leading to the building of The Centre In The Square.
- In 1957 the Club began sponsoring and organizing the annual Central Ontario Horse Show, which operated for over a decade.
- In 1967, in recognition of the countries' centennial, the Club donated \$25,000 to each of St. Mary's Hospital and the K-W Hospital. Most significant, though, this year, was that the Club spent \$75,000 for the purchase of the Pentecostal Tabernacle on Benton Street, which was then rented to the Kitchener-Waterloo Art Gallery at a cost of \$1.00 per year. This act saved the Gallery, previously housed in a bicycle shed behind KW Collegiate, from disappearing altogether and enabled the Gallery to expand in all facets of its operation, and with the installation of air-conditioning it became equipped to handle any type of exhibit. Many Kitchener Rotarians also volunteered to serve terms as Board members and several held the office of gallery President.

- In 1972, in honour of the Club's 50th anniversary, the club pledged \$50,000 for a community residence for physically disabled adults in Waterloo County.
- In September 1980 President G.D. Phillips represented our Club at the official opening of the Centre In The Square and in 1986 the Club was pleased to support the Art Gallery with a donation of \$50,000. In recognition of that support the Gallery named the space the Rotary Gallery.
- In the early 1990's the Club held a fund-raising gourmet dinner at the recently refurbished Langdon Hall that raised \$2,000 for the Kitchener Waterloo Hospital.
- In 1994 the Club presented Mayor Dominic Cardillo with an Honourary Paul Harris Fellowship.

As we moved into the new millennium the Club's connection with, and support for, the City grew even stronger. Our Club engaged in a visioning and strategic planning exercise through which we developed the following mission statement:

The Rotary Club of Kitchener is a leading-edge community leader that supports the work of Rotary around the globe with a local, city core, focus on community, families, and children in need.

We believe we are fulfilling this mission with services and supports such as the following:

- On June 6, 2004 our Club along with the others in the area dedicated an International Peace Park, located at RIM Park. It was a joint project between the Rotary Clubs and the cities of Kitchener and Waterloo.
- With the creation of the Dom Cardillo trail in 2008 the Club became its stewards and do trail cleanup activities twice annually.
- We have participated in two Habitat For Humanity projects, the most recent in the townhouse complex on Cherry Street.
- We sponsor a Rotary Interact Club at Cameron Heights C.I. and provide an annual "Service Above Self" award to a deserving student at commencement.
- For many years our Grants and Allocations program has provided much needed funds to local organizations. Over the past dozen years we have supported each of the following with donations of between \$500 and \$4,000, an average of \$10,000 per year:
 - African Canadian Association of Waterloo Region
 - Anishnabeg Outreach
 - Arts Computer Experience
 - Bereaved Families of ON – Midwestern Region
 - Best Buddies

- Bluevale C.I. – Kenya School Build Project
 - Cadet Youth Development Centre
 - Cameron H.C.I. Interact Club – Peru Water Project
 - Camp Kummoniwannago
 - Camp McGovern
 - Canadian Clay and Glass Gallery
 - Canadian Diabetes Association
 - Canadian Mental Health Association – Grand River Branch
 - Children’s International Summer Village
 - Computers for Schools – Ontario
 - Engineers Without Borders – KW
 - Family & Children’s Services – Waterloo Region
 - Food Bank of Waterloo Region
 - Green Light Arts
 - Hidden Acres Camp
 - Huntington’s Society of Canada
 - Independent Living Centre
 - JM Drama
 - Junior Achievement
 - Kidney Foundation of Canada – K-W
 - KidSport Kitchener Waterloo
 - K-W Musical Productions
 - K-W Pregnancy Resource Centre
 - K-W Symphony
 - Mennonite Coalition for Refugee Support
 - Muslim Social Services – Kitchener-Waterloo
 - Out of The Cold
 - Queensmount Public School – Environment Club
 - Raja Stone Community Safety Net
 - Ray of Hope
 - Registry Theatre
 - ROOF
 - St. Monica House
 - Steckly Heritage Farms
 - Strong Start Charitable Organization
 - Waterloo Region 4H Club
 - Waterloo-Wellington Science & Engineering Fair
- For our 90th anniversary in 2012 we wanted to make a significant contribution to a needy organization in the community and invited proposals. We selected the House of Friendship Women’s Addiction Centre project and awarded them \$90,000. We followed this with two

hands-on activities building the outdoor patio area for the new women's shelter on Anne Street.

- When Anselma House built their new facility on Heritage Drive, our Club, along with the other Kitchener Rotary Clubs each donated \$5,000 to create a Computer/Study Room for older children of women staying at the shelter.
- Seeing a need to help youth get a better understanding of, and the importance of, local municipal government our Club initiated a project called the Youth Forum. Working with teachers of the Grade 10 Civics course, city councillors and staff, the program has councillors visit classrooms to talk about what municipal government does and does not do; students develop proposals as to what needs to be done to improve life in the city and then attend a morning session at city hall to present their ideas to the members of Council and Rotarians. While at city hall the students attend a presentation in council chambers led by the mayor.
- In 2014 our Club lead a joint committee with the other Rotary clubs to organize a tribute event to outgoing mayor, Carl Zehr; with tributes from Governor General David Johnston and local dignitaries. The event was not intended to be a fund raiser but income over expenses was directed to Carl's designated retirement project and we were able to contribute \$300 to the Kitchener Public Library.
- We have worked with the City on several tree planting projects, most recently in Lakeside Park and in the Huron Natural Area.
- For the past four years we have organized and operated a refreshment area at city hall during the annual First Night celebrations on New Year Eve.
- For three years we have been active participants in the Nutrition For Learning Program at Forest Hill P.S. We provided funds for the purchase of a freezer for the program and now also volunteer two days a week filling the food bins that get delivered to the classrooms.
- For the past two years we have volunteered at the annual SoupFest at The Ken Seiling Waterloo Regional Museum in support of the Children's Ground Water Festival.
- Most recently our Club has donated \$5,000 to the Outdoor Gym Equipment project in Victoria Park. We have also taken on the task of managing the onsite entry, marshalling of cars at Victoria Park and the parking of cars on King Street for the city's annual Cruisin' On King Street Event.

In addition to the work we do locally we have been involved in many humanitarian international projects such as Community and Day Care Centres for Aids Orphans in South Africa, Health and Literacy projects in Guatemala; and Health and Nutrition projects in Nogales and Caborca, Mexico. It is common in these locations for plaques to be erected in recognition of those responsible for the support and the name of KITCHENER is proudly displayed in many of these appreciative communities around the world.

Our Club has been involved with Rotary Youth Exchange for many decades and over the years we have had one or two international students hosted in our city for a full year. They attended school, explored our city, region and province, and returned home ambassadors for our city.

As the Club attracted more members and grew over the years we have split several times and have sponsored three additional Rotary Clubs in Kitchener – Kitchener Conestoga, Kitchener Grand River and Kitchener Westmount. Each of these has supported the city and its residents in many different ways.

As we continue with many of the supports and activities listed above we are also looking to become even more directly involved with the local community. We are in the process of contacting many organizations and agencies to offer our support for hands-on volunteer work. So far we have potential projects with the House of Friendship - repainting rooms in the Women's Shelter and building a patio for the new Men's Shelter; the Food Bank – sorting food, and REEF Energy Solutions – creating Rain Gardens.



November 7, 2021

City of Kitchener Councillors,
c/o City of Kitchener
200 King Street West
Kitchener, ON N2G 4G7

To Whom It May Concern

In 1957 the organization we know today as KidsAbility was founded and supported by local Rotarians who were dedicated to helping children and youth with disabilities achieve their full potential. The doors opened for the first time at the K-W Rotary Children's Centre on King Street in Kitchener.

Rotary's journey in serving kids with disabilities locally began in the 1920s. During those formative years between 1922 to 1957, Rotary Club members organized medical clinics, transported children to Toronto hospitals when they couldn't be seen locally, and fundraised to buy equipment and pay for medical services. Rotarians knew that a local and permanent facility was needed for this growing community.

In the ensuing decades, the dedication and support of the Rotary Club of Kitchener has been responsible for thousands of children being able to achieve their potential.

KidsAbility has been the annual beneficiary of the Rotary Club's successful Car Draw lottery. Their significant financial support over the decades has helped thousands of children in our community to walk, talk and achieve milestones.

The Rotary Club of Kitchener has also provided moral support to kids and their families volunteering in numerous activities such as the Rotary Fun Day where the five Rotary Clubs organized an annual day of fun outdoor activities for families who use our services, volunteering at KidsAbility's annual "Oh Christmas Free" events that provided a day of respite for families while their kids enjoyed visits with Santa and other festive activities.

Without a doubt, our community and the City of Kitchener is a better place to live, work and play thanks to the support of local Rotarians including the Rotary Club of Kitchener and its members who work diligently to ensure a brighter future for all children and youth in our community and their families.

It is our distinct pleasure to endorse the Rotary Club of Kitchener's request to name the gardens, outdoor art installations, and seating areas at the Duke Street elevation of Kitchener City Hall the Rotary Plaza. Indeed, this would be a fitting tribute to the contribution of the Club to our community over the past century!

Sincerely,



Linda Kenny
CEO, KidsAbility



Lisa Talbot
Executive Director, KidsAbility Foundation



Nov. 12, 2021

Dear members of Kitchener City Council:

It is my honour and privilege to offer our support for the Rotary Club of Kitchener to be formally recognized by the renaming of the Duke Street elevation at Kitchener City Hall as Rotary Plaza. This certainly is a testament to the legacy of the Rotary Club of Kitchener, and the ways that they have served this community over the last 100 years.

Over many years at House of Friendship, we have enjoyed the support of the Rotary Club of Kitchener, helping to ensure that everyone can belong and thrive in Waterloo Region. The members of Rotary Club of Kitchener have been constant, faithful supporters through generous donations. Their members group made an incredible donation to show their support for our residential addiction treatment centre on Ann Street in Kitchener through the Under One Roof campaign. Their donation was a landmark donation that inspired others to get involved in this project.

Personally, I walk through the downtown core regularly, and always enjoy the sitting area and lights on Duke Street behind City Hall. I will be honoured to sit there and feel the community spirit embodied there as it becomes the Rotary Plaza.

With gratitude,



John Neufeld
Executive Director
House of Friendship



GRAND RIVER HOSPITAL FOUNDATION

835 King Street West
Kitchener ON, N2G 1G3
519-749-4205
Charitable Registration # 88918 0394 RR 0001
grhf.ca @careneverstops

November 10, 2021

Rotary Club of Kitchener - A Valued Partner In Our Community!

To Kitchener City Council

Part of what makes Kitchener a wonderful community to live and work, are those caring individuals and groups who provide selfless service to others. Sharing their time, talents and resources, The Rotary Club of Kitchener exemplifies these traits and is a leader in our community.

Grand River Hospital has been a recipient of the generosity of the Rotary Club and it's members. We have a number of dedicated Rotarians who volunteer at the hospital - a Rotarian's smile and compassion is evident with patients and staff alike.

Without caring community partners like the Rotary Club of Kitchener, our hospital could not provide exceptional care for some many, so close to home. Their generosity is no more evident than the gifts totalling over over \$100,000 over the years to various programs and equipment. This has left a lasting imprint on Grand River Hospital.

That's why Grand River Hospital is thrilled to support the proposal before City Council of having the Duke Street elevation be named Rotary Plaza. What a wonderful gesture this would be to recognize all the selfless support and leadership our local Rotary has provided over the last 100 years to Kitchener.

On behalf of the 5,000 staff, 1,000 volunteers and over 18,000 individual donors, corporations and organizations that support our hospital, we fully back the Rotary Plaza!

A handwritten signature in black ink, appearing to read "Paul McIntyre Royston".

Paul McIntyre Royston
CEO
519-504-4535
pmr@grhf.ca



November 1, 2021

RE: LETTER OF SUPPORT FOR ROTARY CLUB OF KITCHENER

TO WHOM IT MAY CONCERN:

I am pleased to write this letter in support of the Rotary Club of Kitchener in light of its 100th year of generosity and giving to its community.

The Rotary Club of Kitchener has been a great friend and supporter of The Kitchener-Waterloo Art Gallery. The Club's passion and belief in the impact of the arts on a community's well-being has been evident throughout the years.

As KWAG reaches its 66th anniversary, I hearken back to 1960 when the Rotary Club of Kitchener purchased the Pentecostal Tabernacle on Benton Street and rented it to the Gallery for \$1.00/annually. The Gallery was in desperate need of a permanent and better space, moving from a small bicycle shed behind Kitchener Collegiate to the refurbished church space. Then, from the Gallery's move from Benton Street to the current purpose-built building within Centre in the Square, the Rotary Club once again came forward with a generous donation to the Rotary Education Centre and Vault at the Gallery as well as contributing to the renovation of the Community Access Space.

It is important to note that such contributions are much more than financial support towards building. It is what happens within the building. The Rotary helped a community have access to the arts, assisted the Gallery in supporting artists and encouraging creative thinking for youth through education and workshops, offering a safe and welcoming place for all visitors to engage with each other socially through the art experience.

The Gallery is continually grateful for the support they have provided us.

Sincerely,



Shirley Madill
Executive Director

Cheryl A. Ewing

563 Krug Street
Kitchener, ON N2B 1L8
519.496.4585
cheryl@cherylaewing.ca

November 11, 2021

To Mayor Vrbanovic and Members of Council

I would like to express my support of the Rotary Club of Kitchener's request that a city asset be named in recognition of the positive impact the club has had within, and on behalf of the City of Kitchener. From the founding of Kidsability in 1957 as the K-W Rotary Children's Centre to an international impact through projects and the eradication of polio, members of the club have proudly carried the name of Kitchener with them as they work to better the world.

For over 20 years, I have represented the City of Kitchener and the Kitchener Rotary Club on a project based in Nogales, Mexico. Over the years 1,000's of Christmas gifts have been given to children of families unable to properly celebrate Three King's Day. The project quickly expanded to include grocery staples, blankets, and winter coats. The City of Nogales and the State of Sonora began contributing to the project about 10 years in. As relationships were built, the project expanded to include the building of water fountains in schools where children had no access to drinking water. We have refurbished school desks resulting in more children being able to attend school, provided a commercial oven to a community centre allowing local women to produce baked goods to sell on behalf of their family, supported a young man on the verge of dropping out of college in order to support his family, leading to a very productive and successful engineering career. The club has facilitated an ambulance being delivered to the Nogales Fire Fighters, a critical gift as the community of 250,000 is protected primarily by volunteer firefighters. We have also supported the firefighters with the gift of walkie talkies, safety vests, and firefighting gear. In the last two years support through the purchase of PPE, defibrillators and oxygen tanks have continued. City of Kitchener pens and pins have made the annual trip to Nogales and are coveted by Nogales Rotarians and firefighters. This particular project is unique in its longevity and the building of long-standing friendships

I believe that the Rotary Club of Kitchener reflects the values of the City of Kitchener and is deserving of recognition as an essential partner in the health of our community. Thank you for your consideration.

Sincerely,



Cheryl A Ewing

29 Summit Ave.

Kitchener, ON

N2M4W4

October 26, 2021

To Whom it May Concern:

I have been a resident of Kitchener since 1961 and a Rotarian since 1995. For twelve years, I chaired the International Service Committee and supervised numerous oversea projects where we joined with Rotary Clubs in Canada, USA, South Africa and Guatemala.

In 1993, HIV/AIDS was rampant in Africa. There were 1 million AIDS orphans in South Africa - approximately 400,000 in KwaZulu Natal alone. This is equivalent to having 50,000 orphans in a typical Rotary District like ours. Most of these orphans were only supported by grandmothers. South African Rotarians created numerous community development care centres (CDCC) to support these grandmothers and orphans. Kitchener Rotarians helped fund 16 centres with matching funds from the Rotary Foundation and C.I.D.A. Today these centres survive and in most cases are self-supporting. Each centre has a sign recognizing the contribution from Kitchener. This was observed when a group of Rotarians visited the projects in South Africa.

In the hills of Guatemala, the Indian population was neglected by the central government. Each year a doctor/Rotarian from Michigan would go there and run clinics. His wife, a librarian, started a literacy program for the schools and community, primarily by providing reading materials and training. Our club supported this program with the Rotary Club of Rochester, Michigan. Their club invited two Kitchener Rotarians to be recognized at their meeting.

Most of us are too old to remember a previous pandemic, namely polio. The program to eradicate polio from the world was initiated by Rotarians and is now funded by World Health and the Gates Foundation, as well as Rotary. There are only two countries in the world that are now not completely free of polio. Three of our club Rotarians participated in the National Polio Immunization Day in India, helping to inoculate children in the Lucknow area.

In this our 100th year, we are highlighting Rotary's work both in our community and beyond. Because of these commitments we have no problem supporting local projects in our 100th year.

Sincerely,

A handwritten signature in black ink, appearing to read 'D Martindale', with a stylized flourish at the end.

David Martindale

Samples of Plaques and Signs Featuring The Rotary Club of Kitchener



Child Development Care Centre South Africa



Ambulance, Nogales, Mexico



Child Development Care Centre, South Africa



Adrian DeCoo, President Rotary Club of Kitchener
Bill Proctor, Chair 100th Anniversary Committee
1808 - 20 Barrel Yards Boulevard
Waterloo N2L 0C3

Dear Adrian & Bill,

I write on behalf of Women's Crisis Services of Waterloo Region, in support of the Rotary Club of Kitchener's proposal for the naming of Rotary Plaza in the downtown Kitchener area. 100 years of service to our community is a momentous milestone, one worthy of celebration and recognition. You are proposing that the gardens, outdoor art installations, and seating areas at the Duke Street elevation of Kitchener City Hall be named Rotary Plaza and we are in full support.

As an organization focused on providing safe space for individuals in crisis, we know that home is not safe for everyone. This proposal will create an attractive, pedestrian friendly safe space and encourage community gathering for thousands in the downtown area. Rotary Club has been bringing the community together for over 100 years, and the naming of Rotary Plaza is a great testament to your legacy and continued work within the community and surrounding areas.

Rotary Club of Kitchener has supported Women's Crisis Services and the women and children we serve for many years. Rotarians have made many contributions to our organization by helping with countless fundraising initiatives donating time and funds, and continually demonstrating your commitment to helping eradicate domestic violence in our community. We are grateful for your support and commitment to helping women and children move beyond violence.

Congratulations on celebrating 100 years of service to the City of Kitchener and surrounding areas. We believe this project will greatly benefit the community and encourage gatherings for many in the downtown area. We look forward to many gatherings at Rotary Plaza.

Sincerely,

Jennifer Hutton
Chief Executive Officer
Women's Crisis Services of Waterloo Region

Moving
Beyond
Violence

Anselma House

700 Heritage Drive, Kitchener, ON N2A 3N9
24hr Support Line: 519-742-5894
Telephone: 519-741-9184
Fax: 519-741-1478

Haven House

10 Acorn Way, Cambridge, ON N1R 8M5
24hr Support Line: 519-653-2422
Telephone: 519-653-2289
Fax: 519-653-0902



FOREST HILL

PUBLIC SCHOOL

255 Westmount Road East, Kitchener, ON N2M 4Z2 Phone 519.578.5480 Fax 519.578.5460



November 10, 2021

To whom it may concern:

Please accept this letter of appreciation and support for the Rotary Club of Kitchener and the Kitchener Rotary Plaza proposal.

Support from the Rotary Club has been an important part of our Nutrition for Learning program here at Forest Hill. Rotary fundraising enabled us to purchase a large-capacity freezer for the program. In addition, Rotarians volunteered weekday mornings to help get our daily Snack Packs ready for distribution to each of our classes.

The financial and hands-on support provided by the Rotary Club have been important to the success of this program serving approximately 450 students each and every day.

Thank you for your consideration.

Sincerely,

Brad Hughes
Principal

REPORT TO: Community and Infrastructure Services Committee

DATE OF MEETING: December 6, 2021

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

PREPARED BY: Stevenson, Garrett - Manager of Development Review 519-741-2200 ext. 7070

WARD(S) INVOLVED: All Wards

DATE OF REPORT: November 24, 2021

REPORT NO.: DSD-2021-228

SUBJECT: Significant Planning Applications Update - Quarterly Report

RECOMMENDATION:

That Report DSD-2021-228, titled **Significant Planning Applications Update - Quarterly Report**, be received.

REPORT HIGHLIGHTS:

- The purpose of this report is to provide a quarterly update on the status of significant Planning applications that are currently under review.
- This report supports the delivery of core services.

BACKGROUND:

Kitchener's development services review looked at how the City's development functions interact and made improvements resulting in clearer accountability, stronger collaboration, and ultimately a better customer experience. Improvements included a new planning landing page as well as an interactive mapping tool for posting information on current development applications, replacing the previous application list on the former website page.

There has been a steady increase in the number of significant development applications and there are multiple applications in process, at different stages, throughout the City at any given time. To help provide a snapshot of the status of the current significant development applications, Planning staff are proposing to provide a quarterly update report every March, June, September, and December of each year.

It is important to be providing greater transparency on significant development applications with the community and Council. This report is intended to serve as an additional method to provide information in a clear and concise method, as well as a resource for Council.

REPORT:

Attached to this report, the Significant Planning Applications Quarterly Report (Q4 2021) provides a summary of the current Planning applications under review at the time of the preparation of this report.

The current significant development applications section includes Subdivision, Official Plan Amendment, and Zoning By-law Amendments that have not received final approval. These are the bulk of the applications that Planning Staff consult with the community on an application specific basis. Significant development applications include property specific proposals as well as new greenfield communities (subdivisions). Additional details on the development applications can be found using the online mapping tool available at www.kitchener.ca/planningapplications.

It is anticipated that future versions of this report will provide quarterly tracking of applications (annual reporting is shown for 2021 only in this initial version). Future versions of this report will be received by the Planning and Strategic Initiatives Committee as a “for information” report. Additional development application reporting may be incorporated into future reports.

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.

CONSULT – Significant development application specific engagements are undertaken for Official Plan Amendment, Zoning By-law, and Subdivision applications. Engagement includes mailing postcards to property owners and occupants of all buildings within 240 metres of the subject lands, publishing a newspaper notice when the application is first circulated and when the statutory public meeting is scheduled, as well as informal community meetings including Neighbourhood Meetings and/or site walks. A large plain language sign is also posted on the property. Written notices and property signs are also provided for minor variance, severance, and demolition applications. Engagement is undertaken for other development applications as well, including written notices of application, courtesy letters, and newspaper notices.

PREVIOUS REPORTS/AUTHORITIES:

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

APPROVED BY: Justin Readman – General Manager, Development Services

ATTACHMENTS:

Attachment A – Significant Planning Applications Quarterly Report (Q4 2021)

Current Significant Development Applications
(Subdivision, Official Plan Amendment, Zoning By-law Amendment)

WARD 1

528 LANCASTER ST W	
Proposal: A development with 5 multiple residential buildings of varying heights (i.e., 26, 20, 20, 16, and 10 storeys), and commercial uses on the ground floor of the 16-storey building.	
File Number: OPA21/010/L/AP	Description: The main purpose of the Official Plan Amendment is to re-designate the whole of the lands to Mixed Use and modify the Specific Policy Area to allow a maximum floor space ratio (FSR) of 5.8 and a maximum building height of 83m (26 storeys).
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA21/015/L/AP	Description: The main purpose of the Zoning By-law Amendment is to re-zone the whole of the lands to MIX-2, and to modify the site-specific provisions to allow an FSR of 5.8, a building height of 83m (26 storeys), a parking rate of 0.72 spaces per unit, among other requests for relief.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: TBD
Owner: 528 LANCASTER STREET WEST INC, 550 LANCASTER INC	Applicant: MHBC PLANNING

104 WOOLWICH ST	
Proposal: Two 3.5-storey multiple dwellings (stacked townhouses) with 24 dwelling units each (total of 48 dwelling units).	
File Number: OP18/007/W/AP	Description: The owner is requesting a Site-Specific Policy to allow an FSR of up to 0.9.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA18/009/W/AP	Description: The owner is requesting to change the zoning from Agricultural (A-1) to Residential Six Zone (R-6) along with a Site Specific Provisions to: a) reduce the minimum front yard from 4.5 metres to 1.0 metres, b) eliminate the requirement for Private Patio Areas for at-grade dwelling units, c) increase the maximum Floor Space Ratio from 0.6 to 0.9, and d) reduce the required parking from 1.75 spaces per unit to 1.2 spaces per unit.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: TBD
Owner: 1238455 ONTARIO LIMITED	Applicant: GSP GROUP INC

507 Frederick Street, 40-44-48 Becker Street	
Proposal: An addition to the existing funeral home is proposed with a crematorium, as well as an expanded parking lot along Becker Street.	
File Number: OP17/003/F/GS	Description: To change the land use designation of the three Becker Street properties from Low Rise Residential to Commercial, and to add a special policy in the Official Plan to permit a Crematorium/Cremator as a permitted use.

Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZC17/010/F/GS	Description: To change the zoning of the three Becker Street properties from Residential Six (R-6) with Special Use Regulation 362U to COM-2 (General Commercial), and to add special regulation provisions to all properties to define the front yard (due to multiple street frontages), permit a reduced Floor Space Ratio (FSR) of 0.17 (a minimum of 0.6 is required), to permit a 0 metre setback from Becker Street, and to permit 11 off-site parking to be included in the development, and to add a new Special Use Regulation in the Zoning By-law to permit a crematorium/cremator on site.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: November 23, 2021
Owner: Henry Walser Funeral Home LTD	Applicant: GSP GROUP INC.

WARD 2

1157 WEBER ST E	
Proposal: A mixed-use development consisting of a building with a 15 and 18 storey tower with a total of 378 residential dwelling units and ground floor commercial units.	
File Number: OPA21/007/W/BB	Description: To change the land use designation from Commercial Corridor to Mixed Use with a Special Policy Area.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA21/010/W/BB	Description: To change the zoning of the lands from Commercial Two to High Intensity Mixed Use Corridor with Site Specific regulations
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Brian Bateman	Neighbourhood Meeting Date: November 9, 2021
Owner: M K G HOLDING CORPORATION	Applicant: GSP GROUP INC.

42 Windom Road	
Proposal: A stacked three storey town/multiple dwelling building containing 22 residential units.	
File Number: ZBA20/017/W/ES	Description: To remove special regulation provision 744R (maximum 5units) to permit 22 units, FSR increase to 0.75, and a parking reduction from 1.75 per unit to 0.95 per unit
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Eric Schneider	Neighbourhood Meeting Date: TBD
Owner: WINDOM KW INC	Applicant: IBI Group

WARD 3

4396 KING ST E	
Proposal: An 8-storey residential building located on the property at 25 Sportsworld Drive and a high-density, mixed-use building featuring 18 and 30 storey towers with ground-floor commercial uses on the property at 4396 King Street East, with a total of 616 dwelling units and 1,378 m2 of commercial space.	
File Number: OPA21/009/K/AP	Description: The Official Plan Amendment requests to redesignate the property from Commercial Campus to Mixed Use with a Specific Policy Area.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number:	Description: The applicant is requesting a Zoning By-law Amendment to re-zone the property from Commercial Campus (COM-4) to Mixed Use (MIX-3) and establish a Site-Specific Provision to allow a maximum building height of 99 metres (30 storeys), maximum Floor Space Ratio of 6.2, reduced parking rate of 0.85 spaces per dwelling unit (580 spaces), non-residential gross floor area reduction, among other matters.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: TBD
Owner: SPORTSWORLD SHOPPING CENTRE LTD	Applicant: GSP GROUP INC.

BLOCK LINE & COURTLAND	
Proposal: A comprehensively planned mixed-use development which features four residential towers with approximately 1300 dwelling units, up to 20,000 square metres of transit-oriented non-residential uses at the ground and lower levels, 3 levels of below grade parking with approximately 1500 parking spaces, private roads, below grade loading areas and public transit facilities, and a large publicly accessible ground level pedestrian plaza.	
File Number: OP17/001/C/GS	Description: Official Plan Amendment Number 9 changed the land use designation to Mixed Use.
Application Type: OPA	Status: This application has been appealed to the LPAT (Local Planning Appeal Tribunal) and a decision was issued approving the application on December 3, 2020. A motion for leave of the LPAT decision has been filed by Canadian National Railway (Party to the Appeal) so the application remains under appeal.
File Number: ZC17/005/C/GS	Description: The Zoning By-law Amendment application changed the zoning of the lands to High Intensity Mixed Use Corridor (MU-3) with site specific regulations.
Application Type: ZBA	Status: This application has been appealed to the LPAT (Local Planning Appeal Tribunal) and a decision was issued approving the application on December 3, 2020. A motion for leave of the LPAT decision has been filed by Canadian National Railway (Party to the Appeal) so the application remains under appeal.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: August 30, 2017
Owner: 2289238 ONTARIO INC	Applicant: IBI Group

WARD 4

448 NEW DUNDEE RD

Proposal: A condominium development with 24 single detached houses with frontage onto a private condominium road.

File Number: ZBA20/003/N/AP	Description: the application requests to change the zoning from R-1 Zone (allows single detached dwellings on lots with a min. lot area of 4,000 m2 and min. lot width of 30 m2) to R-6 (allows single detached dwellings on lots with a min. lot area of 235 m2 and min. lot width of 9 m2).
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Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
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Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: November 25, 2021.
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Owner: HAYRE PROPERTIES INC	Applicant: GSP Group Inc.
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86 PINNACLE DR

Proposal: A two storey, 16-unit senior's-oriented apartment building.

File Number: ZBA19/003/P/KA	Description: To change the zoning to Residential Six (R-6) to permit a multiple residential dwelling.
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Application Type: ZBA	Status: On hold at the request of the Owner
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Staff Contact: Craig Dumart	Neighbourhood Meeting Date: Sept. 10, 2019
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Owner: A & F GREENFIELD HOMES LTD	Applicant: IBI Group
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WARD 5

1673 HURON RD	
Proposal: Three five storey multiple dwelling buildings containing 261 units.	
File Number: ZBA21/011/H/ES	Description: To permit a maximum building height of 5-storeys (17.0 metres), to increase the maximum front yard setback of 8.4 metres and remove holding provision 70H.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Eric Schneider	Neighbourhood Meeting Date: November 4, 2021
Owner: HURON ROAD APARTMENTS KITCHENER 2021 LTD	Applicant: GSP GROUP INC.

161 GEHL PL	
Proposal: A new community with up to 235 residential dwelling units and open space blocks.	
File Number: OP18/006/G/GS	Description: Proposing amendment to the Rosenberg Secondary Plan to revise land use designations for various lands to implement the proposed plan of subdivision.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA18/007/G/GS	Description: The proposed amendment to the Zoning By-law is to apply new zoning to the lands to implement the Rosenberg Secondary Plan (also proposed to be amended) to implement the proposed plan of subdivision.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: 30T-18202	Description: A proposed Plan of Subdivision with up to 235 residential units and open space blocks.
Application Type: SA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: N/A
Owner: 2079546 ONTARIO LIMITED	Applicant: SGL PLANNING & DESIGN INC

1940 FISCHER HALLMAN RD	
Proposal: Two storey street fronting townhouses.	
File Number: ZBA21/016/F/CD	Description: Proposing to permit an increase in building height under R-6 zoning for townhouse blocks due to irregular grading for walk up and walk out units.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Craig Dumart	Neighbourhood Meeting Date: TBD
Owner: SCHLEGEL URBAN DEVELOPMENTS CORP	Applicant: GSP GROUP INC

1801 BLEAMS RD	
Proposal: A new community with 2607 residential units, a school, green space, and parkland.	
File Number: OP18/005/B/GS	Description: Proposing amendment to the Rosenberg Secondary Plan to revise land use designations for various lands to implement the proposed plan of subdivision.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA18/006/B/GS	Description: The proposed amendment to the Zoning By-law is to apply new zoning to the lands to implement the Rosenberg Secondary Plan (also proposed to be amended) to implement the proposed plan of subdivision.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: 30T-18201	Description: A proposed Plan of Subdivision with up to 2607 residential units, a school, green space, parkland, as well as multiple residential and mixed-use blocks.
Application Type: SA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: N/A
Owner: 2079546 ONTARIO LIMITED	Applicant: SGL PLANNING & DESIGN INC

ROCKCLIFFE DR (FREURE SOUTH)	
Proposal: A new community with 471 new residential units including single detached, street townhouses & multiple dwellings. Parkland open space & stormwater management facilities are also proposed.	
File Number: OP16/001/R/KA	Description: To change the designation of the easterly portion of land to high rise residential, designate a future park area as open space, and to adjust the limits of wooded areas designated as open space.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZC16/009/R/KA	Description: To change the zoning from Restricted Business Park (B-2) to residential and natural heritage conservation zones.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: 30T-16201	Description: The plan of subdivision includes single detached, street townhouses & multiple dwellings along with parkland open space & stormwater management facilities.
Application Type: SA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: TBD
Owner: FREURE DEVELOPMENTS LIMITED	Applicant: MHBC PLANNING LTD

WARD 7

1593 HIGHLAND RD W	
Proposal: A mixed-use development consisting of a 13-storey building and 16-storey building, with a total of 403 dwelling units, 1,052 square metres of ground floor commercial space, and 2 levels of underground parking.	
File Number: OPA20/001/H/AP	Description: The Official Plan currently state that only commercial-type uses are permitted on the above properties; residential uses are not permitted. The owner is requesting to change the OP to permit up to 403 residential dwelling units within buildings containing commercial uses.
Application Type: OPA	Status: This application was appealed to the Ontario Land Tribunal in August 2020. The hearing is scheduled to begin on January 24, 2022.
File Number: ZBA20/004/H/AP	Description: The Owner is requesting to permit up to 403 residential dwelling units within buildings containing commercial uses. Additional commercial uses are requested. The owner is also requesting to reduce front, side yard, and rear yard setbacks, increase lot coverage, and reduce parking requirements.
Application Type: ZBA	Status: This application was appealed to the Ontario Land Tribunal in August 2020. The hearing is scheduled to begin on January 24, 2022.
Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: N/A
Owner: M DEVELOPMENTS (KITCHENER) INC	Applicant: IBI GROUP

WARD 8

660 BELMONT AVE W	
Proposal: An eleven storey (39.1 metre) mixed-use building with 910.7 square metres of ground floor commercial space and 132 residential units (including 92 one bedroom and 40 two-bedroom units). The Owner is also requesting to purchase a portion of the City-owned Belmont Lane between Belmont Avenue West and Claremont Avenue.	
File Number: OPA20/004/B/JVW	Description: The City of Kitchener has received a revised development proposal and has been advised that an Official Plan Amendment application is no longer required. The original Official Plan Amendment application requested to increase the maximum height to 13 storeys and 49 metres in height.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA20/012/B/JVW	Description: The Zoning By-law Amendment application is now requesting site specific zoning regulations for an increased building height of 11 storey and 39.1 metres (whereas 8 storeys and 25 metres is permitted), a reduced tower setback from the podium of 2.7 metres (whereas 3.0 metres is required), and a reduced podium height of two storeys (whereas a minimum of three storeys is required).
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: Feb. 25, 2021
Owner: 660 BELMONT LP INC	Applicant: GSP Group Inc.

400 WESTWOOD DR	
Proposal: To demolish the existing house and create four new lots for single detached dwellings.	
File Number: ZBA21/012/W/ES	Description: To rezone the developable portion of the lands to site specific Residential Four (R-4).
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Eric Schneider	Neighbourhood Meeting Date: TBD
Owner: NASIR BROMAND, ZAKIA BROMAND	Applicant: IBI GROUP

WARD 9

146 VICTORIA ST S

Proposal: A multi-tower, mixed use development consisting of a shared mid-rise podium of 4-6 storeys in height with 3 residential towers atop the podium, with heights of 25, 36, & 38 storeys and containing a total of 1150 residential units and 1770 square metres of commercial space.

File Number: OPA21/011/V/ES	Description: Proposing a Special Policy Area to increase maximum floor space ratio to 11.6 to permit a mixed-use development with commercial on the ground floor and residential above.
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Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
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File Number: ZBA21/017/V/ES	Description: To increase maximum floor space ratio to 11.6 and a maximum building height of 38 storeys and 122 metres to permit a mixed-use development with commercial on the ground floor and residential above.
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Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
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Staff Contact: Eric Schneider	Neighbourhood Meeting Date: TBD
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Owner: 1936026 ONTARIO INC	Applicant: GSP GROUP INC.
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30 FRANCIS ST S

Proposal: A 44-storey mixed-use building, containing 169m² ground-level commercial (3 units) and 532 residential units ranging generally from 35.4m² to 68m² in floor space.

File Number: OPA21/001/F/DE	Description: The Official Plan Amendment requests to permit an increase in density (allowable floor space ratio) in the Innovation Downtown District, to permit the proposed 44 storey tower with a FSR of 18.3.
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Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments. A second neighbourhood meeting has been scheduled for December 14, 2021.
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File Number: ZBA21/002/F/DE	Description: The Zoning By-law Amendment is requested to permit the addition of site-specific regulations to the existing D-6 Downtown zone to permit the development of a 44-storey building with a FSR of 18.3.
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Application Type: ZBA	Status: Status: This application has been circulated and Planning staff are accepting and reviewing comments. A second neighbourhood meeting has been scheduled for December 14, 2021.
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Staff Contact:	Neighbourhood Meeting Date: June 2, 2021
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Owner: 30 FRANCIS KITCHENER INCORPORATED	Applicant: GSP Group Inc.
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321 COURTLAND AVE E

Proposal: A new mixed-use community with residential, commercial, and employment uses. Three existing buildings are proposed to remain, including the six storey office building, the large distribution warehouse building, and the former maintenance garage. The remainder of the buildings are currently being demolished. The existing buildings will be repurposed for a mix of employment uses. New buildings are proposed to range from three storeys along Stirling Avenue South, to five-to-seven storeys along Courtland Avenue East, and between twenty-three and thirty-five storeys along the rail line. In total, approximately 2818 residential units are proposed in various forms throughout the site.

File Number: OP19/002/C/GS	Description: An Official Plan Amendment is requested to implement new land use permissions for the proposed development. The existing land use designation for the subject lands is General Industrial with a site-specific policy in the Mill Courtland Woodside Park Secondary Plan. An amendment is requested to change the
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	land use designations to Mixed Use, High Density Multiple Residential, and Neighbourhood Park.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA19/005/C/GS	Description: The proposed subdivision application contains two medium density residential blocks, a high-density residential block, a medium density mixed use block, a mixed-use employment block, a park block, a street townhouse block, and two future development blocks. Road widening blocks are proposed along Courtland Avenue East. The blocks are arranged along a new proposed road to be named Olde Fashioned Way, running parallel to Courtland Avenue East from Palmer Avenue to Borden Avenue South. Palmer Avenue and Kent Avenue are proposed to be extended through the site to intersect with the proposed road.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: 30T-19201	Description: The Zoning By-law Amendment proposes to implement the proposed land use designations with corresponding zoning. The proposed zoning is Medium Intensity Mixed Use Corridor Zone MU-2 (a medium intensity mixed use zone that permits residential and commercial uses), Residential Nine R-9 (a high-rise residential zone), and Public Park Zone P-1 (a zone that is applied to public park spaces).
Application Type: SA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: Jul 15, 2019. Planning Staff will be holding a second digital information meeting to provide an update on this application as issues are resolved.
Owner: 321 COURTLAND AVE DEVELOPMENTS INC	Applicant: GSP Group Inc.

WARD 10

276 KING ST E

Proposal: A 7-storey mixed-use building. Ground floor commercial uses are proposed along with six storeys of residential above.

File Number: OPA20/006/K/AP

Description: To increase the Floor Space Ratio to 4.8 from 3.0.

Application Type: OPA

Status: This application has been circulated and Planning staff are accepting and reviewing comments.

File Number: ZBA20/015/K/AP

Description: The property is currently split zoned D-2 (King St) and D-3 (former house facing Eby St). Numerous changes are required, but the main changes are to change the zoning of the whole property to D-2, to allow FSR of 4.8 (currently, the max permitted is 2.0 / 0.75), to allow maximum building height of 28.5 metres (currently, the max is 17.4m in D-2 and 9.0m in D-3), and to allow zero parking for the building (currently zero parking is required for commercial, and 29 spaces for residential).

Application Type: ZBA

Status: This application has been circulated and Planning staff are accepting and reviewing comments.

Staff Contact: Andrew Pinnell

Neighbourhood Meeting Date: April 28, 2021

Owner: 276 KING EAST INC

Applicant: GSP GROUP INC.

890 KING ST W

Proposal: A 25 storey mixed use building with 231 units, 728 m2 of retail/commercial and 108 parking spaces in a parking structure.

File Number: OPA21/005/K/BB

Description: This application is seeking an amendment to the K-W Hospital Neighbourhood Secondary Plan for a site-specific provision to permit a maximum Floor Space Ratio of 10.1 in a Mixed-Use Corridor Designation as opposed to the maximum of 4.0.

Application Type: OPA

Status: This application has been circulated and Planning staff are accepting and reviewing comments.

File Number: ZBA21/008/K/BB

Description: The application is requesting a special zoning provision for relief from setbacks, parking, and density requirements.

Application Type: ZBA

Status: This application has been circulated and Planning staff are accepting and reviewing comments.

Staff Contact: Brian Bateman

Neighbourhood Meeting Date: October 6, 2021

Owner: CANTIRO KING GENERAL PARTNER LTD

Applicant: MHBC PLANNING LTD

1668 KING ST E

Proposal: Two 23 storey buildings, consisting of 616 residential units,

File Number: OPA21/008/K/CD

Description: The Official Plan Amendment requests an increased Floor Space Ratio of 7.2 rather than 4.0.

Application Type: OPA

Status: This application has been circulated and Planning staff are accepting and reviewing comments.

File Number: ZBA21/013/K/CD

Description: The Zoning By-law Amendment is requested to allow a mixed-use development for two 23 storey buildings, consisting of 616 residential units, 204 square metres of commercial space with an increased Floor Space Ratio of 7.2 rather than 4.0, reduced rear yard setback of 12.0 metres rather than 14.0 metres, and reduced on-site parking to permit parking at a rate of 0.7 spaces per unit for Multiple Dwelling Units greater than 51.0 square metres in size, rather than 1.0 spaces per unit.

Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Craig Dumart	Neighbourhood Meeting Date: June 17, 2021
Owner: 2806399 ONTARIO INC	Applicant: MHBC PLANNING LTD

22 WEBER ST W

Proposal: A 15-storey multiple residential building with 126 units, including 19 barrier free units. A total of 24 parking spaces are proposed at grade.

File Number: OPA20/005/W/JVW	Description: The Official Plan amendment proposes to retain the existing designation but with an increased FSR permission of 6.2.
Application Type: OPA	Status: This application has been appealed to the Ontario Land Tribunal (formerly LPAT) and as part of the appeal, the applicant is now requesting the approval of a 19-storey building rather than a 15-storey building. There was no additional supporting information provided for the revised request. A Case Management Conference was held on June 23, 2021. A second digital case management conference was held on October 5, 2021 at 10:00am. A third digital case management conference is scheduled for December 3, 2021. An electronic Neighbourhood Information Meeting was held on Wednesday, September 8, 2021.
File Number: ZBA20/013/W/JVW	Description: The subject lands are zoned Commercial Residential Three Zone (CR-3) in Zoning By-law 85-1. The Zoning By-law Amendment application is proposing to add site specific zoning regulations to permit; a minimum front yard setback of 0.8 metres from Weber Street (minimum of 3.0 metres is required), a minimum rear yard setback of 15.0 metres (minimum required is half of the building height, in this case 23.3 metres), a maximum Floor Space Ratio of 6.2 (maximum FSR of 4.0 is permitted), a minimum landscape area of 8% of the lot area (minimum 10% required), a minimum ground floor height of 4.5 metres (no minimum required), a parking rate of 0.165 spaces per dwelling unit for all units, (a maximum of 40% of units are permitted to have a parking rate of 0.165 unit, and 60% of units have a parking rate of 1.25 spaces per dwelling unit), and a visitor parking rate of 10% of the total required parking (minimum 20% is required).
Application Type: ZBA	Status: This application has been appealed to the Ontario Land Tribunal (formerly LPAT) and as part of the appeal, the applicant is now requesting the approval of a 19-storey building rather than a 15-storey building. There was no additional supporting information provided for the revised request. A Case Management Conference was held on June 23, 2021. A second digital case management conference was held on October 5, 2021 at 10:00am. A third digital case management conference is scheduled for December 3, 2021. An electronic Neighbourhood Information Meeting was held on Wednesday, September 8, 2021.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: September 8, 2021
Owner: 30 DUKE STREET LIMITED	Applicant: MHBC PLANNING LTD

152 SHANLEY ST

Proposal: An eight storey multiple dwelling containing a total of 166 dwelling units.

File Number: OPA21/002/S/JVW	Description: The application is requesting to re-designate the subject property from Low Rise Residential to Medium Rise Residential and a Special Policy to permit a maximum Floor Space Ratio (FSR) of 3.0 whereas 2 is permitted, and a maximum building height of 27.8 m,
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	whereas the Medium Rise Residential designation permits a maximum height of up to 25 metres.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA21/004/S/JVW	Description: To rezone the site from Residential Five R-5 and from Residential Six R-6 to Residential Eight R-8. The request also includes site specific regulations to permit the height to be increased to 27.8 m permitting an 8-storey building with higher ceiling heights per floor, with 172 units, as well as a parking reduction from 1.25 spaces per unit to 0.74 spaces per unit.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Craig Dumart	Neighbourhood Meeting Date: June 17, 2021
Owner: 2701098 ONTARIO INC	Applicant: IBI Group Inc.