



Planning & Strategic Initiatives Committee Agenda

Monday, March 6, 2023, 7:00 p.m. - 9:15 p.m.

Council Chambers - Hybrid

City of Kitchener

200 King Street W, Kitchener, ON N2G 4G7

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

The meeting live-stream and archived videos are available at www.kitchener.ca/watchnow.

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

Chair: Councillor P. Singh

Vice-Chair: Councillor D. Chapman

Pages

1. Commencement

2. Disclosure of Pecuniary Interest and the General Nature Thereof

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

3. Consent Items

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

3.1 None.

4. Delegations

Pursuant to Council's Procedural By-law, delegations are permitted to address the Committee for a maximum of five (5) minutes. All Delegations where possible are encouraged to register prior to the start of the meeting. For Delegates who are attending in-person, registration is permitted up to the start of the meeting. Delegates who are interested in attending virtually must register by TIME on March 6, 2023, in order to participate electronically.

4.1 Item 6.1 - Andrea Sinclair and Juliane vonWesterholt, MHBC Planning

4.2 Item 6.2 - Kristen Barisdale, GSP Group

5. Discussion Items

5.1 None.

6. Public Hearing Matters under the Planning Act (7:00 p.m.)

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

6.1	Official Plan Amendment OPA22/10/C/BB and Zoning By-law Amendment ZBA22/17/C/BB, 45-53 Courtland Avenue East, Cantiro Courtland GP, DSD-2023-065 <i>(Staff will provide a 5 minute presentation on this matter.)</i>	45 m	3
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6.2	Official Plan Amendment OPA21/009/K/AP and Zoning By-law Amendment ZBA21/014/K/AP, 4396 King Street East & 25 Sportsworld Drive, Sportsworld Shopping Centre and Taylorwood Park Homes Inc, DSD-2023-021 <i>(Staff will provide a 5 minute presentation on this matter.)</i>	90 m	74
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7. Information Items

7.1	Significant Planning Applications Update - Quarterly Report - DSD-2023-084		288
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8. Adjournment

Mariah Blake
Committee Administrator

REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: March 6, 2023

SUBMITTED BY: Garrett Stevenson, Interim Director of Planning, 519-741-2200 ext 7070

PREPARED BY: Brian Bateman, Senior Planner, 519-741-2200 ext. 7869

WARD(S) INVOLVED: Ward 9

DATE OF REPORT: February 3, 2023

REPORT NO.: DSD-2023-065

SUBJECT: Official Plan Amendment Application OPA22/10/C/BB and Zoning By-law Amendment Application ZBA22/17/C/BB, 45-53 Courtland Avenue East, Cantiro Courtland GP

RECOMMENDATION:

- A. That Official Plan Amendment Application OPA22/10/C/BB for Cantiro Courtland GP requesting a change to the Land Use Designation on the parcel of land specified and illustrated on Schedule 'A', be adopted, in the form shown in the Official Plan Amendment attached to Report DSD-2023-065 as Appendix 'A' and 'A1', and accordingly forwarded to the Region of Waterloo for approval; and further
- B. That Zoning By-law Amendment Application ZBA22/17/C/BB for Cantiro Courtland GP be approved in the form shown in the "Proposed By-law" and "Map No. 1" attached to Report DSD-2023-065 as Appendix 'B' and 'B1'.

REPORT HIGHLIGHTS:

- The purpose of this report is to evaluate and provide a planning recommendation regarding Official Plan Amendment and Zoning By-law Amendment applications for subject lands located at 45-53 Courtland Avenue East. It is Planning staff's recommendation that the applications be approved.
- The proposed Amendments support the development of mid-rise housing.
- Community engagement included:
 - circulation of a notice postcard to residents and property owners within 240m of the subject site;
 - installation of billboard notice sign on the property;
 - a City-led Neighbourhood Meeting (November 14, 2022);
 - discussions with interested members of the public;
 - a third notice of statutory public meeting postcard was circulated to all residents and property owners within 240 metres of the subject site, as well as those who responded to the preliminary circulation; and,
 - notice of the public meeting was given in The Record on February 10, 2023.

This report supports the delivery of core services.

EXECUTIVE SUMMARY:

Cantiro Courtland GP is seeking Official Plan and Zoning By-law Amendments to build a 6 storey multiple dwelling containing 64 residential units and 52 parking spaces. Staff recommends that the applications be approved.

REPORT:

The subject lands consist of three properties to be merged together, 45 Courtland Avenue East (the second lot east of the intersection of Benton Street and Courtland Ave. E.), 49 and 53 Courtland Avenue East. All three buildings were former single detached residential uses. The buildings had been vacant for years. There was a building fire early in January of 2022 and as a result, the buildings have been demolished. The subject lands are approximately 0.26 ha (0.64 acres) in size.

The subject lands are in proximity to Downtown Kitchener. The immediate surrounding area includes a mix of land uses including commercial, mixed use, residential and institutional.

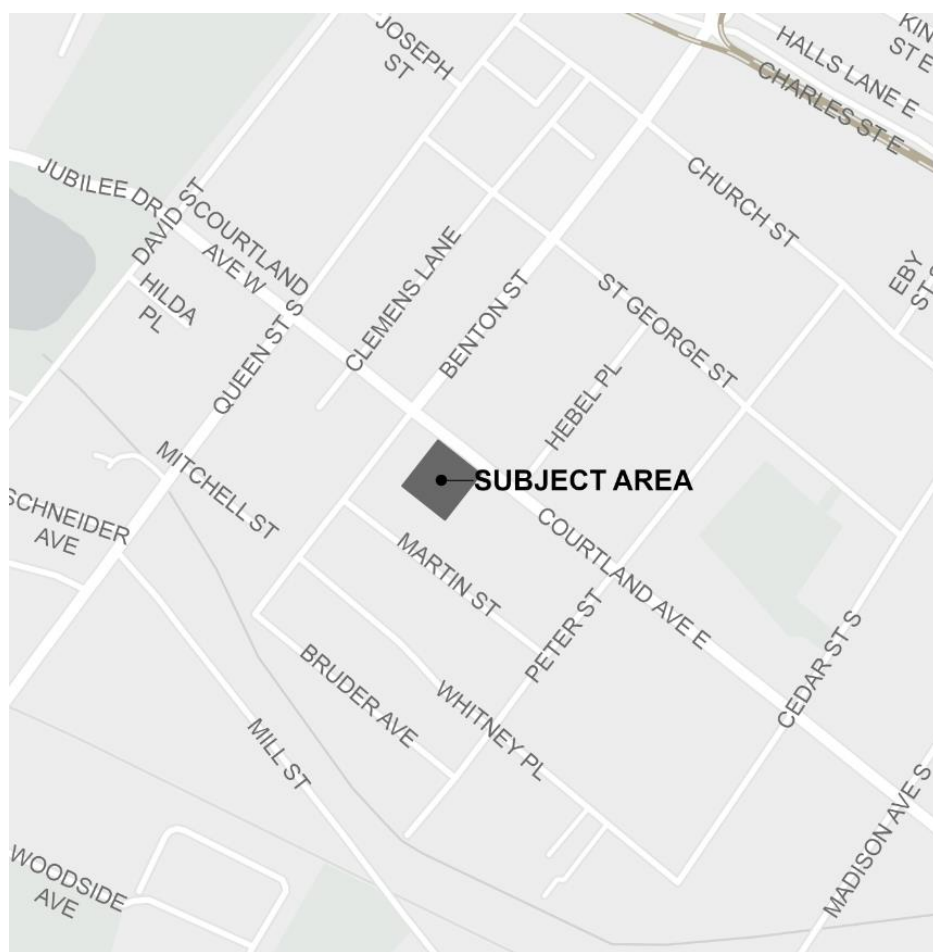


Figure 1 – Location Map

Development Proposal:

The proposed development consists of a 6-storey multiple residential building. At the base of the building, there are 5 townhouse style units facing Courtland Avenue. The building is proposed to contain a mix of 1, 2 and 3 bedroom units for a total of 64 residential units. One level of structured parking below grade is proposed with a total of 52 parking spaces. In addition, 4 barrier-free and 3 visitor parking spaces are located at the rear of the building on a surface parking area.

The proposed building is rectangular in shape addressing the street along the Courtland Avenue frontage, thereby maintaining a consistent setback of 19.9 metres from the properties along Martin Street to the rear. The parking garage will have direct access from Courtland Avenue through a cantilevered structure design providing screening of the garage entrance from the street and the neighbouring property to the west. The gross floor area of the building is approximately 5,607.5 m² with a Floor Space Ratio of 2.4. The site plan and building renderings are shown below in Figures 2 and 3, respectively.

An indoor amenity area comprising 88 sq. m is provided and is located adjacent to the outdoor amenity area and a landscaped patio space thereby creating an indoor/outdoor combined amenity area at the rear of the building for the exclusive use of the building's residents. The entire rear yard will be screened from view or the rear yards along Martin Street through a combination of a solid fence and vegetation along the common property line.

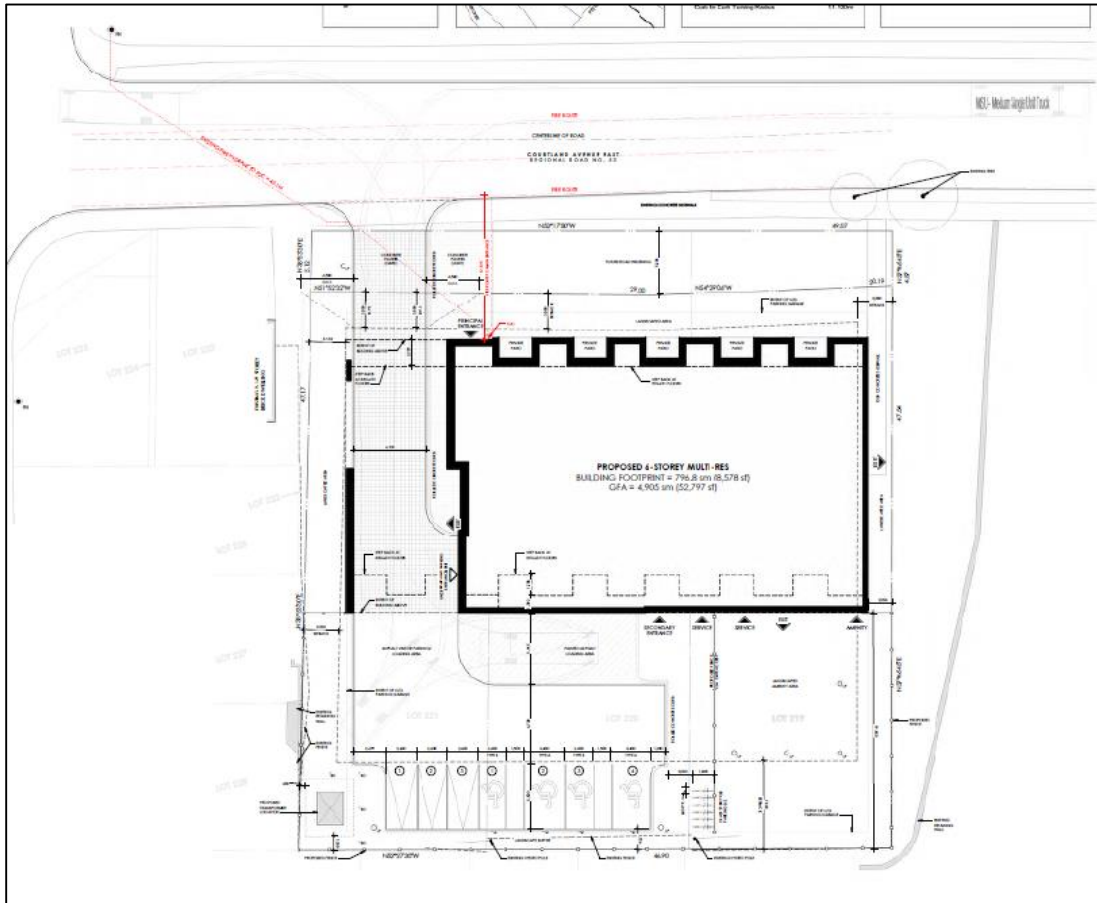


Figure 2 - Proposed Site Plan (Edge Architects)



Figure 3– Renderings (Edge Architects)

Proposed Official Plan Amendment and Zoning By-law Amendment Applications:

To implement the proposed development both an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) are required.

The purpose of the OPA is to add a special policy area to Map 12, the Mill Courtland Woodside Park Neighbourhood Land Use Plan. The Official Plan Amendment relates to policy 13.4.1.7 and 13.4.4.6 of the Mill Courtland Woodside Park Neighbourhood Secondary Plan which limits density to a Floor Space Ratio (FSR) to 1.0 for 43 and 49 Courtland and to 1.5 for 53 Courtland Avenue. The Secondary Plan also limits the maximum height on 53 Courtland Avenue to 11.5 metres. The Official Plan Amendment is requesting that the subject lands be permitted a maximum Floor Space Ratio of 2.4, a maximum building height of 21 metres, and a minimum rear yard setback of 19 metres.

In addition to the Official Plan Amendment, the applicant will require a Zoning By-law Amendment. The subject lands are zoned 'Commercial Residential One Zone (CR-1)' and 'Commercial Residential One Zone (CR-1) with Special Regulation Provision 130R' as per Schedule 85 of Zoning By-law 85-1. The ZBA will be requesting the following:

1. A Floor Space Ratio (FSR) of 2.4, whereas an FSR of 1.0 is permitted.
2. A side yard setback from eastern property line of 2.0 metres, whereas 3.0 m is required.

3. A maximum building height of 21 m, whereas 18 m is permitted.
4. A minimum rear yard setback of 19 metres.
5. A rate of 0.81 per unit for Multiple Dwelling Units, greater than 51.0 sq.m. in size whereas 1.25 spaces per dwelling unit is required for a total of 52 spaces.
6. Seeking permission to amend Section 6.2.1 b) vi) B) to permit Visitor Parking at a rate of 13% of required parking whereas a 20% is required (i.e., 7 Visitor Parking spaces whereas 11 are required).

Planning Analysis:

Provincial Policy Statement, 2020

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

Planning staff is of the opinion that the proposed application will contribute to an appropriate mix of housing types within the context of the surrounding neighbourhood. The subject lands are within an existing neighbourhood in a Transit Station Area with adequate servicing capacity, road network capacity, and other required infrastructure and therefore represents a cost-effective development pattern that minimized land consumption and servicing costs. Based on the above, staff is of the opinion that this proposal is in conformity with the PPS.

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

The Growth Plan supports the development of complete and compact communities that are designed to support healthy and active living, make efficient use of land and infrastructure, provide for a range, and mix of housing types, jobs, and services, at densities and in locations which support transit viability and active transportation. Policies of the Growth Plan promotes growth within strategic growth areas including major transit station areas, to provide a focus for investments in transit and other types of infrastructure. The Growth Plan supports planning for a range and mix of housing options and higher density housing options that can accommodate a range of household sizes in locations that can provide access to transit and other amenities.

The subject lands are located within the City's delineated built-up area, within a Major Transit Station Area and on a Regional Roadway. The proposed development represents intensification and will help the City achieve density targets. The proposed designation and zoning will support a higher density housing option that will help make efficient use of existing infrastructure, parks, roads, trails, and transit. The multiple dwelling is also proposed to include a range of 1, 2 and 3 bedroom apartment units, with direct access to Courtland Avenue, increasing the variety of housing options for future residents.

City of Kitchener Official Plan:

Urban Structure

The Official Plan establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. Intensification Areas are targeted throughout the Built-up Area as key locations to accommodate and receive the majority of development or redevelopment for a variety of land uses. Primary Intensification Areas include the Urban Growth Centre, Major Transit Station Areas, Nodes and Corridors, in this hierarchy, according to Section 3.C.2.3 of the Official Plan.

The subject lands are located within a Major Transit Station Area. The planned function of the Major Transit Station Areas is to provide densities that will support transit, and achieve a mix of residential, office, institutional and commercial uses. They are also intended to have streetscapes and a built form that is pedestrian-friendly and transit-oriented. Staff are of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment will support a development that complies with the policies for a Major Transit Station Area.

The proposed development addresses the Major Transit Station Development Criteria from Section 3.C.2.22 of the City of Kitchener Official Plan as follows:

- The proposed development conforms to the Regional Official Plan as discussed in Section 5.0 of this report.
- The development also meets the intent of the Transit-Oriented Development Policies of Section 13.C.3 as it plans for a development that is a medium density - compact urban form that is within 5 minutes to a transit stop, provides multiple residential use that contributes to the mix of uses in this evolving transit station area along Courtland Avenue.
- A singular vehicular access point off of Courtland Avenue is planned for the site

Housing

The City's primary objective with respect to housing in the Official Plan is to provide for an appropriate range, variety and mix of housing types and styles, densities, tenure, and affordability to satisfy the varying housing needs of our community through all stages of life. This medium rise multiple dwelling proposal is a mid-rise built form that provides an option that bridges the gap between high density residential towers and low density housing such as single detached dwellings. The proposed housing type is an important segment in Kitchener's housing continuum.

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

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

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

The subject lands provide an opportunity for intensification within a Major Station Transit Area (MTSA) on lands that are currently underutilized. The proposed building is planned as medium density multiple residential development. The density proposed provides for a transit supportive/transit-oriented development. The variety of unit types (one, two and three bedroom(s)) have been planned to provide more attainable housing options to future residents to accommodate various housing needs within the MTSA and along the transit corridor. The proposed built form compliments the existing scale of develop in this area while providing modest intensification.

Despite the increase in height and Floor Space Ratio for the proposed development, the six-storey height only slightly exceeds the maximum height permitted by the proposed zoning that is being advanced as part of the Neighbourhood Planning Review (NPR) which is recommending 16 metres or 5 stories and the proposed building is 6 storeys with a height of 21 metres. The proposed building is in closer alignment with the regulations and direction in By-law- 2019-051, however, is not in effect yet for these lands as the completion of the NPR is pending. The proposed regulations for implementation in By-law 2019-051 do not apply to the lands yet. The current zoning By-law 85-1 did not contemplate intensification corridors as MTSA's did not exist in 1985, and as such the zoning regulations do not reflect the current direction for height, massing, and density associated with today's intensification objectives along the LRT and within the City's MTSA's.

The additional density and multiple residential housing will support the development of complete communities by contributing the residential component of a mix of uses that are forming along Courtland Avenue. The density of the units also contributes to energy conservation, using less materials for more housing, and sharing of heating and cooling resources for smaller space. The density will contribute to the ridership which supports municipal infrastructure and connects to existing municipal services. Lastly, there are no natural heritage or cultural heritage features located on the site.

Mill Courtland Woodside Park Secondary Plan

The subject lands are designated as a Low Density Commercial Residential. The intent of the Low Density Commercial Residential designation is to recognize existing areas of small scale commercial and residential development as well as to allow for the low rise, lower density redevelopment of such areas with commercial institutional and residential uses. Lands within this designation are intended to create transitional or buffer areas between some industrial and surrounding residential areas and as such the maximum residential density shall be limited to 100 units per hectare with a Floor Space Ratio (FSR) of 1.0. One of the three properties (53 Courtland) contains site-specific regulation 130R that permits a FSR of 1.5 and restricts the building height to 10.5 metres within 30 metres of Martin Street.

The Secondary Plans were established prior to a final determination of the LRT route and prior to the establishment of MTSA's. As such, MTSA policies in the Official Plan need to be considered as they provide a framework to guide new development within Secondary Plan areas.

The proposed 6 storey mid-rise pedestrian-scaled development is at an appropriate density for supporting a MTSA while remaining compatible with the low rise development in this neighbourhood. Both height and massing of the building is directed towards Courtland Avenue and away from existing low rise residential properties along Martin Street. Given the proposed height of 21 metres and a proposed rear yard setback of 19 metres, the building height to separation distance is almost at a ratio of 1:1. From an urban design perspective, a 1:1 ratio demonstrates a positive relationship from a privacy and shadow impact perspective.

The main entrance to the building has direct access to the street and is a five minute walk to the Queen ION station, with bus transit directly on Courtland Avenue and Benton Street. Resident vehicle parking is located within underground parking and will be screened from the street frontage and adjacent lands through building design and on-site fencing. Seven (7) surface parking spaces are located at the rear of the building for barrier free and visitors and will be shielded through the fencing along the rear property line. Bicycle parking will be proposed for use by residents through secure bicycle storage provided internal to the building and outdoor visitor bicycle storage. A bicycle maintenance room is also proposed on the ground floor of the building for residents' usage. Spaces have also been provided for cargo and oversized bikes.

Urban Design

Section 11 of the City's OP outlines policies with respect to urban design. To address these policies, the applicant has submitted an Urban Design Brief, and conceptual site plans, elevations, and renderings. This documentation has been reviewed by City Urban Design staff and will be implemented through the subsequent Site Plan Review process. In accordance with Urban Design Policies, staff is of the opinion that the site design provides for a high-quality public realm, safe site circulation for all modes of transportation, and that site servicing components are functional and screened from view from the public realm. The development will enhance pedestrian usability, respect, and reinforce human scale, create an attractive streetscape, and complements and contributes to the character of the Cedar Hill neighbourhood. Through the detailed site plan review process, staff will ensure that appropriate landscaping will be installed to enhance the building and streetscape, and lighting will be provided to maintain safe and appropriate light levels which minimize light spill onto neighbouring properties and are dark sky compliant. Staff will continue to work with the applicant to review the detailed elevations and materials, to ensure implementation of the proposed built form and high standard of building design.

Proposed Cedar Hill/Schneider Creek Secondary Plan

The City of Kitchener drafted updated Secondary Plan policies in 2019 as part of the Neighbourhood Planning Reviews (NPR) project. The Draft Cedar Hill and Schneider Creek Secondary Plan proposes a Mixed-Use Low-Rise designation for the subject lands. Since that time, the Region of Waterloo has recently undertaken a review of their Official Plan, including the delineation of Major Transit Station Area boundaries. The Region has delineated the MTSA boundaries, and the subject lands continue to be located within a MTSA. The Region's Official Plan review will inform the City of Kitchener's MTSA implementation work, including updates to the Secondary Plans.

Policy Conclusion

Planning staff is of the opinion that the proposed Official Plan amendment is consistent with policies of the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan and the City of Kitchener Official Plan, and represents good planning.

Proposed Zoning By-law Amendment:

The subject lands are zoned Commercial Residential One Zone (CR-1) and CR-1 with Special Regulation Provision 130 as per Schedule 85 of Zoning By-law 85-1.

Area 1: From Commercial Residential One Zone (CR-1) in Zoning By-law 85-1 to Commercial Residential One Zone (CR-1) with Special Regulation Provision 786R and Holding Provision 98H in Zoning By-law 85-1.

Area 2: From Commercial Residential One Zone (CR-1) with Special Regulation Provision 130R in Zoning By-law 85-1 to Commercial Residential One Zone (CR-1) with Special Regulation Provision 786R and Holding Provision 98H in Zoning By-law 85-1.

Official Plan policies in section 4.C.1.8. indicate that where special zoning regulations are requested for residential intensification or a redevelopment of lands, the overall impact of the site specific zoning regulations will consider compatibility with existing built form; appropriate massing and setbacks that support and maintain streetscape and community character; appropriate buffering to mitigate adverse impacts, particularly with respect to privacy; avoidance of unacceptable adverse impacts by providing appropriate number of parking spaces and an appropriate landscaped/amenity area.

Staff offer the following comments with respect to the proposed Special Regulation Provision 786R and Holding Provision 98H.

1. Seeking permission to amend Section 44.3.1 of Zoning By-law 85-1 to permit a Floor Space Ratio (FSR) of 2.4, whereas an FSR of 1.0 is permitted.

Floor Space Ratio (FSR) regulates the amount of building massing permitted to be developed on the property based on lot size to ensure site development is at an appropriate scale for the neighbourhood. The intent of the FSR that currently applies to the subject lands is to maintain a relatively lower rise-built form in this area. The proposal is to increase the FSR from 1.0/1.5 to 2.4. Through design considerations (i.e., increased rear yard setbacks, building stepbacks), the applicant has demonstrated that any potential impacts (ie. shadow, privacy) associated with the increased FSR can be mitigated. As such, it is the opinion of staff an appropriate balance has been achieved that allows for intensification yet is sensitive to adjacent low-rise development.

2. Seeking permission to amend Section 44.3.6 b) of Zoning By-law 85-1 to permit a side yard setback from eastern property line of 2.0 metres, whereas 3.0 metres is required.

To improve compatibility and minimize impacts, the proposed building was shifted further away from existing residences located to the west. This has resulted in the proposed building positioned 2.0 metres from the eastern property limit instead of 3.0 metres required under the by-law. A reduced easterly side yard is supportable in this instance given that it is located next to a commercial building. To achieve compatibility with existing low-rise residences, this is an appropriate positioning of the building.

3. Seeking permission to amend Section 44.3.6 of Zoning By-law 85-1 to require a minimum rear yard setback of 19 metres, whereas 7.5 metres or one half the building height, whichever is greater is required.

Again, to improve compatibility and minimize impacts, the proposed building was shifted further away from existing residences located to the south along Martin Street. This has resulted in the proposed building positioned being 19+/- metres from the rear property limits instead of 7.5 metres required under the by-law. This regulation ensures this larger setback is maintained through the site plan process.

4. Seeking permission to amend Section 44.3.6 of Zoning By-law 85-1 to permit a maximum building height of 21 metres, whereas 18 metres is permitted.

An increase in the building is being sought that in effect, would allow for an additional storey being added to the proposed multiple dwelling. Given the height and massing have been situated closer to Courtland Avenue and further away from the Martin Street dwelling units, shadow impacts are negligible, and privacy is maintained. Staff has no concern with increasing the building height from 18 metres allowed through Zoning By-law 85-1 to 21 metres.

5. Seeking permission to amend Section 6.2.1 a) to permit parking at a rate of 0.81 per unit for Multiple Dwelling Units, greater than 51.0 sq.m. in size whereas 1.25 parking spaces per dwelling unit is required for a total of 52 spaces.
6. Seeking permission to amend Section 6.2.1 b) vi) B) to require that 13% of the required parking be in the form of Visitor Parking, whereas 20% is required.

The subject lands are located within a Major Transit Station Area (MTSA). Official Plan policies regarding lands within a MTSA contemplate parking reductions for sites well served by transit. A parking rate of 0.81 spaces per unit is being proposed resulting in a total of 52 spaces. The site is within a 5 minute walk to an LRT station stop, 10 minutes to the downtown and is situated on a regular transit route, which provide the visitors and residents a choice for alternative modes of transportation. Additionally, the applicant has submitted a Planning Justification Report that included justification about a decrease in the required parking supply. It also recommends a number of Transportation Demand Management measures aimed at reducing vehicle usage and to promote

alternative modes of transportation (ie. public transit, bicycles, etc.). Staff has reviewed the study and is supportive of its findings and recommendations.

7. Holding Provision 98H

The Region of Waterloo is requesting that a holding provision be applied to these lands until such time as a Record of Site of Condition and a detailed Stationary Noise study have been approved.

Proposed Zoning through Neighbourhood Planning Reviews

Properties located within the central MTSAs are undergoing Neighbourhood Planning Reviews which includes updates to the Official Plan/Secondary Plans and to the proposed Zoning By-law. The City of Kitchener has recently updated their Zoning By-law (2019-051) but did not include lands within anticipated Major Transit Station Areas or within Secondary Plan areas. As part of the Neighbourhood Planning Review the City has prepared draft amendments to the Official Plan and Zoning By-law 2019-051, but these have not been formally approved by Council and are subject to change.

WHAT WE HEARD



17 people provided comments



1 Neighbourhood Meetings held



984 households circulated and notified

Department and Agency Comments:

Preliminary circulation of the OPA and ZBA was undertaken on August 10, 2022, to applicable City departments and other review authorities. No major concerns were identified by any commenting City department or agency. Site Design and Building details will continue to be refined through the Site Plan Approval process and will be generally consistent with the design considered through this development application. Copies of comments are found in Appendix 'D' of this report.

The following reports and studies were considered as part of this proposed OPA and ZBA:

1. Completed Application Form and Fees
2. Existing Conditions Plan
3. Conceptual Site Plan
4. 3D Massing Model
5. Planning Justification Report
6. Urban Design Score Card
7. Sustainability Statement
8. Conceptual Building Elevation Drawings
9. Conceptual Floor Plans
10. Environmental and Noise Report
11. Functional Servicing Report
12. Water Distribution and Storm Water Management Report
13. Parking Justification Brief

Neighbourhood Comments and Staff Response:

Planning staff received 17 written submissions which are attached as Appendix “F”. Comments were received following the initial circulation in August 2022 and a Neighbourhood Meeting held on November 14, 2022. The comments received from community members during the consultation on these applications is described in greater detail below.

Overall, of the responses received in writing, 6 indicate general support for the proposed land use and development. Of those expressing concern and comments, most were in the following areas:

- Building Design
- Tree Removals
- Grading, Berm & Retaining Walls
- Tenure
- Units Sizes & Affordability
- Construction Hours
- Traffic & Site Access

Building Design

In response to comments regarding the rear façade, including comments from residents living on Martin Street, significant improvements have been made to the rear building façade to better break up the massing. In addition, a setback has been added above the ground floor. Main rooftop mechanical equipment will be contained within a penthouse; any exposed mechanical systems on the rooftop will be set back and partially screened by the perimeter parapet.

Tree Removals

Concerns were raised regarding the removal of trees and questions asked regarding the planting of new trees. Due to underground parking several trees will have to be removed. New trees will be planted as part of the development proposal and any street trees will be protected and if need be, replaced. This will be addressed through the Site Plan Approval process and submission of a Tree Management Plan.

Site Grading, Berm & Retaining Wall

There were concerns raised regarding the existing berm and retaining wall and whether the new building would sit higher than surrounding properties. The berm will be removed resulting in a site that will be flat at its four corners and more in keeping with grades of surrounding properties. Detailed grading plans will be prepared through the site plan approval process. It is not anticipated that retaining walls will be required.

Tenure

Questions were asked as to whether the project would be rental or condominium. According to the owner, tenure is yet to be determined at this point in time.

Unit Sizes, Types and Affordability

There were multiple comments regarding the need to incorporate 3 bedroom units. Questions were asked as to the different types of units proposed and the affordability of the project. The current unit breakdown includes a mix of 1 bedroom; 1 bedroom + Den; 2 bedroom and 3 bedroom units. The project is not being planned as an affordable housing project, but rather a form of housing that is more attainable.

Construction Hours/Disruptions

Construction work will occur during permitted hours as regulated by City By-laws. The intent is for construction activity to occur between 7:00am – 5:00pm during weekdays. Evening / overnight and

weekend work is not anticipated to be a regular occurrence. Any road closures will be communicated, and a construction strategy formalized with City/Regional Transportation staff.

Traffic and Site Access

Courtland Ave. E. is a Regionally designated roadway and any development/re-development along this corridor is subject to a Regional Road Access permit. As such, access for the proposed re-development of 45-53 Courtland Ave. will be determined at the Site Plan Approval stage by the Region. This could potentially include a right-in/right-out traffic movement, according to Regional Transportation Planning staff.

Staff acknowledges there are several new developments which will create additional traffic at the intersection of Benton and Courtland and along Courtland Avenue. The proposed development at 45-53 Courtland Avenue E. is expected to generate approximately 23 trips during the AM Peak Hour (approximately 1 new trip every 3 minutes), and approximately 28 trips during the PM Peak Hour (approximately 1 new trip every 2 minutes). Although Courtland Ave in this area is only two (2) lanes, it is a Regional Arterial roadway and is designed to carry large amounts of vehicular traffic. Staff do not anticipate the expected site generated trips to have a significant impact on the existing traffic network.

The Region of Waterloo maintains a computerized model for the traffic network throughout the Region that includes all known development proposals that have been approved to ensure that they are addressing traffic impacts as needed. They Region also monitor signalized intersections to evaluate volume-to-capacity ratios, vehicle delay, and more to ensure that signal timing is optimized to reduce delay and help traffic flow as efficiently as possible.

Planning Conclusions

In considering the foregoing, staff is supportive of the proposed Official Plan Amendment and Zoning By-law Amendment to permit 45 – 53 Courtland Avenue East to be developed with a multiple dwelling. Staff is of the opinion that the subject applications are consistent with policies of the Provincial Policy Statement (2020), conform to the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, and the City of Kitchener Official Plan and represent good planning. Staff recommends that the applications be approved.

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

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

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

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City's website with the agenda in advance of the Council / Committee meeting. Notice signs were posted on the property and information regarding the application posted to the City's website in August of 2022. Following the initial circulation referenced below, an additional courtesy notice of the public meeting was circulated to all property owners and residents within 240 metres of the subject lands, and those responding in writing to the preliminary circulation or after the Neighbourhood Meeting, which was held on November 14, 2022, and Notice of the Public Meeting was posted in The Record on February 10, 2023 (a copy of the Notice may be found in Appendix C).

CONSULT – The OPA and ZBA were originally circulated to property owners and residents within 240 metres of the subject lands on August 10, 2022. In response to this circulation, staff received written responses from 17 households. A Neighbourhood Meeting was then held on November 14, 2022.

PREVIOUS REPORTS/AUTHORITIES:

- *Municipal Act, 2001*
- *Planning Act, R.S.O. 1990, c. P.13*
- *Provincial Policy Statement, 2020*
- *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020*
- *Regional Official Plan, 2010*
- *City of Kitchener Official Plan, 2014*
- *Kitchener Growth Management Strategy*
- *Zoning By-law 85-1 & 2019-051*
- *City of Kitchener Urban Design Manual*

REVIEWED BY: Tina Malone-Wright, Interim Manager of Development Review, Planning Division

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

APPENDIX

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

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

**CITY OF KITCHENER
45-53 Courtland Avenue East**

AMENDMENT NO. TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER
45-53 Courtland Avenue East

INDEX

SECTION 1	TITLE AND COMPONENTS
SECTION 2	PURPOSE OF THE AMENDMENT
SECTION 3	BASIS OF THE AMENDMENT
SECTION 4	THE AMENDMENT

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

SECTION 1 – TITLE AND COMPONENTS

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

SECTION 2 – PURPOSE OF THE AMENDMENT

The purpose of this amendment is to amend Special Policy 13.4.4.6 in the Mill Courtland Woodside Park Secondary Plan to increase the maximum permitted Floor Space Ratio and density on the subject lands and to amend the boundary of Special Policy Area No. 6 on Map 12 – Mill Courtland Woodside Park Secondary Plan.

SECTION 3 – BASIS OF THE AMENDMENT

The subject lands are located at 45-53 Courtland Avenue East. The subject lands are designated Low Density Commercial Residential in the Mill Courtland Woodside Park Secondary Plan, which forms part of the 1994 Official Plan. The Low Density Commercial Residential designation in the Mill Courtland Woodside Park Secondary Plan recognizes existing small scale commercial and residential development and allows low density redevelopment with commercial, residential and institutional uses to a maximum Floor Space Ratio (FSR) of 1.0 and a maximum density of 100 units per hectare per lot, provided the maximum FSR is not exceeded. The subject lands are also located within a Major Transit Station Area (MTSA) which is considered a primary intensification area.

An Official Plan Amendment is required to add a Special Policy to permit a maximum Floor Space Ratio (FSR) of 2.4 and a maximum residential density of 251 units per hectare prior to any development occurring on the lands.

Since the adoption of the 1994 Plan and the associated Secondary Plans the City has adopted a new Official Plan in 2014 and is currently in the process of reviewing the Secondary Plan Areas as part of a Neighbourhood Planning Review (NPR) which is ongoing. The preliminary indicators of the NPR propose a reorganization and delineation of the Secondary Planning Areas including these lands, which will be included in the future Cedar Hill and Schneider Creek with a proposed designation of Mixed Use Low Rise. The Mixed Use Low Rise designation proposes a maximum Floor Space Ratio of 2.0 and a 4 storey or 14 metres height for buildings. However, it is important to note that this policy direction is not yet in effect, but it demonstrates a commitment to slightly higher FSR and a mid-rise built form for development, which is consistent with the proposed mid-rise 6 storey multiple residential development, and

that these properties are an appropriate location for intensification and enhanced built form along Courtland Avenue. This would also provide transition in the built form massing, scale and density from the downtown and MTSA and the stable neighbourhood along Martin Street.

The subject lands are located minutes from the Urban Growth Centre (UGC) and are within 400 metres of the Queen Street LRT Stop and are identified in the 2014 Official Plan as being within a Major Transit Station Area (MTSA). The proposed development includes a medium intensity multiple residential development at a density to support both transit usage and active transportation. The site will include a variety of transportation demand management measures in order to encourage the use of alternative modes of transportation including public transit.

The proposed development will implement the vision as set out in the Official Plan for lands within a MTSA as being a compact, dense and transit supportive site. The subject lands are strategically located within the Queen Street Major Transit Station Area, within a Mixed Use Corridor just minutes from the UGC and directly along the light rail transit route. Its prominent location makes it ideal for the density proposed.

The maximum floor space ratio, building height, density, front and side yard setbacks for the building, as well as on-site parking will be regulated in the site-specific amending zoning by-law to ensure urban design elements are implemented and onsite constraints are addressed.

The proposal is consistent with the Provincial Policy Statement, conforms to the Growth Plan and complies with the Regional Official Plan, as it promotes walkability, is transit-supportive, maximizes the use of existing and new infrastructure, and assists in development of this area as a compact and complete community through the broad range of uses. The proposed development implements the redevelopment vision for the Major Transit Station Area as prescribed in both the current and newly adopted Official Plan and is, therefore, good planning.

SECTION 4 – THE AMENDMENT

1. The 1994 City of Kitchener Official Plan is hereby amended as follows:
 - a) Part 3, Section 13.4.4. Special Policies, Policy 13.4.4.16 is added as follows:

“13.4.4.16. Notwithstanding the Low Density Commercial Residential land use designation and policies for the lands municipally addressed as 45-53 Courtland Avenue East:

 - i) the maximum permitted Floor Space Ratio shall be 2.4.
 - ii) the minimum rear yard setback shall be 19 metres;
 - iii) the maximum building height shall be 21 metres;
 - iv) a Holding provision pursuant to Section 17.E.13 of the Official Plan (2014) will apply to residential uses, day care uses and other sensitive

















uses. The Holding provision will not be removed until such time as a detailed Stationary Noise Study and Record of Site Condition has been acknowledged by the Province and a release has been issued by the Region.

- b) Map 12 – Mill Courtland Woodside Park Neighbourhood Plan for Land Use is amended by revising the boundary of Special Policy Area No. 6 to remove it from the lands municipally known as 53 Courtland Avenue East, as shown on the attached Schedule 'A'.
- c) Map 12 – Mill Courtland Woodside Park Neighbourhood Plan for Land use is amended to add Special Policy Area No. 16 to the lands municipally known as 45-53 Courtland Avenue East, as shown on the attached Schedule 'A'.



**CITY OF KITCHENER OFFICIAL PLAN
AMENDMENT TO MAP 12
MILL COURTLAND WOODSIDE PARK
NEIGHBOURHOOD SECONDARY PLAN**



-  Low Rise Conservation
-  Medium Density Multiple Residential
-  Low Density Commercial Residential
-  Medium Density Commercial Residential
-  Community Institutional
-  Mixed Use Corridor
-  General Industrial
-  Open Space
-  Boundary of Secondary Plan
-  Special Policy Area
-  Primary Arterial Road
-  Secondary Arterial Road
-  Major Collector Road
-  Scenic-Heritage Road
-  Area 1 of Amendment
-  From Low Density Commercial Residential
To Low Density Commercial Residential
With Special Policy Area 16

SCHEDULE 'A'

CANTIRO COURTLAND GENERAL
PARTNER LTD

45-53 COURTLAND AVE E



SCALE 1:4,000

DATE: JANUARY 26, 2023

REVISED:

OFFICIAL PLAN AMENDMENT OPA22/010/C/BB

ZONE BY-LAW AMENDMENT ZBA22/017/C/BB

City of Kitchener

DEVELOPMENT SERVICES DEPARTMENT, PLANNING

FILE:
OPA22010CBB_SCHA_12
.mxd

BY-LAW NUMBER _____
OF THE
CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to amend By-law No. 85-1, as amended, known as the
Zoning By-law for the City of Kitchener – Cantiro Courtland General Partner Ltd.
– 45-53 Courtland Avenue East)

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

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

1. Schedule Number 85 of Appendix “A” to By-law 85-1 is hereby amended by changing the zoning applicable to the parcel of land specified and illustrated as Area 1 on Map No. 1, in the City of Kitchener, attached hereto, from Commercial Residential One Zone (CR-1) to Commercial Residential One Zone (CR-1) with Special Regulation Provision 786R and Holding Provision 98H.
2. Schedule Number 85 of Appendix “A” to By-law 85-1 is hereby amended by changing the zoning applicable to the parcel of land specified and illustrated as Area 2 on Map No. 1, in the City of Kitchener, attached hereto, from Commercial Residential One Zone (CR-1) with Special Regulation Provision 130R to Commercial Residential One Zone with Special Regulation Provision 786R and Holding Provision 98H.
3. Schedule Number 85 of Appendix “A” to By-law 85-1 is hereby further amended by incorporating additional zone boundaries as shown on Map No. 1 attached hereto.
4. Appendix “D” to By-law 85-1 is hereby amended by adding Section 786R thereto as follows:

“786. Notwithstanding, Section 6.1.2 a), 6.1.2 b) vi), Section 6 and Sections 44.3.1 and 44.3.6 of this By-law, for the lands zoned CR-1, as shown on Schedule 85 of Appendix “A”, the following additional regulations shall apply:

- i) Required off-street parking for multiple dwellings greater than 51.0 square metres in size shall be provided at a rate of 0.7 spaces per unit for a total of 52 spaces;
- ii) Required off-street visitor parking shall be provided at a rate of 10 per cent of the required parking for multiple residential uses for a total of 7 spaces;
- iii) A minimum of 10% of the parking spaces required for multiple dwellings shall be designed to permit the future installation of electric vehicle supply equipment;
- iv) Where the calculation of the total required electric vehicle parking spaces or parking spaces designed to permit the future installation of electric vehicle supply equipment results in a fraction, then the requirement shall be the next lowest number.
- v) For Multiple Residential uses, the minimum requirement for Class A bicycle parking stalls shall be 0.5 Class A Bicycle Stalls per unit;
- vi) For Multiple Residential uses, a minimum of 6 Class B Bicycle Stalls shall be provided, and these may be shared with non-residential uses.
- vii) The maximum Floor Space Ratio (FSR) for the entire site shall be 2.4;
- viii) The minimum side yard setback from eastern property line shall be 2.0 metres;
- ix) The minimum rear yard setback shall be 19 metres;

- x) The maximum building height for the entire site shall be 21 metres including roof top mechanicals”.

- 5. Appendix F of By-law 85-1 is hereby amended by adding Section 98H thereto as follows:

“98. Notwithstanding Section 44 of this Bylaw, within the lands zoned CR-1 (786R) as shown as affected by this subsection on Schedule Number 85 of Appendix “A”, only those uses which lawfully existed on the date of passing of this By-law, shall be permitted to continue until such time as this Holding Provision is removed by by-law once the City of Kitchener is in receipt of a letter from the Regional Municipality of Waterloo, advising that:

- a) a Record of Site Condition (RSC) in accordance with O. Reg. 153/04, as amended, has been filed with the Ministry of Environment, Conservation and Parks (MECP) Environmental Site Registry;
- b) the Regional Municipality of Waterloo has received and approved a copy of the RSC and the Ministry’s RSC Acknowledgement letter,
- c) a detailed stationary noise study has been completed and submitted to the satisfaction of the Regional Municipality of Waterloo which addresses implementation measures and reviews the potential impacts of the development on site noise sensitive receptors (e.g. HVAC system on the sensitive points of reception) and the impacts of the development on adjacent noise sensitive uses.”

- 6. This By-law shall become effective only if Official Plan Amendment No___, (45-53

Courtland Avenue East) comes into effect, pursuant to Section 24(2) of the Planning Act, R.S.O, 1990, c.P.13, as amended.

PASSED at the Council Chambers in the City of Kitchener this __ day of _____,
2023.

Mayor

Clerk

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood

45-53 Courtland Avenue East



Concept Drawing



Mid-Rise
Multiple
Dwelling



FSR of 2.4,
21 Metres
in Height



6 Storeys,
64 Dwelling
Units

Have Your Voice Heard!

Date: **March 6, 2023**
Time: **7:00 p.m.**
Location: **Council Chambers,
Kitchener City Hall
200 King Street West
or Virtual Zoom Meeting**

To view the staff report, agenda,
meeting details, start time of this item
or to appear as a delegation, visit:

[kitchener.ca/meetings](https://www.kitchener.ca/meetings)

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

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

or contact:

Brian Bateman, Senior Planner
519.741.2200 x 7869
brian.bateman@kitchener.ca

Applications to amend the Official Plan and Zoning By-law will be considered to facilitate the proposed development of a mid-rise multiple residential dwelling, 6 storeys and 21 metres in height, having a Floor Space Ratio (FSR) of 2.4, with 64 dwelling units, 52 underground and surface parking spaces and 53 bicycle spaces.

Brian Bateman

From: Mike Seiling
Sent: Tuesday, August 9, 2022 2:35 PM
To: Brian Bateman
Subject: FW: Circulation for Comment - 45-53 Courtland Avenue East (OPA/ZBA)
Attachments: 45-53 Courtland Agency Letter.pdf

Building; no comments

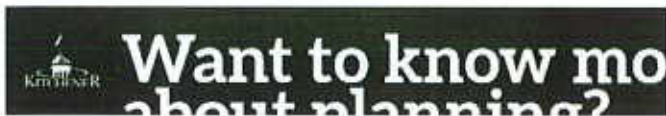
From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Tuesday, August 9, 2022 2:33 PM
To: _DL_#_DSD_Planning <DSD-PlanningDivision@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Ellen Straus <Ellen.Straus@kitchener.ca>; Feds <vped@feds.ca>; GRCA - Planning (planning@grandriver.ca) <planning@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; K-W Hydro - Greig Cameron <gcameron@kwhydro.on.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Region - Planning <PlanningApplications@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Robert Morgan <Robert.Morgan@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>; WCDsb - Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine_burns@wrdsb.ca) <elaine_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: Circulation for Comment - 45-53 Courtland Avenue East (OPA/ZBA)

Please see attached. Additional documentation can be found in AMANDA folders 22-118011 & 22-118012 (City staff) and [ShareFile](#) (external agencies).

Comments or questions should be directed to **Brian Bateman**, Senior Planner (copied on this email).

Christine Kompter

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



From: Planning <planning@wcdsb.ca>
Sent: Tuesday, September 6, 2022 11:43 AM
To: Brian Bateman
Subject: RE: Circulation for Comment - 45-53 Courtland Avenue East (OPA/ZBA)

Good Morning Brian,

The Waterloo Catholic District School Board has reviewed the subject application and based on our development circulation criteria have the following comment(s)/condition(s):

A) That any Education Development Charges shall be collected prior to the issuance of a building permit(s).

B) That the developer and the Waterloo Catholic District School Board reach an agreement regarding the supply and erection of a sign (at the developer's expense and according to the Board's specifications) affixed to the development sign advising prospective residents about schools in the area.

C) That the developer shall include the following wording in the site plan agreement to advise all purchasers of residential units and/or renters of same:

"In order to limit risks, public school buses contracted by Student Transportation Services of Waterloo Region (STSWR), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up and drop off students, and so bussed students will be required to meet the bus at a congregated bus pick-up point."

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

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

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Tuesday, August 9, 2022 2:33 PM
To: _DL_#_DSD_Planning <DSD-PlanningDivision@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Ellen Straus <Ellen.Straus@kitchener.ca>; Feds <yped@feds.ca>; GRCA - Planning (planning@grandriver.ca) <planning@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; K-W Hydro - Greig Cameron <gcameron@kwhydro.on.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; Ontario Power

Internal memo

Development Services Department



www.kitchener.ca

Date: August 25, 2022
To: Brian Bateman
From: Jason Brûlé
Subject: Zoning By-law Amendment and Official Plan Amendment Application
Cantiro Courtland GP
45-53 Courtland Avenue East, Kitchener
ZBA 22/017/C/BB
OPA 22/010/C/BB

The below comments have been prepared through the review of the supplied Functional Servicing Report prepared by MTE Consultants Inc.; dated June 14, 2022 in support of the above noted applications circulated August 10, 2022.

General Comments:

1. Engineering is in support of the applications. Any comments below can be used to direct detailed design.

Sanitary:

2. Proposed flows were verified in the City's model and indicate no impacts downstream of this development. Sanitary servicing appears to be fine and Engineering has no further comments on sanitary.

Water:

3. Kitchener Utilities have no issues.

Storm and Stormwater Management:

4. SWM fees with respect to retention or quality are assessed and calculated in the year in which they are to be paid. The report shows a calculation based on 2022 user fees, but this changes yearly on January 1st. Given the point in the application process we are at currently, this site will most likely be paying these fees in calendar year 2023.

Jason Brûlé, C.E.T.
Engineering Technologist

From: Melissa Larion <mlarion@grandriver.ca>
Sent: Wednesday, August 10, 2022 10:46 AM
To: Brian Bateman
Subject: RE: Circulation for Comment - 45-53 Courtland Avenue East (OPA/ZBA)

Hi Brian,

These properties are not regulated by GRCA so we will not be providing comments.

I hope all is well and that you're having a nice summer!

Melissa Larion, MCIP, RPP

Supervisor of Resource Planning
Grand River Conservation Authority

Office: 519-621-2763 ext. 2247

Email: mlarion@grandriver.ca

www.grandriver.ca | [Connect with us on social media](#)

From: Planning <planning@grandriver.ca>
Sent: August 9, 2022 3:29 PM
To: Melissa Larion <mlarion@grandriver.ca>
Subject: FW: Circulation for Comment - 45-53 Courtland Avenue East (OPA/ZBA)

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Tuesday, August 9, 2022 2:33 PM
To: _DL_#_DSD_Planning <DSD-PlanningDivision@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Ellen Straus <Ellen.Straus@kitchener.ca>; Feds <yped@feds.ca>; Planning <planning@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; K-W Hydro - Greig Cameron <gcameron@kwhydro.on.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Region - Planning <PlanningApplications@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Robert Morgan <Robert.Morgan@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>; WCDsb - Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine_burns@wrdsb.ca) <elaine_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: Circulation for Comment - 45-53 Courtland Avenue East (OPA/ZBA)

City of Kitchener
Heritage – OPA/ZBA Comment Form

Project Address: 45-53 Courtland Avenue

File Number: OPA22/010/C/BB, ZBA22/017/C/BB

Comments Of: Heritage Planning

Commenter's Name: Deeksha Choudhry

Email: deeksha.choudhry@kitchener.ca

Phone: 519-741-2200 ext. 7291

Date of Comments: December 8, 2022

Heritage Planning staff has reviewed the resubmission materials provided for this application and provide the following comments:

1. Site Specific Comments:

The subject properties municipally addressed as 45-53 Courtland Avenue East do not contain any protected or listed heritage resources under the Ontario Heritage Act. However, they are located within the Cedar Hill Neighborhood Cultural Heritage Landscape (CHL).

The character defining features of the Cedar Hill Neighborhood CHL includes the elevation of the land; the variety of street widths and housing types; the range of dates of construction of buildings; the mingling of early and late housing; high-rise structures; and institutional buildings which creates a varied and yet integrated community unique to the City.

Furthermore, the Cedar Hill and Schneider Creek Secondary Plan has identified the intersection between Benton Street and Courtland Avenue East as a gateway to the neighborhood. Thus, it is important to preserve the views and streetscapes of the neighborhood and analyze the impact the proposed development might have on the views.

2. Preliminary Heritage Planning Comments

The entrance view that has been mentioned above can be seen highlighted in the visual below:



Heritage planning staff are appreciative that the building has been setback to address some of the concerns previously outlined and are of the opinion that the proposed development, in its massing and general form will not have an adverse impact on the views and/or Cedar Hill Neighborhood Cultural Heritage Landscape. Staff may provide some conditions as part of any future site plan applications.

From: Andrea Sinclair <asinclair@mhbcplan.com>

Sent: Friday, November 18, 2022 4:57 PM

To: Brian Bateman <Brian.Bateman@kitchener.ca>

Cc: Juliane vonWesterholt <jvonwesterholt@mhbcplan.com>

Subject: CANTIRO Courtland/ OPA and ZBA Applications / Response to Circulation Comments

Good Afternoon Brian,

As a follow up to the NIM on Monday night, and in response to the public and agency comments, we are pleased to provide you with the attached materials representing our formal response package. Please find attached:

- A letter providing detailed responses to all agency and public comments (including response tables);
- Revised site plan and shadow study;
- Revised renderings; and
- A revised Parking Study.

The 3D massing model has changed slightly to reflect the reduced building envelope. We will send this under separate cover given the file size.

We look forward to working with you in bringing these applications to Planning Committee in the early new year.

Should you have any questions regarding the attached documents, please do not hesitate to reach out to Juliane or myself.

Thank you, have a wonderful weekend,

Andrea

ANDREA SINCLAIR BES, MUDS, MCIP, RPP
Partner

Please note that I am currently working remotely and can be best reached via email or cell.

MHBC Planning, Urban Design & Landscape Architecture

540 Bingham Centre Drive, Suite 200 | Kitchener | ON | N2B 3X9 | T 519 576 3650 X 750 | C 519 835 7101 | F 519 576 0121 | asinclair@mhbcplan.com

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PLANNING, DEVELOPMENT
AND LEGISLATIVE SERVICES
Community Planning

150 Frederick Street 8th Floor
Kitchener Ontario N2G 4J3 Canada
Telephone: 519-575-4400
TTY: 519-575-4608
Fax: 519-575-4466
www.regionofwaterloo.ca

Melissa Mohr 1-226-752-8622
File: D17/2/22008
C14/2/22015
January 23, 2023

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

Dear Mr. Bateman,

**Re: Proposed Official Plan Amendment OPA 22/10 and
Zoning By-law Amendment ZBA 22/17
45-53 Courtland Avenue
MHBC Planning Inc. (C/O Juliane Von Westerholt) on
behalf of Cantiro Courtland GP on behalf of Cantiro
Courtland LP
CITY OF KITCHENER**

MHBC Planning has submitted a Site Specific Official Plan Amendment and Zoning By-law Amendment Application for a development proposal at 45-53 Courtland Avenue (referred to as subject lands) in the City of Kitchener.

The applicant is proposing to demolish the existing residential dwellings on site to construct a 6-storey multiple residential rental building. The building will contain a mix of one, two and three bedroom units with a total of 64 residential units. One level of structured parking below grade is proposed with a total of 52 parking spaces. In addition, 4 barrier free and 3 visitor parking spaces are located at the rear of the building.

The subject lands are located in the Urban Area and designated Built Up Area in the Regional Official Plan. The site is Designated Low Density Commercial Residential in the City of Kitchener Official Plan and zoned CR-1 in the City of Kitchener Zoning By-law. The Owner has requested an **Official Plan Amendment** to permit a site-specific amendment to permit a FSR of 2.4, a maximum height of 21 metres and a density of 251 units/ha. The Applicant has requested a **Zoning By-law Amendment** to permit an increased FSR of

2.4, increased building height of 21 metres (68.89 feet) and front and side yard as well as parking relief.

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

Regional Comments

Consistency with Provincial Legislation and Regional Official Plan Conformity

The subject lands are designated “Urban Area” and “Built-Up Area” on Schedule 3a of the Regional Official Plan (ROP) and the site is located in a Major Transit Station Area and designated Medium Density Multiple Residential in the City of Kitchener Official Plan.

Planned Community Structure:

The majority of the Region’s future growth will occur within the Urban Area designation with a substantial portion of this growth directed to the existing Built-Up Area of the Region through reurbanization. Focal points for reurbanization include Urban Growth Centres, Township Urban Growth Centres, Major Transit Station Areas, Reurbanization Corridors and Major Local Nodes (ROP Section 2.B).

Regional staff acknowledge that the subject lands are located within 500-800 metres of multiple ION stops and the subject lands are within walking distance to multiple bus stops with routes that connect to the ION. Furthermore, the development proposes higher density on site that supports the viability of the Region’s higher order transit system.

ROPA 6 Adopted Policies:

The subject lands are located within the Regional Council Adopted Queen Station Major Transit Station Area (MTSA). The development concept proposes a higher density development that contributes to the minimum density target established for the Queen Station MTSA of 160 people and jobs per hectare. As Major Transit Station Areas are identified as a Strategic Growth Area, the Region is supportive of increased density, uses and activity within these areas. The density proposed through this development is supported within ROPA 6.

Development within Major Transit Station Areas are to be transit-supportive with development that prioritizes access to the transit station. Regional staff understand that the development includes pedestrian accesses to the sidewalk along Courtland Avenue East. In addition, the development concept proposes a reduction in the minimum required parking spaces as well as bicycle stalls facilitating access to local trails and cycling routes near the subject lands. The development conforms to these policies.

Finally, the housing form proposed through these applications include apartment style residential units. The type of housing proposed through this development will provide additional mix of housing form within this area.

In addition to the above planning comments, Regional staff have the following technical comments relating to the proposed Official Plan Amendment and Zoning By-law Amendment:

Environmental Threats/Record of Site Condition:

There are medium and high environmental threats on an adjacent parcel of land due to the past uses of the site for various automotive and manufacturing uses. As a density increase of a sensitive land use has been proposed on the subject lands, a Record of Site Condition and Ministry Acknowledgement letter shall be required for the entirety of the subject lands in accordance with the Region of Waterloo's *Implementation Guideline for the Review of Development Applications On or Adjacent to Known and Potentially Contaminated Sites*. Since the Record of Site Condition and Ministry Acknowledgement Letter were not received as part of the Complete Application, the Region shall require a Holding Provision to be implemented as part of the Zoning By-law Amendment prohibiting the proposed development until the submission of the RSC and the Ministry's Acknowledgement Letter have been received to the satisfaction of the Regional Municipality of Waterloo. The following wording is required for the holding zone:

That a holding provision shall apply to the entirety of the subject lands until a Record of Site Condition (RSC) in accordance with O. Reg. 153/04, as amended, has been filed on the Ministry of Environment, Conservation and Parks (MECP) Environmental Site Registry and the RSC and Ministry's Acknowledgement letter is received to the satisfaction of the Regional Municipality of Waterloo.

In addition to the above, please ensure the lands that are to be dedicated to the Region of Waterloo as part of the road widening are excluded from the RSC that will be filed with the MECP.

Corridor Planning:

Official Plan and Zoning By-law Amendment Stage:

Environmental Noise:

Regional staff have reviewed the "Draft Road Traffic and Stationary Noise Impact Study, 45-53 Courtland Avenue East" dated May 5, 2022 prepared by JJ Acoustic Engineering Ltd. and accept the implementation and recommendation measures proposed. The following recommendations must be implemented through the development and secured at various stages:

Transportation Noise:

The report indicated that road noise levels are above the acceptable levels of NPC-300 and the following mitigation measures shall be required to be implemented through the construction of the development and secured through a future consent and/or condominium application:

All units in the proposed development shall be installed with a suitably sized and designed air-ducted heating and ventilation system and shall be installed with a central air conditioning system prior to issuance of occupancy permits.

The installation of central air conditioning systems, a double-glazed window and building construction meeting the minimum requirements of the Ontario Building Code will provide adequate sound insulation for the proposed building; however, a minimum STC 29 for all exterior glazing for the North Façade is required to be implemented on the building to address noise from the road.

In addition, the following noise warning clauses shall be implemented through a registered development agreement between the Owner/Developer and the Regional Municipality of Waterloo at a future condominium or consent stage. In addition, the noise warning clauses shall be included in the Agreements of Offers of Purchase and Sale/Lease/Rental Agreements and the Condominium Declaration (should a condominium be proposed):

"Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound level limits of the Region of Waterloo and Ministry of the Environment."

If a consent or condominium is not contemplated, the noise warning clauses shall be included in the site plan agreement and all agreements of Offers of Purchase and Sale/Lease/Rental Agreements.

In addition, before the issuance of any building/occupancy permits, the City of Kitchener's Building Inspector shall certify that the noise attenuation measures are incorporated in the building plans, and upon completion of construction, the City of Kitchener's Building Inspector shall certify that the dwelling units have been constructed accordingly.

Stationary Noise

There are several potential stationary noise sources in the vicinity of the subject lands that were reviewed for impacts on the proposed development including multiple HVAC units and chillers located on adjacent properties. Through an assessment of the worst-case daytime and nighttime sound levels, noise from each façade will meet the noise level limits established within MECP NPC-300 Noise Guideline. It is required that the following noise warning clause be implemented within a Registered Development Agreement between the Owner/Developer and the City of Kitchener at the future consent or condominium stage and be included in all offers of Purchase and

Sale/Lease/Rental Agreements and the Condominium Declaration (should a condominium be proposed).

“Purchasers/tenants are advised that due to the proximity of the adjacent roof-top units and commercial facility, noise from the adjacent roof-top units and commercial facility may at times be audible”

Should a Consent or Condominium not be contemplated, Regional staff require the above noise-warning clause to be included in the site plan agreement.

Further to the above, noise from the site could not be accounted for because the site has not undergone the detailed mechanical design. To address this concern, Regional staff require a Holding Provision to address the detailed design of the building and impact of noise from the building on itself and the impact of the building on the adjacent noise sensitive developments. The required wording of the holding provision is:

That a holding provision shall apply to the entirety of the subject lands until a detailed stationary noise study has been completed and implementation measures addressed to the satisfaction of the Regional Municipality of Waterloo. The detailed stationary noise study shall review the potential impacts of the development on itself (e.g. HVAC system on the sensitive points of reception) and the impacts of the development on adjacent noise sensitive uses.

Please be advised that once the detailed stationary noise study described above has been received, the noise study will be reviewed by a third party external noise consultant retained by the Region. The applicant will be required pay for a third party review by an external Noise Consultant retained by the Region. The fee for this third party review is \$4000 + HST. Please submit payment for the third party review along with the detailed noise study. Additional fees may apply depending on scope of review required.

Payment can be made either by cheque payable to the Region of Waterloo, or by contacting Ms. Peggy Walter (PWalter@regionofwaterloo.ca) via other methods at the time of submission.

Stormwater Management

Regional staff have reviewed the Functional Grading and Servicing Plan and Functional Servicing Report dated June 16, 2022, prepared by MTE Consultants and have no objections to the Official Plan Amendment and Zoning By-law Amendment from a stormwater management perspective at this stage.

Through the future site plan application, a detailed lot grading and detailed servicing plan as well as a stormwater management report shall be required for the Region's review and approval. Please be advised that the site must be graded and constructed in accordance with the approved plans and the Regional Road allowance must be restored to the satisfaction of the Regional Municipality of Waterloo.

Please note that any new servicing connection(s) from the Regional Right-of-way require Regional approval through a separate process of Municipal Consent and Regional Work Permit. A Region of Waterloo Work Permit must be obtained from the Region of Waterloo prior to commencing construction within the Region's right-of-way. The permit and additional information can be found here: <https://rmow.permitcentral.ca/>

Future Site Plan Stage

Regional Road Dedication

While the dedication of the Region's Road allowance can be deferred to the site plan stage, Courtland Avenue East (Regional Road 53) has a designated road width of 26.213m and a Regional Road dedication is required for the entirety of the subject lands adjacent to Courtland Avenue East. Regional staff estimate that a road dedication of 3.80m will be required along the property frontage.

The Owner/Applicant must engage an Ontario Land Surveyor (OLS) to prepare a draft reference plan. Prior to depositing the reference plan at the Land Registry Office, the OLS must submit a copy of the draft reference plan to the Region's Transportation Planner for review. The land must be dedicated to the Region of Waterloo for road allowance purposes and must be without cost and free of encumbrance. In addition, the road correct road dedication shall be shown on all plans submitted in support of the Site Plan Application.

Please be advised that a Phase I and possibly a Phase II Environmental Site Assessment shall be required on the lands to be dedicated to the Regional Municipality of Waterloo. please ensure the lands that are to be dedicated to the Region of Waterloo as part of the road widening are excluded from the RSC that will be filed with the MECP.

Access Permit/TIS/Access Regulation:

Please note that a right in, right-out access shall only be permitted at this location due to the sites proximity to the Courtland Avenue East and Benton Street intersection.

In addition, the proposed access must comply with the Regional Access Policy and the access width shall be a minimum width of 7.6m with a 6.0m turning radii. This information is not shown on the concept plan submitted with the Official Plan and Zoning By-law Amendment, but must be identified on the site plan.

A Regional Access Permit shall be required for the proposed new access to Courtland Avenue East (Regional Road 53) as well as the closure of the existing accesses along Courtland Avenue East. There is currently a fee of \$230.00 for the new access with no fee for the closure of existing accesses. The access application can be found here: <https://forms.regionofwaterloo.ca/ePay/PDLS-Online-Payment-Forms/Commercial-Access-Permit-Application> .

Site Plan Application Fee:

A pre-submission consultation fee of \$300.00 and a Site Plan Application Review fee of \$805.00 shall be required as part of the future Site Plan Application. Please note that these fees may be subject to change and the applicant shall pay the fee required as per the in effect Fees and Charges By-law. It is recommended that the applicant confirm the fees with Regional staff prior to submitting the application to the Region.

Housing Services

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

- Regional Strategic Plan
- 10-Year Housing and Homelessness Plan
- Building Better Futures Framework
- Region of Waterloo Official Plan

The Region supports the provision of a full range of housing options, including affordable housing. Rent levels and house prices that are considered affordable according to the Regional Official Plan are provided below. Should this development application move forward, staff ask the Owner/Developer to consider providing a number of affordable housing units on the site, as defined in the Regional Official Plan.

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

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

Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households	\$385,500
Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area	\$576,347

*Based on the most recent information available from the PPS Housing Tables (2021).

In order for an owned unit to be deemed affordable, the maximum affordable house price is \$385,500.

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

A unit for which the rent does not exceed 30 per cent of the gross annual household income for low and moderate income renter households	\$1,470
A unit for which the rent is at or below the average market rent (AMR) in the regional market area	Bachelor: \$950 1-Bedroom: \$1,134 2-Bedroom: \$1,356 3-Bedroom: \$1,538 4+ Bedroom: \$3,997

*Based on the most recent information available from the PPS Housing Tables (2021)

In order for a rental unit to be deemed affordable, the average rent for the proposed units which have fewer than 3 bedrooms must be at or below the average market rent in the regional market area as shown above. For proposed units with three or more bedrooms, the average rent for the units must be below \$1,470.

Fees

Please be advised that the Region has yet to receive the Official Plan Amendment and Zoning By-law Amendment review fees totalling \$10,000. Regional staff have reached out to the applicant for these fees.

Conclusions:

Based on the above, Regional staff have no objection to the applications subject to the implementation of a Holding Provision to obtain a Record of Site Condition and Ministry Acknowledgement letter for the entirety of the site as well the implementation of a holding provision to obtain a satisfactory detailed noise study that assesses the impact of the development on itself and adjacent noise sensitive developments. The required wording for the holding provisions are:

That a holding provision shall apply to the entirety of the subject lands until a Record of Site Condition (RSC) in accordance with O. Reg. 153/04, as amended, has been filed on the Ministry of Environment, Conservation and Parks (MECP) Environmental Site Registry and the RSC and Ministry's Acknowledgement letter is received to the satisfaction of the Regional Municipality of Waterloo.

And,

That a holding provision shall apply to the entirety of the subject lands until a detailed stationary noise study has been completed and implementation measures addressed to the satisfaction of the Regional Municipality of Waterloo. The detailed stationary noise study shall review the potential impacts of the development on site noise sensitive receptors (e.g. HVAC system on the sensitive points of reception) and the impacts of the development on adjacent noise sensitive uses.

Next Steps:

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

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

Yours truly,

A handwritten signature in cursive script, appearing to read "Melissa Mohr".

Melissa Mohr, MCIP, RPP
Senior Planner

C. MHBC Planning Inc. C/O Andrea Sinclair (Applicant)
Cantiro Courtland GP on behalf of Cantiro Courtland LP (Owner)

From: Gaurang Khandelwal
Sent: Wednesday, December 28, 2022 10:37 AM
To: Juliane vonWesterholt; Brian Bateman
Subject: RE: 45-53 Courtland Avenue questions

Hi Juliane,

Thank you for clarifying.

Please provide, at time of site plan application, an updated sustainability statement incorporating below comments and confirming sustainability measures that will be included in the development.

Regards,

Gaurang Khandelwal (he/him), MA, MCIP, RPP
Planner (Policy) | Planning Division | City of Kitchener
519-741-2200 x 7611 | TTY 1-866-969-9994 | gaurang.khandelwal@kitchener.ca



From: Juliane vonWesterholt <jvonwesterholt@mhbcpplan.com>
Sent: Thursday, December 15, 2022 3:31 PM
To: Brian Bateman <Brian.Bateman@kitchener.ca>; Gaurang Khandelwal <Gaurang.Khandelwal@kitchener.ca>
Subject: 45-53 Courtland Avenue questions

Hello Brian and Gaurang,

Further to your questions regarding the following I have these responses:

- if the design of the building will enable addition of alternative energy and water conservation systems in the future if required
 - The client is not presently considering alternative energy options for this project (such as geothermal, etc). At the discretion of the future condo corporation, there may be potential for a storm water tank to be installed (likely at the expense of 1 parking stall) that can be pumped out for landscaping use.
 - At this time, the client plans to incorporate low flow plumbing fixtures for this project
- if the roof structure will be designed to accommodate solar PV installation in the future if required
 - At the discretion of the future condo corporation, there may be an opportunity to install low-slope solar panels with ballasted anchorage. Cantiro will need to explore the

implications of required rough-ins and structural reinforcement measures before fully committing to this initiative.

- Cantiro does not intend to supply or install solar panels as part of the initial build.

I trust this will be of assistance to you and hope this has addressed your questions in this regard. This is all the information I have at this time.

Sincerely,

Juliane von Westerholt

JULIANE von WESTERHOLT BES, MCIP, RPP
Associate

MHBC Planning, Urban Design & Landscape Architecture
540 Bingemans Centre Drive, Suite 200 | Kitchener | ON | N2B 3X9 | T 519 576 3650 X
720 | C 519 504 1044 | F 519 576 0121 | jvonwesterholt@mhbcplan.com

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From: Steven Ryder
Sent: Tuesday, December 13, 2022 10:54 AM
To: Brian Bateman
Subject: RE: CANTIRO Courtland/ OPA and ZBA Applications / Response to Circulation Comments

Hi Brian,

My comments from the original submission have been addressed through their updated materials. Julia Salvini and I had a meeting recently regarding this site where we talk through the comments and she has addressed them in her revised and updated letter for the parking justification and analysis.

If you have any questions or concerns, please let me know.

Regards,

Steven Ryder, C.E.T.

Traffic Planning Analyst | Transportation Services | City of Kitchener
519-741-2200 ext 7152 | TTY: 1-866-969-9994 | Steven.Ryder@kitchener.ca



 Please consider the environment before printing this e-mail.

From: Brian Bateman <Brian.Bateman@kitchener.ca>
Sent: Monday, November 28, 2022 11:23 AM
To: Deeksha Choudhry <Deeksha.Choudhry@kitchener.ca>; Lenore Ross <Lenore.Ross@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; Gaurang Khandelwal <Gaurang.Khandelwal@kitchener.ca>
Cc: Rojan Mohammadi <Rojan.Mohammadi@kitchener.ca>
Subject: FW: CANTIRO Courtland/ OPA and ZBA Applications / Response to Circulation Comments

Hello Deeksha, Gaurang, Lenore & Steve,
Please see attachments from MHBC in response to your comments provided to the application at 45-53 Courtland. Please review and advise me by December 14 if the response adequately addresses your concerns. Thank you.
Brian

From: Andrea Sinclair <asinclair@mhbcplan.com>
Sent: Friday, November 18, 2022 4:57 PM
To: Brian Bateman <Brian.Bateman@kitchener.ca>
Cc: Juliane vonWesterholt <jvonwesterholt@mhbcplan.com>
Subject: CANTIRO Courtland/ OPA and ZBA Applications / Response to Circulation Comments

Good Afternoon Brian,

As a follow up to the NIM on Monday night, and in response to the public and agency comments, we are pleased to provide you with the attached materials representing our formal response package. Please find attached:

- A letter providing detailed responses to all agency and public comments (including response tables);
- Revised site plan and shadow study;
- Revised renderings; and
- A revised Parking Study.

The 3D massing model has changed slightly to reflect the reduced building envelope. We will send this under separate cover given the file size.

We look forward to working with you in bringing these applications to Planning Committee in the early new year.

Should you have any questions regarding the attached documents, please do not hesitate to reach out to Juliane or myself.

Thank you, have a wonderful weekend,

Andrea

ANDREA SINCLAIR BES, MUDS, MCIP, RPP
Partner

Please note that I am currently working remotely and can be best reached via email or cell.

MHBC Planning, Urban Design & Landscape Architecture

540 Bingemans Centre Drive, Suite 200 | Kitchener | ON | N2B 3X9 | T 519 576 3650 X 750 | C 519 835 7101 | F 519 576 0121 | asinclair@mhbcplan.com

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From: Rojan Mohammadi
Sent: Monday, December 5, 2022 11:30 AM
To: Brian Bateman
Subject: RE: CANTIRO Courtland/ OPA and ZBA Applications / Response to Circulation Comments

Hi Brian,

I have no comments.

Thanks

Rojan Mohammadi MA, MCIP, RPP, PMP (She/Her)
Senior Urban Designer | Planning Division | City of Kitchener
519-741-2200 x 7326 | TTY 1-866-969-9994 | Rojan.mohammadi@kitchener.ca



From: Brian Bateman <Brian.Bateman@kitchener.ca>
Sent: Monday, November 28, 2022 11:23 AM
To: Deeksha Choudhry <Deeksha.Choudhry@kitchener.ca>; Lenore Ross <Lenore.Ross@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; Gaurang Khandelwal <Gaurang.Khandelwal@kitchener.ca>
Cc: Rojan Mohammadi <Rojan.Mohammadi@kitchener.ca>
Subject: FW: CANTIRO Courtland/ OPA and ZBA Applications / Response to Circulation Comments

Hello Deeksha, Gaurang, Lenore & Steve,
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Brian

From: Andrea Sinclair <asinclair@mhbcplan.com>
Sent: Friday, November 18, 2022 4:57 PM
To: Brian Bateman <Brian.Bateman@kitchener.ca>
Cc: Julianne vonWesterholt <jvonwesterholt@mhbcplan.com>
Subject: CANTIRO Courtland/ OPA and ZBA Applications / Response to Circulation Comments

Good Afternoon Brian,

As a follow up to the NIM on Monday night, and in response to the public and agency comments, we are pleased to provide you with the attached materials representing our formal response package. Please find attached:

- A letter providing detailed responses to all agency and public comments (including response tables);
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We look forward to working with you in bringing these applications to Planning Committee in the early new year.

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Andrea

ANDREA SINCLAIR BES, MUDS, MCIP, RPP
Partner

Please note that I am currently working remotely and can be best reached via email or cell.

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From: Brian Bateman
Sent: Wednesday, February 8, 2023 11:27 AM
To: Lenore Ross; Rojan Mohammadi
Cc: Sandro Bassanese
Subject: RE: CANTIRO Courtland/ OPA and ZBA Applications / Response to Circulation Comments

Hi Lenore,

I have been to contact you to close the loop on this matter. For the OPA/ZBA Planning is satisfied with the conceptual plan and including the conceptual amenity space being provided. Your comments are noted and be assured we'll work with MHBC/Cantiro to ensure the amenity space is programmed appropriately at the site plan stage.

Brian

From: Brian Bateman
Sent: Tuesday, November 29, 2022 1:42 PM
To: Lenore Ross <Lenore.Ross@kitchener.ca>; Rojan Mohammadi <Rojan.Mohammadi@kitchener.ca>
Subject: RE: CANTIRO Courtland/ OPA and ZBA Applications / Response to Circulation Comments

Hi Lenore,

Thanks for the comments - I will follow up with MHBC, as instructed.

Brian

From: Lenore Ross <Lenore.Ross@kitchener.ca>
Sent: Tuesday, November 29, 2022 1:24 PM
To: Brian Bateman <Brian.Bateman@kitchener.ca>; Rojan Mohammadi <Rojan.Mohammadi@kitchener.ca>
Subject: RE: CANTIRO Courtland/ OPA and ZBA Applications / Response to Circulation Comments

Hi Brian and Rojan,

Thank you for the revised submission and updated documents related to the OPA22/010/C/BB and ZBA22/017/C/BB at 45-53 Courtland Ave E.

Documents submitted and reviewed

- MHBC Response Letter dated Nov 18 2022
- Edge Architects Ltd – Revised Renderings NIM.3-NIM.5 dated 2022.11.10
- Edge Architects Ltd - Revised Site Plan and Shadow Study SP1.1, SP1.2, SP4.1., SP5.1 dated 2022.11.16

Parks and Cemeteries original comments provided Sept 07 2022 requested that a revised Planning Justification Report be submitted to provide a response to the availability of services and infrastructure related to parks, open space, urban forests and community facilities relative to the change in planned density specifically referencing the objectives and policies contained in City of Kitchener Official Plan Part C Section 8: Parks, Open Space, Urban Forests and Community Facilities. MHBC has provided a response within their letter rather than as part of an updated Planning Justification Report and while the

response is adequate, P&C had also requested that the Urban Design Brief include conceptual details and precedent images illustrating .."robust on-site outdoor amenity spaces with good solar access and protection from wind will be required as part of the site plan and should include seating and play equipment for residents of all ages and abilities" and these details have not been provided either through the Urban Design Scorecard or on the updated renderings which illustrate only casual seating with low-level landscaping in planters.

While I do appreciate that the detailed design for the amenity area will occur at the site plan stage and that the Urban Design Manual has specific provisions for children's play spaces on a multiple residential site, there should be a general commitment and demonstration to providing robust on-site amenities for all ages and abilities. Sandhills Park is 300m away and the active play spaces at Victoria Park are over 800m away and the provision of on-site amenity spaces will be critical to addressing the needs of future residents immediate recreation and leisure needs.

Brian, please have the applicant provide either updated site renderings illustrating these conceptual amenities or static images that can be imbedded in an updated Urban Design Scorecard as previously requested.

Regards,

Lenore

Lenore Ross MSc, MCIP, RPP

Parks Planning and Development Project Manager

Design & Development | Parks and Cemeteries | City of Kitchener

519-741-2200 ext 7427 | TTY 1-866-969-9994 | Lenore.Ross@Kitchener.ca

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From: Brian Bateman <Brian.Bateman@kitchener.ca>

Sent: Monday, November 28, 2022 11:23 AM

To: Deeksha Choudhry <Deeksha.Choudhry@kitchener.ca>; Lenore Ross <Lenore.Ross@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; Gaurang Khandelwal <Gaurang.Khandelwal@kitchener.ca>

Cc: Rojan Mohammadi <Rojan.Mohammadi@kitchener.ca>

Subject: FW: CANTIRO Courtland/ OPA and ZBA Applications / Response to Circulation Comments

Hello Deeksha, Gaurang, Lenore & Steve,

Please see attachments from MHBC in response to your comments provided to the application at 45-53 Courtland. Please review and advise me by December 14 if the response adequately addresses your concerns. Thank you.

Brian

From: [REDACTED]
Sent: Friday, August 12, 2022 1:42 PM
To: Brian Bateman
Cc: Debbie Chapman
Subject: 45-53 Courtland Ave East

[REDACTED]
Hi there, Brian:

I am a resident of Schneider Creek neighbourhood living on Bruder Avenue. I am writing to provide my support of the proposed development at 43-53 Courtland Ave.

While it would be nice if the design was a bit more interesting, I agree with the conclusions summarized in Section 11 of the PJR including that intensification of this site is consistent with provincial, regional, and local policies.

Specifically, there are two overall positives that stand out to me.

1. **The introduction of increased density into this neighbourhood.** This is an ideal location and the height and design is suited to the neighbourhood and it appears that effort was made to minimize impacts on the residents of Martin. The overall design of the massing and siting of the building with frontage on Courtland and the design on the parking access is well thought out. It is also appealing that multiple unit types will be provided.

2. **The prioritization of active transportation with cycling amenities.** This should be commended and it is a no brainer that the request to not meet the parking minimums is granted with the access to transit being in an MTSA and ease of active transportation. One piece of feedback is that I believe I saw a rendering that illustrated insecure, outdoor bike storage. If that is the intent, in my opinion, that is not ideal due to the risk of theft and exposure to the elements.

Is it possible to be notified of any upcoming meetings related to this project?

Thank you and have a great weekend,
[REDACTED]

From: Sally Gunz [REDACTED]
Sent: Thursday, August 11, 2022 2:23 PM
To: Brian Bateman
Subject: 45-53 Courtland

I am wondering if you would let me know the type of unit that is proposed here? I can see there are roughly 10 per floor but size/type?
Thanks.

Sally Gunz

From: Dan Brown [REDACTED]
Sent: Wednesday, August 17, 2022 10:22 AM
To: Brian Bateman
Subject: redevelopment at 45-53 Courtland Ave East

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

Hi there,

We've received the postcard describing the redevelopment proposal for 45-53 Courtland Ave E., as we live nearby (in the Arrow Lofts building).

In general, I'm quite supportive of increased density in this part of Kitchener, and of this project.

I do have one request (and I have no idea how to make this operational, but that's why I'm a professor not a planner): it would be really, really good that when the developer is narrowing or closing Courtland for this project, as seems to universally happen with developments downtown these days, that not every nearby parallel street is also cut off at the same time. Right now, there is construction on Ontario and Gaukel, for example, and (fairly recently) there was actually simultaneous construction on Benton, Ontario and Gaukel, and at a different time, on Ontario, Gaukel and Queen. It's nice to be able to get from one side of downtown Kitchener to the other, and in particular it's nice to have some idea, week over week, of a consistent routing with which to do so. Since Courtland is quite busy, I can't imagine that closing it off is going to be at all pleasant.

Thanks very much.

--
dan brown ("he")

[REDACTED]

Professor of Computer Science, University of Waterloo

From: [REDACTED]
Sent: Tuesday, August 16, 2022 10:14 AM
To: Brian Bateman
Subject: Fwd: 45-53 Courtland Ave E.

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

Hello Brian,

I wanted to share some thoughts with you about the proposed development at 45-53 Courtland Ave E. Overall, I find the design to be very attractive, I like that the building is close to the road and that all the parking is underground or at the rear of the building. The amount of proposed indoor and outdoor bike parking is also much appreciated.

Sheet 1.4 - Incorrect address on the Zoning By-Law (in effect & analysis). The current Zoning analysis may indicate one (1) 3 bedroom unit. The Proposed Zoning Analysis appears to be calling for no (0) 3 bedroom units. I strongly recommend that the developer provide a high number of 3 bedroom suites, perhaps as much as 10-15%.

Sheet 2.1 - Underground parking structure maneuvering appears optimistic, turning simulations should be provided.

Sheet 2.2- 2.7 - Floor plan legends show 3 bedroom suites, however, it is not clear where or which units are 3 bedrooms. There are not enough large, multi bedroom suites available in the City, this neighbourhood needs more.

Sheet 3.1-3.4 - The building is attractive, however the large expanses of red brick is very mundane. The solid brick elements should be broken up with banding, corbels, and pilasters. Anything that will provide some interest to the masonry on those elevations. The applicant is referencing the townhomes further down the street on Courtland. Even those modest townhomes have very detailed masonry. Some attempt should be made to provide a more interesting elevation, at least along Courtland Ave.

Thank you for reading my comments. I would like to see that smaller developments being proposed in my neighbourhood. Density is essential for the health of Kitchener, especially the downtown.

Regards,
Nick Stanley
53 Bruder Ave
[REDACTED]

From: Allan Hendrickson-Gracie [REDACTED]
Sent: Wednesday, August 17, 2022 1:47 PM
To: Brian Bateman
Subject: Development proposal 45-53 Courtland Avenue East

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

Hi,

We live in the neighbourhood and would like to express our support for this development. Courtland is a busy street on the edge of a residential neighbourhood, in which many homes are already multi-family dwellings, and we see this as a positive addition to the area without impacting quiet residential streets.

Allan and Katherine Hendrickson-Gracie

Sent from my iPad

From: Andrew Lawrence [REDACTED]
Sent: Wednesday, August 17, 2022 4:21 PM
To: Brian Bateman
Subject: 45 Courtland

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

Hello Brian

I saw the notice for the development on the corner and I'd like some assurances that noise will be minimized, especially at night. We have a small baby and another one on the way soon and the nursery opens up right onto where the construction will be.

Thanks,
Andrew Lawrence

From: Owen Berkin [REDACTED]
Sent: Monday, August 22, 2022 10:22 AM
To: Brian Bateman
Subject: Development in the 25.53 Courtland Ave E Area

Follow Up Flag: Follow up
Flag Status: Flagged

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

Good Morning Mr. Bateman,

I received the notice of development for my area and, as suggested, wanted to forward some comments. Specifically, I wanted to say that while the idea of more construction is never appealing, I am 100% all for having more residential buildings in the area with one caveat: they are affordable.

As a dual income household with no kids, my spouse and I bring home just shy of 100k a year (gross) and yet even the apartment we have now costs almost half our income in cost of living alone (rent & utilities) and that's on the cheap end. I am all for more housing in the Downtown Core, but the community does not need more ungodly expensive condo's that only a choice few can afford. Ultimately all that will do is bring in more investors who buy the condo out to rent anyway and price gouge.

We already have a plague of homeless in Victoria Park and at the encampment on Victoria St. that makes it not only an eyesore to go through those areas but also a serious safety issue. Expensive condos will only aid in making that issue worse.

So in closing, when planning this development of more residential housing please consider making buildings that are managed to be affordable. Not more expensive condos that no one making less than 6 figures can even consider.

Warmest Regards,
D. Owen Berkin.
Sent from [Mail](#) for Windows



Virus-free www.avast.com

From: Michael Brisson [REDACTED]
Sent: Wednesday, August 24, 2022 11:43 AM
To: Brian Bateman
Subject: 45-53 Courtland E

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

Hi Brian,

Perhaps you could link me to the reports for this one - the planning applications site is giving me grief ?

Also, has a study of possible configurations for the future of the adjacent Silverwoods Dairy site and Peter St. & Martin St. properties taken place ?

Thanks

Michael

Sent from my iPhone

From: Michael Brisson [REDACTED]
Sent: Wednesday, August 24, 2022 2:57 PM
To: Brian Bateman
Subject: Re: 45-53 Courtland E

Thanks Brian,

Sections and Elevations with site and context sections through adjacent lands and buildings are really needed for this submission . They should actually be required for all submissions to the city as they are minimal information for any competent professional submission by architects for an existing urban context.

Given the radical changes here with the removal of the esker sand and elevation of the land and the apparent attempt to preserve the stunning adjacent oak tree, would not a request for inclusion of site / context sections be warranted by the special circumstances here ?

As a courtesy to neighbours or any citizen attempting to evaluate the variance requested it would seem essential, would it not

Thanks for your consideration of these issues.

Michael

Sent from my iPhone

> On Aug 24, 2022, at 12:02 PM, Brian Bateman <Brian.Bateman@kitchener.ca> wrote:

>

> Hi Michael,

> Here's a link:

https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fapp2.kitchener.ca%2FAppDocs%2FOpenData%2FAMANDADatasets%2FSupporting_Documents_List_660005.pdf&data=05%7C01%7CBrian.Bateman%40kitchener.ca%7C8becf3e70d2441100be408da860266cf%7Cc703d79153f643a59255622eb33a1b0b%7C0%7C0%7C637969642258087720%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAilCJQljojV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=wWaHLqWHzJ4lkq9oYxU%2FUUKOor8oB%2FVIYGvwBmXnYHU%3D&reserved=0. I am unaware of any

such study but will enquire.

> Brian

>

> -----Original Message-----

> From: Michael Brisson [REDACTED]

> Sent: Wednesday, August 24, 2022 11:43 AM

> To: Brian Bateman <Brian.Bateman@kitchener.ca>

> Subject: 45-53 Courtland E

>

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

>

> Hi Brian,

From: Adam Carlin [REDACTED]
Sent: Thursday, August 25, 2022 2:36 PM
To: Brian Bateman
Cc: Debbie Chapman; jvonwesterholt@mhbcplan.com
Subject: Application for development for 45-53 Courtland Ave E.

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

Hi Brian,

I am writing in response to the application for development postcard I received for 45-53 Courtland Ave E. In general, I am very supportive of this development. I like the overall design and size for this location. I think it's the perfect transitional size between downtown and the Schneider Creek neighbourhood where I live. I also particularly like the townhouse element along Courtland, which is a nice design nod to the rowhouses at Benton and Courtland. As a last thought, if the developer is willing to make a donation for affordable housing, I think that would be an appreciated gesture for the requested amendments.

Sincerely,
Adam Carlin
58 Bruder

From: Tim Schaner [REDACTED]
Sent: Monday, August 29, 2022 11:44 AM
To: Brian Bateman
Cc: Kim Schaner; tim Schaner
Subject: 45-53 Courtland Avenue East - Application for Development

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

Greetings Brian:

My wife Kim and I are residents at the Arrow Lofts at 112 Benton Street and we recently received notice of the subject Application for Development at 45-53 Courtland Avenue East. I have reviewed the planning information and supporting documentation and have no questions on this application. This proposed development is ideal for this location and we support it moving forward.

Regards,

Tim

From: Cory Albrecht
Sent: Thursday, September 1, 2022 1:56 PM
To: Brian Bateman; Debbie Chapman; jvonwesterholt@mhbcplan.com
Subject: Proposed development at 45-53 Courtland Ave. E.

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

I would like to register my approval for this development, but I think we can (and should) go further than just the render that was on the mailing. Given that this is a prime location just on the edge of Downtown, I think a 5x2 or 6x2 timber-over-concrete build with commercial space in a 2 floor podium and apartments up top would be perfect, especially if many of them can be two-bedroom units and not just one bedrooms.



APPLICATION FOR DEVELOPMENT IN YOUR NEIGHBOURHOOD

To learn more about the project, share your thoughts and understand your appeal rights, visit:
www.kitchener.ca/PlanningApplications

WE WANT TO HEAR FROM YOU

Please provide comments by:
September 9, 2022



Concept Drawing



45-53 Courtland Avenue East



Multiple Residential Buildings



6 Storeys, 64 Units



Floor Space Ratio of 2.4



Building Height of 21 metres



52 Vehicle & 53 Bicycle Parking Spaces



Reduced Front & Side Yard Setbacks

Submit comments to:
City of Kitchener
Brian Bateman, Senior Planner
519.741.2200 x 7869
brian.bateman@kitchener.ca
200 King St. W., Kitchener ON, N2G 4G7

Additional contacts:
Your City Councillor
Debbie Chapman, Ward 9
519.741.2798
debbie.chapman@kitchener.ca

Applicant:
Juliane von Westerholt,
MHBC Planning
519.576.3650
jvonwesterholt@mhbcplan.com

Current status:

- 1 Notice of development sent and feedback requested
- 2 Neighbourhood meeting scheduled, if required
- 3 Staff consolidating all feedback in order to finalize a recommendation to be considered by Planning Committee and City Council
- 4 Council decision communicated back to residents who requested a notice of decision

Next steps:

From: John Hill [REDACTED]
Sent: Tuesday, September 6, 2022 1:51 PM
To: Brian Bateman
Cc: Debbie Chapman; jvonwesterholt@mbhcplan.com
Subject: Development Proposal for 45-53 Courtland Ave. E. in Kitchener
Attachments: [45-53 Courtland Ave E Development.docx](#)

You don't often get email from hillfamily1950@gmail.com. [Learn why this is important](#)

Dear Mr. Bateman,
Attached below are my comments regarding this development proposal for your consideration. I would appreciate your keeping me informed of any neighbourhood meetings which might be scheduled.
Thank you,
John C. Hill
201-112 Benton St., Kitchener ON, N2G 3H6
Tel: [REDACTED]
E-mail: [REDACTED]

Development Proposal for 45-53 Courtland Ave. E. in Kitchener

Dear Mr. Bateman,

Since receiving the notice for the proposed development of the property at 45-53 Courtland Ave. E. in Kitchener, I have given it considerable thought and wish to share some observations and concerns with you.

I understand the city's need for intensification within the core area and I am in favour of using the Courtland Ave. lot for multiple housing units in order to accommodate the growing and diverse population of our community; however, I am also concerned about over-intensification and the ensuing congestion which will surely follow. Courtland Ave. E. from Ottawa St. to Victoria Park is a narrow road with very narrow bicycle lanes for much of the length. Most of the current housing in this area is very old and several of the sidestreets are extremely narrow or merely one-way laneways. Traffic along this stretch of Courtland is already very congested at various times of the day making it extremely difficult and dangerous for vehicles to enter or exit Courtland Ave. at any of the sidestreets where there is no traffic light. This situation will certainly be worsened by the influx of traffic emanating from the immense housing development being planned for the former J.M. Schneider property along Courtland Ave.

My wife and I reside in the Arrow Lofts at 112 Benton St. which has parking for 136 units and 9 visitors parking spots. Adjacent to our building is the recently constructed 16-storey apartment building (The Bow) which provides parking for its new residents. Immediately across from the Arrow and The Bow is a large parcel of vacant land currently for sale for future development. Another large housing development is being planned starting at the corner of Church St. extending along Benton St. almost to St George St.

The proposed development for 45-53 Courtland Ave. E. is 6 storeys high with 64 units, 52 parking spaces for vehicles and 53 bicycle parking spots. There is no indication in the notice you sent out to indicate if the units will be "affordable", studio apartments, one-bedroom apartments or sufficiently large to house families. Currently the tallest apartment buildings along Courtland Ave. from Ottawa St. to Benton St. are 3-4 storeys high which would make a 6-storey structure the exception.

As a result of these observations I would ask the planning department to carefully consider the future traffic gridlock which will ensue from such intensification in this area. I would also request that consideration be given to restricting the height of the proposed structure to no more than 4-storeys and contain a reasonable number of "affordable" units.

Yours truly,

John C. Hill, 201-112 Benton St., Kitchener ON, N2G 3H6

Tel: [REDACTED]

E-mail: [REDACTED]

CC : Debbie Chapman, Councillor Ward 9 (debbie.chapman@kitchener.ca)

CC: Juliane von Westerholt (jvonwesterholt@mhbcplan.com)

From: Hilary [REDACTED]
Sent: Friday, September 9, 2022 9:17 AM
To: Brian Bateman
Subject: 45-53 Courtland Ave East

Follow Up Flag: Follow up
Flag Status: Flagged

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

Hi there! Hope this email finds you well 😊 I've been getting my steps in at lunchtime so we haven't run into each other at Pho lately!!!

Hope you had a super great summer with the family and got away from email for a bit!

Just wanted to add some comments to this file if you are still accepting them?

- In support of this project and think the size and scale is great for the neighbourhood considering it's on Courtland and so close to transit, etc.
- Design looks great and support the use of brick that match the existing buildings in the neighbourhood, along with other high-quality finishes through the building and site.
- Been noticing AC units on balconies lately, which I think looks terrible, haha. There's got to be a better solution for this!!!
- Support the mix of larger unit sizes, but would support more 3bdrm units that would be of interest to families or folks living together. The neighbourhood is really flourishing with young kids and a great community vibe, would be great to add to that :D
- I would highly support retail at grade. There's a real lack of amenities, services, food options in the neighbourhood. Would be excellent if this, and every new build added to the inventory of available spaces for entrepreneurs to start serving this area.

Thank you!

Available for any follow up if required!

Hope we run into each other soon 😊 Have a great weekend!
H.

HILARY ABEL
14 Mitchell Street
Kitchener ON N2G 2X3
[REDACTED]

From: [REDACTED]
Sent: Friday, September 9, 2022 7:56 PM
To: Brian Bateman
Subject: Comments on development application for 45 Courtland Avenue East

Follow Up Flag: Follow up
Flag Status: Flagged

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

Hello

I am a home owner at 29 Martin Street.

I got the notice for the development application for 45 Courtland Avenue East.

I note that the first attached document for this proposal lists the address as 45-63 Courtland Avenue East, Cambridge Ontario.

I have looked at the documents related to this development online and I wish to comment.

I note that the proposed development is six storeys and this concerns me. I wonder why this development cannot be decreased to a maximum of four stories. Martin Street is an old neighbourhood with single storey houses, that were built in the early part of the 1900s. The height of the building will overlook these single family homes 'backyards and will impact the home owners privacy and enjoyment.

I note, from the design provided, that there will be balconies for those occupying the suites. The ones at the back of the building will further impede the home owners enjoyment and privacy. I think that these should be reduced to an opening with glass doors and a glass wall to look out, but no space to sit outside.

I note that the proposed building will have 64 units comprised of 30 - one bedroom; 15 - Jr two bedroom; 18 - two bedroom; and 1 - three bedroom unit. In the current news there is ongoing concern about the housing crisis in this country and this city. I wonder why there are not more three-bedroom units in this development proposal. Families who require more than one or two bedrooms are ignored in new developments. Is this because they don't make as much money on these units? The number of one bedroom units should be decreased and moved to three bedroom units to accommodate the forgotten members of our community.

Is this a rental or condo building? I could not find in the online development proposal any indication if this is a rental or condo building.

We need more rental units in the core of the city!

Rental units in the core area of the city will provide those families with easy access to some public schools such as Courtland Avenue Senior Public School and Cameron Heights Collegiate. Younger family

members will be bused to schools nearby for Jr Kindergarten to grade six. If Catholic schools are required then these students are bused to their schools. There is easy access to both the ION and Grand River Transit. Harry Class pool on Queen Street provides swimming lessons and public swimming in the summer and they would be close to Victoria Park and other options such as walk or bike to the Kitchener Public Library, the Kitchener Market, etc.

The proposed building has a very small green area for those that live in the building. I know that Victoria Park is nearby, but to build a sense of community in the building I believe it would be important to provide more green space. Large trees (installed at the time of the build) at the back of the building property would provide shade for those using the outdoor space and for the homeowners on Martin Street privacy in their back yards. It would also provide the homeowners with a sense of division from the building, and decrease the noise from the parking, deliveries to the back of the building and garbage pickup. Those noises could be muffled with the use of large trees, shrubs, etc.

Sylvia Hannigan

From: Jane Pellar [REDACTED]
Sent: Tuesday, September 20, 2022 5:33 PM
To: Brian Bateman
Subject: 45 - 53 Courtland Development Proposal

Hi Brian!

Hope you are having a lovely summer! It is zooming past it seems!
I see it is time for public engagement on the Cantiro proposal.

After meeting with Cantiro and the planners and seeing the proposed development earlier this summer I was pleasantly surprised to see that this developer has a warmth and seemingly genuine interest in engagement with the community. They made a favourable impression for sure. The interest they have shown thus far makes me feel that they will hear us out and perhaps consider our ideas for improvement.

First of all I think generally there are some good wins for the community with this design. I liked the use of towns, 1, 2 and 3 bedroom units. In fact I would advocate for more family sized units since we seem to have a glut of 1 bedroom units being built currently. Family sized units also will support our existing schools and will make good use of the infrastructure already here.

I would like more details on the outdoor space allotted for the residents of this proposed build. I wonder if it is rather limited in size for the number of residents.

I like that they have included a tree saving plan. (I do wonder what they will be able to save in the end). As you know there are huge trees on this lot that add a great deal of vital shade, home for song birds etc and give much needed green to our community. I am happy that they will try to save what they can and I do know they will add greenery etc when landscaping time arrives. I am personally interested in seeing large specimen plantings, a mix of trees especially deciduous trees like Blue Spruce or cedars that will not only grow fast but give winter screening for the Martin Street homes and the homes along Benton Street.

In terms of overall design I see the architectural nods to Arrow, the use of brick, glass and flat roof. I do find it quite modern next to its historically significant neighbourhood.

The rectangular design is heavy looking from the back, however, I don't think we are going to see much of that once the fence and planting are done. I guess that would be a question I have. From our vantage point at 16 Martin (in the middle of the build) what exactly will I see? Four of the 6 floors across 3 properties plus a very long roof? How can that roof be made more esthetically pleasing? Interesting architectural features to mask the unsightly mechanicals? A coupala or screen?

I am not fond of the idea of the increase in the FSR, however if it allows for more 2 and 3 bedroom units it is worth thinking about.

I still think that there will need to be some more consideration to the fenced area at the rear of our properties since it is not on the property line. It is above it on the slope. The Martin St side of the metal fence is currently gardens or trees. Once the hill is excavated we will still have a slight hill that will need to be held back. In many ways leaving a bit of a berm would help when it comes to screening the build.

For example fencing and trees would get a slight boost in height if the current fence line was maintained.

I will say that I would have preferred double stacked towns on this lot to minimize its dominance on both the site and the neighbourhood. I find 6 storeys still a bit overwhelming but, all in all I do see that this proposal has some benefits as well.

Thanks for the opportunity to add input.

Jane Pellar
Ian Macdonald

From: Jordan Miller [REDACTED]
Sent: Wednesday, October 26, 2022 9:10 PM
To: Brian Bateman
Subject: Planning application 45 COURTLAND AVE E comments

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

Hi Brian,

I hope it's not too late to add comments about this application. I live on Bruder Ave. I am happy with the building application description so far. I am in favour of intensifying the downtown core sector since we should see maturing cities have higher and higher density buildings sprawling from the downtown outwards. The building fronts onto a main roadway, so there are no concerns from me about additional traffic. As well, again, since it's on a main street I think those types of streets are suitable for these higher density buildings.

Overall this is a positive sight to see in regards to higher density buildings being built close to the downtown core and I look forward actually for more high density buildings in the future.

Thanks,
Jordan Miller

From: Michael L. Davenport [REDACTED]
Sent: Monday, November 14, 2022 3:47 PM
To: Brian Bateman
Subject: Response to 45-53 Courtland Avenue East proposal

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

Hello,

I've given the documents in the [45-53 Courtland](#) proposal a very light skim. Here are my initial impressions (apologies if I make any errors):

- 😊 Size seems appropriate for the neighbourhood (we need densification!)
- 😊 The emphasis on bike amenities is forward-thinking, and I support it
- 😊 I also support the reduced (and decoupled-from-units) car parking
- 😊 I didn't see anything in the proposal about *affordability*. (My skim was very light; if I missed any affordable unit guarantees, please draw my attention to it)
- 😊 It's a shame the proposal doesn't include any space for Convenience Retail at the ground level (or similarly light commercial). Complete neighbourhoods have more than just *homes*, they also include amenities / reasons for people to *go* there. If I'm reading the proposal correctly the zoning *would* allow that, yes?

Maybe I'll see you at the meeting tonight!

Cheers,
Michael L. Davenport
212-307 Queen Street S.

REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: March 6, 2023

SUBMITTED BY: Garrett Stevenson, Interim. Director of Planning, 519-741-2200 ext. 7070

PREPARED BY: Andrew Pinnell, Senior Planner, 519-741-2200 ext. 7668

WARD INVOLVED: Ward 3

DATE OF REPORT: February 17, 2023

REPORT NO.: DSD-2023-021

SUBJECT: 4396 King Street East & 25 Sportsworld Drive
Official Plan Amendment Application OPA21/009/K/AP
Zoning By-law Amendment Application ZBA21/014/K/AP
Sportsworld Shopping Centre & Taylorwood Park Homes Inc.

RECOMMENDATION:

- That Official Plan Amendment Application OPA21/009/K/AP for Sportsworld Shopping Centre and Taylorwood Park Homes Inc. requesting a change in land use designation from *Commercial Campus* to *Mixed Use with Specific Policy Area No. 59* to permit a high intensity mixed use development on the lands specified and illustrated on Schedule 'A' and Schedule 'B', be adopted, in the form shown in the Official Plan Amendment attached to Report DSD-2023-021 as Attachments 'A1' 'A2' and 'A3', and, accordingly, forwarded to the Regional Municipality of Waterloo for approval; and
- That Zoning By-law Amendment Application ZBA21/014/K/AP for Sportsworld Shopping Centre & Taylorwood Park Homes Inc. be approved in the form shown in the Proposed By-law and Map No. 1, attached to Report DSD-2023-021 as Attachments 'B1' and 'B2'; and further
- That the Urban Design Brief prepared by GSP Group Inc., dated February 2023, and attached as Attachment 'C' to report DSD-2023-021 be endorsed, and that staff be directed to implement the Urban Design Brief through future Site Plan Approval processes.

REPORT HIGHLIGHTS:

- The purpose of this report is to evaluate and provide planning recommendations regarding the Official Plan Amendment and Zoning By-law Amendment applications requested by Sportsworld Shopping Centre & Taylorwood Park Homes Inc. for the subject lands, addressed as 4396 King Street East and 25 Sportsworld Drive. It is Planning staff's recommendation that the Official Plan Amendment be adopted and Zoning By-law Amendment be approved.
- The proposed amendments support the creation of a high-rise mix-use development within the Sportsworld Major Transit Station Area (MTSA). This area will evolve and intensify over time, in advance of the extension of ION service to the Sportsworld Station. As an MTSA, this station area is planned to be a focus for intensification for both residential and non-residential land uses (e.g., commercial). However, the nearby low rise residential neighbourhood of Pioneer Tower West is not anticipated to be the focus of intensification.
- Community engagement included:
 - Circulation of a preliminary notice postcard to property owners and occupants within 240 metres of the subject lands;
 - Installation of two notice signs on the lands;
 - Virtual neighbourhood meeting held on March 31, 2022;
 - Follow-up through one-on-one correspondence with members of the public;
 - Postcard advising of the statutory public meeting was circulated to all property owners within 240 metres of the subject lands, those who responded to the preliminary circulation, and those who attended the neighbourhood meeting;
 - Notice of the public meeting was published in The Record on February 10, 2023.
- This report supports the delivery of core services.

EXECUTIVE SUMMARY:

The owner of the subject lands, addressed as 4396 King Street East and 25 Sportsworld Drive, is requesting to change the land use designation from *Commercial Campus* to *Mixed Use* with *Site Specific Policy Area 59* in the City of Kitchener Official Plan to permit a Floor Space Ratio of 6.2 and a building height of 99 metres or 30 storeys. The owner is also requesting to change the zoning from *Campus Commercial (COM-4)* to *Mixed Use Three (MIX-3)* with *Site Specific Provision (358)* to permit development phasing, require 1,300 m² of ground floor commercial use, permit a Floor Space Ratio of 6.2, permit a maximum building height of 99 metres (30 storeys), reduce the side yard setback by 1 metre, and slightly reduce the parking ratio, among other matters. Holding Provisions 40H and 41H are also proposed to require submission of a detailed stationary noise study and a Record of Site Condition, to the satisfaction of the Region of Waterloo. Planning staff recommends that the Official Plan Amendment be adopted, and the Zoning By-law Amendment be approved.

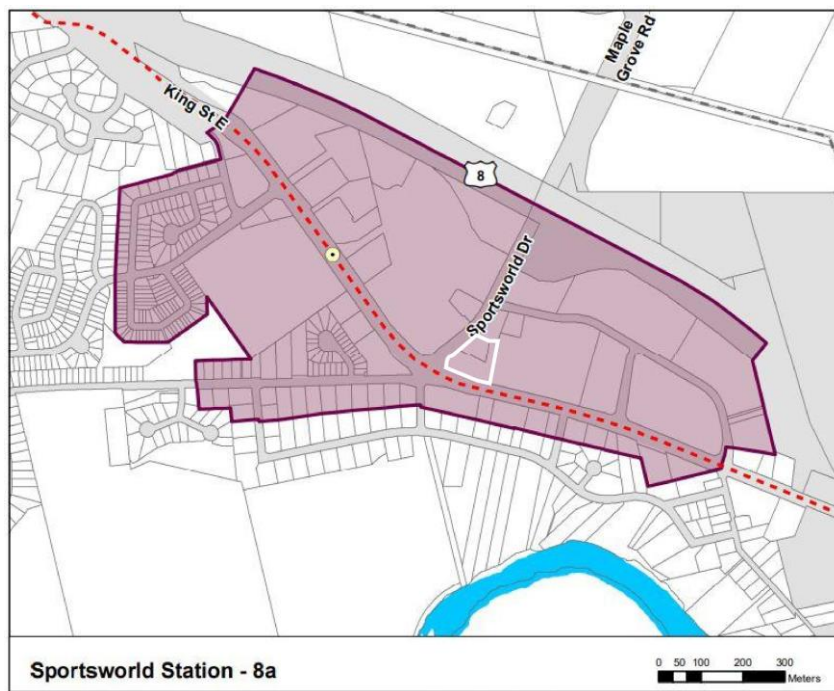
BACKGROUND:

Sportsworld Shopping Centre and Taylorwood Park Homes Inc. have made applications to the City of Kitchener for an Official Plan Amendment (OPA) and a Zoning By-law Amendment (ZBA) which propose to change the land use designation and zoning of the subject lands located at 4396 King Street East and 25 Sportsworld Drive.

If approved, these applications would permit the lands to be developed with high intensity mixed-use development. The Proposed Development Concept, which the subject applications would facilitate, is comprised of two buildings: an 8-storey residential building (Building A; Phase 1) located at the north end of the site and a mixed-use building (Building B; Phase 2), which features a 30-storey tower (Tower A) located close to the intersection of King Street East / Sportsworld Drive and an 18-storey tower (Tower B) located further east, which fronts onto King Street East. Tower A and Tower B are connected via a 5-storey base (podium).

The Proposed Development Concept includes a total of 616 dwelling units: 88 units in Building A and 528 units in Building B. Building B also provides 1,378.7 sq.m (14,807 sq.ft.) of ground floor commercial space within 7 commercial units that are located at-grade and oriented towards King Street East and Sportsworld Drive. A common outdoor amenity space is proposed on top of the base/podium for residents, between Tower A and Tower B. Parking is primarily contained within the base of Building B, in the form of 2 levels of underground parking and 5 levels of structured parking. The latter parking is screened from view of the public realm by commercial units on the ground floor and by residential units on floors two through five. A small surface parking lot is also proposed.

Figure 1. Map showing the Sportsworld MTSA boundary, as defined by Regional Official Plan Amendment (ROPA) Number 6. The future ION stop is shown as a yellow dot and the subject lands are outlined in white.



The lands are identified as *Major Transit Station Area (MTSA)* on *Map 2 – Urban Structure* of the Official Plan. The Region recently approved the boundaries of all MTSAs via ROPA No. 6 (ROPA 6). ROPA 6 confirms the subject lands are within the Sportsworld MTSA (see Figure1).

The lands are presently designated *Commercial Campus* on *Map 3 – Land Use*. Furthermore, the lands are zoned *Commercial Campus Zone (COM-4)* in Zoning By-law 2019-051 (Zoning By-law 85-1 does not apply). The current zoning does not have any maximum floor space ratio or maximum building height provisions. For example, the current zoning would allow a hotel without height or massing limits, in addition to a 10,000 square metre (107,639 sq.ft.) office building with no height limit.

These applications should not be confused with the OPA and ZBA for 4220 King Street East and 25 Sportsworld Crossing Road, which are located nearby, and have street addresses that have several similarities. Council approved these applications in December 2022.

Site Context

The subject lands are comprised of two contiguous properties that are proposed to be consolidated for comprehensive redevelopment. Presently, the property addressed as 4396 King Street East, located at the intersection of King Street East and Sportsworld Drive, contains a multi-tenant commercial plaza that fronts onto King Street East (tenants: CashMoney, Forsythe Variety, 2001 Audio Video, Crazy Bill's, Subway, and Tim Hortons). The property addressed as 25 Sportsworld Drive is presently vacant, used for parking, and is the site of the former Pioneer Bar-B-Que Family Restaurant that was demolished in recent years and is now a used motor vehicle dealership. Currently there are no residential dwelling units on the subject lands. The subject lands are irregular in shape, have a frontage of approximately 119 metres on King Street East, 122 metres on Sportsworld Drive, and a site area of 1.0 hectare (2.5 acres).

The subject lands are situated within proximity to existing and planned major transportation infrastructure (see Table 1).

Table 1: Proximity of Existing and Planning Major Transportation Infrastructure

Transportation Infrastructure Feature	Approx. Distance to Feature	Direction to Feature
Go Bus Transit Terminal	300 metres	Northeast
GRT Sportsworld Station (Connecting Routes: iXpress 203, iXpress 206, 67, 72, 302)	300 metres	Northeast
Future Sportsworld ION Platform	330 metres	Northwest
Highway 8	350 metres	Northeast
Highway 401	1250 metres	Southeast

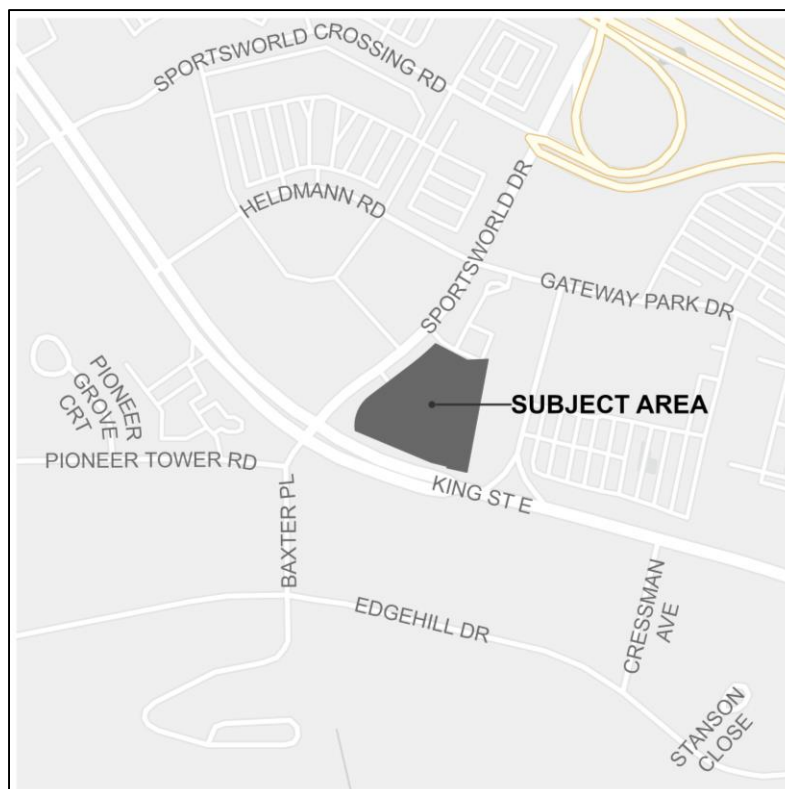
The subject lands are surrounded by commercially developed and zoned lands to the north, south, east and west:

- Costco Wholesale is located immediately to the east,
- Starbucks and Blinds To Go are located to the north,
- A multi-tenant commercial plaza is located on the opposite side of King Street East, to the southeast (tenants: Piper Arms Pub, Wild Birds Unlimited, Popeyes Louisiana Chicken, Freshii, Gateway Pet Hospital),
- Vacant commercial lands are located on the opposite side of Sportsworld Drive, within the Sportsworld Crossing development, to the north.

In this location, the King Street East right-of-way varies in width from approximately 36 metres to 46 metres. The Sportsworld Drive right-of-way is approximately 35 metres in width. King Street East from Sportsworld Drive to Highway 401 is presently under construction and the Region advises it will be completed mid-2024. The completed road will have two lanes in both directions and a centre median. The median is being constructed in a manner that will permit tracks to be installed for the future ION Stage 2. Both King Street East and Sportsworld Drive are identified on *Map 11 – Integrated Transportation System* of the City of Kitchener Official Plan as *Regional Roads*.

The Pioneer Tower West planning community (e.g., containing Edgehill Drive, Pioneer Tower Road) is located further to the south and west, beyond the ≥60-metre-deep commercial properties that line the south/west side King Street East. The subject property is located more than 112 metres (367 feet) from the nearest residential dwelling within Pioneer Tower West.

Figure 2 – Subject Lands: 4396 King Street East and 25 Sportsworld Drive



REPORT:

As outlined in the *Background* section of this report, the applicant is seeking an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to facilitate the Proposed Development Concept, being a high-rise, mixed-use development. A summary of the Proposed Development Concept can be found in Table 1 and drawings can be found in Figures 3, 4, and 5.

The purpose of the OPA is to change the land use designation from *Commercial Campus* to *Mixed Use*. The OPA would also add Specific Policy Area No. 59 to permit:

- A maximum building height of 99 metres or 30 storeys, and
- A maximum Floor Space Ratio of 6.2.

With respect to zoning, the purpose of the ZBA is to change the zoning from *Commercial Campus Zone (COM-4)* to *Mixed Use Three (MIX-3)*.

It should be noted that Planning staff are in the process of updating land use and zoning within Kitchener's Major Transit Station Areas (MTSAs). This work with the Planning Around Rapid Transit Station areas (PARTS) planning processes after the approval of light rail transit by the Region of Waterloo. Planning staff intend to bring forward for Council's consideration updated land use and zoning for all MTSAs (including the Sportsworld MTSA), in phases, beginning with MTSAs in the vicinity of downtown towards the end of 2023. Until this occurs, private landowners and developers that are able to submit their own applications but must justify their proposals of high-rise, mixed use development within MTSAs, and request to modify existing zoning categories, as anticipated in Kitchener's Official Plan, to suit the Growth Plan's targets.

Accordingly, a Site-Specific Provision is requested to customize the *MIX-3 Zone* to facilitate the Proposed Development Concept and consider the context within the MTSA Urban Structure Component. The main purpose of the provision is to permit development phasing, require 1,300 m² of ground floor commercial use, permit a Floor Space Ratio of 6.2, require a maximum building height of 99 metres (30 storeys), reduce the side yard setback by 1 metre, and slightly reduce the parking ratio, among other matters.

In addition, the Region has requested that holding provisions be applied to the whole of the subject lands in order to require the preparation and implementation of a detailed stationary noise study and to require that a Record of Site Condition (RSC) be filed and acknowledged by the Province.

The details of the Site-Specific Provision and holding provisions are outlined in the Zoning By-law Amendment section of this report.

Table 2 - Summary of Proposed Development Concept

	Proposed Development Concept
Number of Buildings	2 buildings: Building A (Phase 1) and Building B (Phase 2)
Number of Towers	3 towers (Building A, Tower A, Tower B)
Number of Building Storeys	8 storeys (Building A), 30 storeys (Tower A), 18 storeys (Tower B)
Floor Space Ratio	6.07 FSR
Number of Residential Units	616 dwelling units
Dwelling Unit Types	1 Bedroom: 458 units 2 Bedroom: 154 units 3 Bedroom: 4 units
Commercial Use (Area)	1,378.7 sq.m (14,807 sq.ft.)
Number of Parking Spaces	596 spaces
Class A Bicycle Parking Stalls	300 spaces (approx.)

Figure 3 – Plan showing the Proposed Development Concept

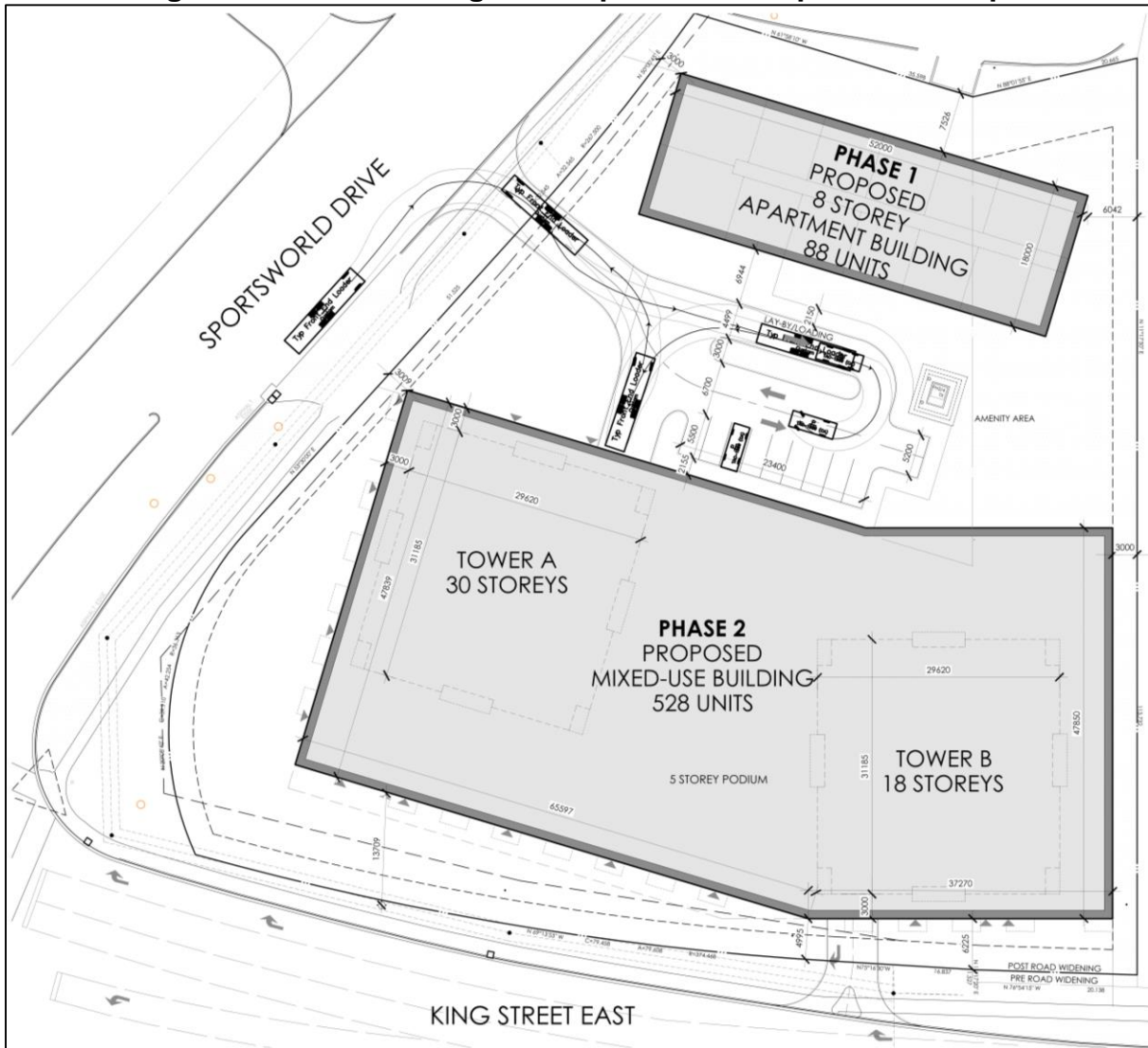
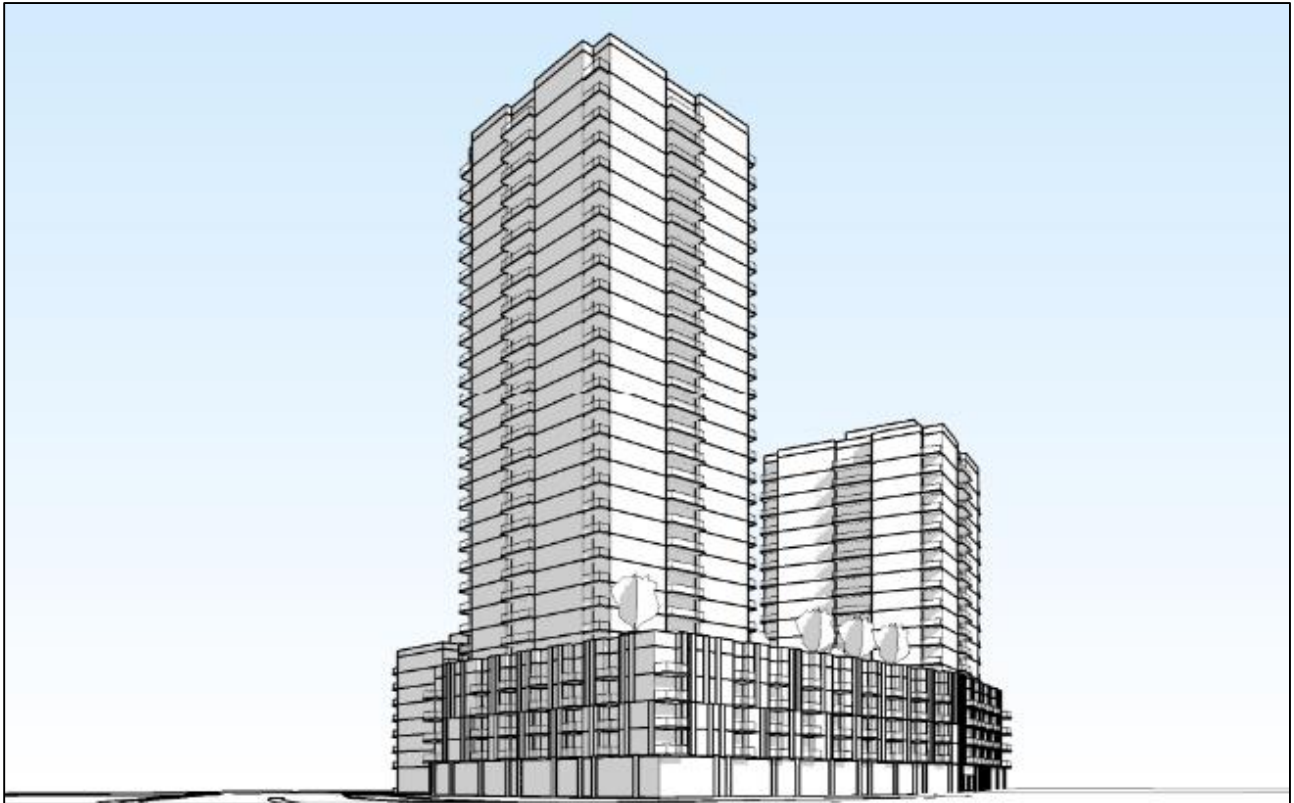


Figure 4 – Axonometric view of the Proposed Development Concept, looking towards the subject lands from the southwest.



Figure 5 – Perspective view of the Proposed Development Concept, looking towards the subject lands from near the intersection of King Street / Sportsworld Drive.



Planning Analysis:

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

Section 2 of the Planning Act establishes matters of provincial interest and states that the council of a municipality, in carrying out its responsibilities under the Planning Act, shall have regard to, among other matters, matters of provincial interest. For example:

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

These matters of provincial interest are addressed and are implemented through the Provincial Policy Statement and Growth Plan which direct how and where development is to occur. The City's Official Plan is an important vehicle for the implementation of the Provincial Policy Statement and Growth Plan. Planning staff is of the opinion that the proposal adequately addresses the matters of provincial interest outlined above.

Provincial Policy Statement, 2020:

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

To support Provincial policies relating to the optimization of infrastructure, transit and active transportation, the proposed land use designation and zoning facilitate a compact form of development which efficiently uses the subject lands, the lands are close proximity to transit options including local bus routes, iXpress routes, future ION station, Go Bus, and Provincial highway systems, and makes efficient use of existing Regional roads and services.

Provincial policies are in support of providing a broad range of housing. The proposed development includes the provision of a range of market-based dwelling unit types including 1-, 2-, and 3-bedroom units.

Planning staff is of the opinion that the requested amendments will facilitate the redevelopment of the subject lands with high-rise, mixed-use development that is compatible with the surrounding area, will contribute towards achieving complete community, is transit supportive and will make use of the existing infrastructure. No new public roads would be required for the proposed development and Engineering staff has confirmed there is capacity in the sanitary sewer to permit intensification on the subject lands.

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

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

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

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

Policies 2.2.1.4 states that applying the policies of the Growth Plan will support the achievement of complete communities that:

- feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- expand convenient access to:
 - a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - public service facilities, co-located and integrated in community hubs;
 - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - healthy, local, and affordable food options, including through urban agriculture;
- provide for a more compact built form and a vibrant public realm, including public open spaces;

- mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- integrate green infrastructure and appropriate low impact development.

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

Policy 2.2.4 requires that planning be prioritized for MTSA on priority transit corridors, including zoning in a manner that implements the policies of the Growth Plan. MTSA on priority transit corridors will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit. The Region of Waterloo's ION is a form of light rail transit and the areas surrounding ION stops are MTSA that are required to achieve the minimum density target of 160 residents and jobs combined per hectare.

The subject lands are located within the City's delineated Built-up Area, and within an MTSA. The Region of Waterloo commenced the Regional Official Plan Review project and as part of that work, revised MTSA boundaries were approved in August 2022 and confirm that the subject lands are within the Sportsworld MTSA. Planning staff notes that the Sportsworld ION platform is located only 330 metres to the northwest (Regional Official Plan Amendment No. 6). The proposal represents redevelopment and intensification and will help the City achieve density targets in the Sportsworld MTSA. The proposed land use designation and zoning will facilitate a higher density housing option that will help make efficient use of existing infrastructure, roads, and transit. Planning staff is of the opinion that the applications conform to the Growth Plan.

Regional Official Plan (ROP):

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

The subject lands are within the MTSA boundary that was approved in August 2022 (ROPA No. 6). The Region of Waterloo has indicated it has no objections to the proposed application or to higher density within the MTSA area, subject to the application of holding provisions in the zoning to require a detailed stationary noise study (and appropriate implementation of mitigation measures) and a Record of Site Condition (Attachment E). Planning staff is of the opinion that the requested Official Plan Amendment conforms to the Regional Official Plan.

Proposed Official Plan Amendment City of Kitchener Official Plan, 2014:

Land Use Designation

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

The subject lands are currently designated *Commercial Campus* on Map 3 – Land Use of the City of Kitchener Official Plan. Lands designated *Commercial Campus* are intended to serve the day-to-day and weekly commercial needs of the surrounding community and are intended to be developed as comprehensively planned commercial uses functioning as a unit and consisting of individual buildings or multi-unit building groupings. The *Commercial Campus* designation does not impose any maximum height, massing, or density limitations. Moreover, the lands are identified as *Major Transit Station Area (MTSA)* on Map 2 – Urban Structure of the Official Plan.

The applicant is proposing to change the land use designation of the subject lands from *Commercial Campus* to *Mixed Use*, along with *Site Specific Policy Area 59*. The applicant is not requesting to change the MTSA Urban Structure Component.

Policy 15.D.4.1. of the OP confirms that the *Mixed-Use* designation is an appropriate land use designation to be applied within an MTSA. The *Mixed-Use* designation plays an important role in achieving the planned function of the Intensification Areas of the City Urban Structure, including MTSA's. Lands designated *Mixed Use* have the capacity to accommodate additional density and intensification. Development and redevelopment of lands within lands designated *Mixed Use* must implement a high standard of urban design. The *Mixed-Use* designation permits medium and high-rise residential uses as well as a wide range of non-residential uses, including:

- compatible commercial uses such as, but not limited to, retail, commercial entertainment, restaurants, financial establishments;
- personal services;
- office;
- health-related uses such as health offices and health clinics and institutional uses such as daycare facilities, religious institutions, and educational establishments;
- social service establishment; and,
- studio and artisan-related uses.

In this case, the applicant is proposing high rise residential uses in conjunction with non-residential uses that are outlined within the above list of uses.

The *Mixed-Use* designation states that the maximum building height within MTSA's may be regulated in the Zoning By-law. Although no height limit is specified, as part of the OPA, the applicant has requested a Site-Specific Policy Area to limit the building height within the requested *Mixed-Use* designation to 99 metres or 30 storeys. In addition, within MTSA's, the *Mixed-Use* designation states that the Floor Space Ratio (FSR) is limited to 4.0. Policy 15.D.4.20 states that the FSR may be increased to 5.0 if the redevelopment achieves certain

criteria, one of which is incorporation of a below-grade parking structure, which is proposed in this case. Notwithstanding, through the OPA, the applicant is requesting a Site-Specific Policy Area to increase the FSR to 6.2.

Moreover, Policy 17.E.13.1. of the City of Kitchener Official Plan requires that holding provisions be applied in situations where it is necessary or desirable to zone lands for development or redevelopment in advance of the fulfillment of specific requirements and conditions, and where the details of the development or redevelopment have not yet been fully resolved. Holding provisions may be used to implement this Plan to ensure that certain conditions, studies, or requirements related to a proposed Zoning By-law Amendment are met. In this case, the Region has requested application of two holding provisions: one related to the requirement for a Record of Site Condition and the other related to the requirement for detailed stationary noise study and implementation of mitigation measures. These holding provisions are discussed in greater detail in the Zoning By-law Amendment section of this report.

Planning staff is of the opinion that application of the *Mixed-Use* designation, along with the requested Site-Specific Policy Area is appropriate in this context.

Kitchener Structure and Urban Structure:

The Official Plan states that the forecasted population and employment growth for the city is to be accommodated within the City's Urban Area, which consists of the Built-up Area and the Designated Greenfield Area. The Built-Up Area is established by the Province. Growth that is directed to the Built-up Area makes efficient use of land, existing physical infrastructure, transit, and community infrastructure. A significant portion of growth is allocated to the Built-up Area. The subject lands are identified within Kitchener's structure as being within the Built-up Area. Policy 3.C.1.10 states that "The majority of residential growth in the Built-up Area will occur within Intensification Areas."

The Official Plan establishes an Urban Structure for the city and provides policies for directing growth and development within this Structure. Intensification Areas are identified throughout the city as key locations to accommodate and receive most of the development and redevelopment at high densities for a variety of land uses.

The subject lands are located within a Major Transit Station Area (MTSA) and the applicant is not proposing to change the Urban Structure Component.

MTSAs are identified as being Primary Intensification Areas on the hierarchy of Intensification Areas, within the same category as the Urban Growth Centre (Downtown). The planned function of MTSAs is to:

- provide a focus for accommodating growth through development to support existing and planned transit and rapid transit service levels,
- provide connectivity of various modes of transportation to the transit system;
- achieve a mix of residential, office, institutional and commercial development; and
- facilitate streetscapes and built form that is pedestrian friendly and transit oriented.

The Official Plan also requires that development applications in MTSA consider the Transit-Oriented Development (TOD) policies contained in Section 13.C.3.12 of the Official Plan. Generally, the TOD policies facilitate a compact urban form that supports walking, cycling and the use of transit, by providing a mix of land uses near transit, to support higher frequency transit service and optimize transit rider convenience. These policies also support developments which foster walkability by creating safe and comfortable pedestrian environments and a high-quality public realm.

The proposed development is in an excellent location and represents high-rise, mixed-use development. The subject lands are located only 300 metres from the current GRT Sportsworld Station and Go Bus Transit Terminal and only 330 metres from the future Sportsworld ION station. The lands are within proximity to Highway 8 and Highway 401. The subject lands are well separated from the nearest low density residential uses (Pioneer Tower West Planning Community) by the 36-46 metre-wide King Street right-of-way and ≥60-metre-deep commercial properties that line the opposite side of King Street East.

The proposed development introduces multiple residential housing to the Pioneer Tower East Planning Community (along with the recently approved development at 4220 King Street East and 25 Sportsworld Crossing Road) and includes a mix of 1-, 2-, and 3-bedroom units. The Pioneer Tower East Planning Community currently only contains two residential properties, closer to the Grand River (both are single detached dwellings), with the balance of the community predominantly comprising commercial uses and some institutional use.

The Pioneer Tower West Planning Community, on the opposite side of King Street East, is dominated by owner-occupied, low-rise dwellings in the form of single detached, semi-detached and townhouse units. The proposed development would help to diversify housing in the area and provide a greater housing choice, to assist in meeting the needs of an increasingly diverse population. Through a future Station Area Planning exercise, the City will explore even greater housing variety within the area. However, until this work is underway, the subject applications provide an opportunity to begin achieving the Official Plan goals to increase housing diversity and choice.

Planning staff is of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment will support redevelopment that conforms to the City's MTSA policies and assists in achieving the City's vision of a sustainable and environmentally friendly city.

Urban Design Policies:

The City's urban design policies are outlined in Section 11 of the City's Official Plan. Planning staff is of the opinion that the proposed development meets the intent of these policies, specifically: Streetscape; Safety; Universal Design; Site Design; Building Design, and Massing and Scale Design. To address these policies, an Urban Design Brief was submitted by the applicant and has been reviewed by City staff (see Attachment C). The Urban Design Brief outlines the vision and principles guiding the site design and informs the proposed applications.

Streetscape – The larger building, Building B (Phase 2), is located at the intersection of King Street East and Sportsworld Drive. The building fronts onto King Street East and Sportsworld Drive. The street-facing portions of this building are proposed to be activated

by seven at-grade commercial units – a total of 1,300 square metres of commercial space – as well as two lobbies: one facing King Street and the other facing Sportsworld Drive. The commercial units would be directly accessed from the abutting streets and connect to municipal sidewalks. Ground floor structured parking would be hidden from the public realm by these active uses. On upper floors of the building base (podium), dwelling units are proposed to line the exterior of the building, so the parking structure would be hidden from view from the public realm. Building B includes a well-defined base which will enhance the streetscape of both King Street and Sportsworld Drive.

The smaller building, Building A (Phase 1), is a multiple dwelling and contains only residential units. The side of the building is oriented to Sportsworld Drive while the front is oriented to Building B. The ground floor of Building A facing Sportsworld Drive contains an indoor amenity room and a dwelling unit, while upper floors contain dwelling units.

Skyline – The proposed buildings, along with those at the recently approved Tricar development at 4220 King Street East and 25 Sportsworld Crossing Road, will begin to establish a distinctive skyline within the Sportsworld MTSA. These buildings will contribute positively to the skyline which will evolve as the MTSA develops over time.

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

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

Site Design, Building Design, Massing and Scale – The proposal is designed to be developed at a scale that is compatible with the existing and planned built form for the surrounding neighbourhood. The buildings have adequate setbacks, step backs, building heights and massing, considering their context within an MTSA and separation from low rise residential land uses. Through a future site plan process, the building designs will be refined to contribute to a high-quality public realm and sense of place.

Planning staff recommends that the Urban Design Brief be endorsed by Council and that staff be directed to apply the Urban Design Brief through future Site Plan Approval processes.

Transportation Policies:

The Official Plan supports an integrated transportation system which incorporates active transportation, allows for the movement of people and goods and promotes a vibrant, healthy community using a combination of land use designations and urban design initiatives that make a wide range of transportation choices viable. As aforementioned, the subject lands are located within the Sportsworld MTSA and only 330 metres from the future ION LRT platform and only 300 metres from the current Go Bus Transit Terminal and GRT Sportsworld Station which connects to two iXpress routes and three local bus routes. The lands are within proximity to Highway 8 (350m) and Highway 401 (1,250m). The location of the subject lands is well suited to the proposed transit-oriented development. Moreover, the subject proposal will support current and future transit service and build transit ridership.

Regional staff advise that a Multi-Use Trail (MUT) will be constructed later this year that extends along the King Street frontage of the property from Sportsworld Drive to Highway 401. The MUT would be 3 metres wide and would be separated from vehicular traffic by a grassed boulevard. The MUT would facilitate cycling and pedestrian movement in the area. The Region is proposing to extend the MUT northwest from Sportsworld Drive to the Freeport Bridge (and possibly beyond) in 2028-2029. Also, a MUT is proposed to be constructed along the Sportsworld frontage of the property from King Street to Gateway Park Drive in 2027, with plans to extend it to Maple Grove Road and beyond in the following years. These planned and proposed pedestrian and cycling upgrades will greatly improve alternative transportation in this area and further improve the modal split.

Policy 3.C.2.22 states that until such time as Station Area Plans are completed, any development application submitted within an MTSA will be reviewed generally in accordance with the Transit-Oriented Development Policies included in Section 13.C.3.12. The proposed Official Plan Amendment and Zoning By-law Amendment applications support a compact, high-density, mixed-use development that achieves this policy.

The location of the subject property and the proposed site-specific provisions will result in a compatible built form that encourages walkability within a pedestrian-friendly environment, supporting safe, comfortable, barrier-free walking.

Additionally, approximately 300 secured bicycle parking stalls will be implemented as well as visitor parking spaces, as required by Zoning By-law 2019-051.

Housing Policies:

Section 4.1.1 of the City's Official Plan states that it is a City objective to provide for an appropriate range, variety and mix of housing types and styles, densities, tenure, and affordability to satisfy the varying housing needs of our community through all stages of life. In addition, 4.C.1.12. states that "The City favours a land use pattern which mixes and disperses a full range of housing types and styles both across the city as a whole and within neighbourhoods." The proposed development will increase the range of dwelling units available in the city, and within the Pioneer Tower East / Sportsworld MTSA. The site development concept includes a mix of 1-, 2-, and 3-bedroom dwelling units. The range of unit types in this location will appeal to a variety of household needs. Moreover, the mixed-use nature of the proposed redevelopment as well as the building form will assist in achieving complete community.

Sustainable Development:

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

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

- e) transit-supportive development and redevelopment and the greater use of other active modes of transportation such as cycling and walking.

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

The applicant submitted an initial Sustainability Statement in support of the subject applications. This document states that energy modelling was completed for the first phase of the proposed development, which confirms adherence and/or exceedance of components of Energy Star, R-2000, and Built Green programs with respect to energy conservation and reduced greenhouse gas emissions. City Environmental Planning staff are satisfied with the Sustainability Statement and will continue to work with the applicant through the future site plan processes to explore additional sustainable development initiatives.

Proposed Official Plan Amendment Conclusions:

The Official Plan Amendment application requests that the land use designation as shown on *Map 3 – Land Use* of the 2014 Official Plan be changed from *Commercial Campus* to *Mixed Use* with a Site-Specific Policy Area to allow a maximum building height of 30 storeys or 99 metres and a maximum Floor Space Ratio of 6.2. Based on the above noted policies and analysis, Planning staff is of the opinion that the proposed Official Plan Amendment represents good planning and recommends that the requested Official Plan Amendment be adopted in the form shown in Attachment A.

Proposed Zoning By-law Amendment and Zoning By-law 2019-051:

The subject lands are zoned *Commercial Campus Zone (COM-4)* in Zoning By-law 2019-051. The existing zoning permits a wide range of retail and commercial uses. No residential uses are permitted. Also, the *COM-4 Zone* does not have any building height or floor space ratio limitations. Moreover, Planning staff notes that there are several commercial pads that are zoned *COM-4* within the immediate area that remain undeveloped many years after their establishment.

The applicant has requested an amendment to change the zoning from *Commercial Campus Zone (COM-4)* to *Mixed Use Three (MIX-3)* with *Site Specific Provision (358)*, *Holding Provision 40H*, and *Holding Provision 41H*, under Zoning By-law 2019-051.

The *MIX-3 Zone* permits a wide variety of commercial and residential uses within mixed-use buildings and mixed-use developments at a medium density within *Community Nodes* and *City Nodes* (types of Urban Structure Components). The *MIX-3 Zone* was not intended to be applied in the MTSA Urban Structure Component, where higher densities and building heights may be justified. Accordingly, the *MIX-3 Zone* limits Floor Space Ratio to 2.0 and limits building height to 32 metres / 10 storeys.

At this time, the Zoning By-law does not yet have a zoning category intended to be applied within MTSA's. In this regard, the requested Site-Specific Provision tailors the *MIX-3 Zone* for the MTSA context, allowing high-rise mixed use development. The Site-Specific

Provision also tailors the *MIX-3 Zone* to facilitate the Proposed Development Concept and has the following effect:

1. Allows the first, residential-only, phase to occur while ensuring that the mixed-use component is built as a future phase.
2. Does not require Building A to have non-residential uses on the ground floor or have a base (podium).
3. Does not require Building A to have a base (podium). It should be noted that the larger building, Building B, which abuts the intersection of King Street East / Sportsworld Drive and abuts the length of the King Street East street line, would have a base.
4. Requires Building B to have a minimum of 1,300 m² of non-residential use on the ground floor and 45 metres of frontage on Sportsworld Drive. The proposed non-residential gross floor area (GFA) is approximately the same as the existing plaza, so the demolition of the plaza to facilitate the proposed development would not result in a loss of non-residential use. Also, the requested *MIX-3 Zone* requires that 20 percent of the GFA be devoted to non-residential use. This percentage requirement would be eliminated in favour of the GFA requirement.
5. Requires a maximum Floor Space Ratio of 6.2. Presently, the *COM-4 Zone* does not regulate Floor Space Ratio. However, the requested *MIX-3 Zone* has a standard maximum Floor Space Ratio of only 2.0.
6. Requires a maximum building height of 99 metres and 30 storeys. Presently, there is no building height or maximum number of storeys in the *COM-4 Zone*. However, the requested *MIX-3 Zone* has a standard maximum building height of 32 metres and standard maximum number of storeys of 10.
7. Allows the minimum interior side yard setback (i.e., setback from the easterly side lot line) to be 3.0 metres. The proposed setback applies to the side of the property abutting the Costco Wholesale parking lot. The requested *MIX-3 Zone* requires a standard minimum setback of 4.0 metres.
8. Requires the minimum number of parking spaces for Dwelling Unit and Multiple Dwelling to be 0.85 spaces per dwelling unit, whereas the standard parking rate in the *MIX* zones is 0.9.

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

In this case, Planning staff is satisfied that the requested Site-Specific Provision satisfies the above noted policies. In addition, The City's Transportation Services supports the minor parking reduction and notes that the property is well positioned to take advantage of many modes of transportation and will provide approximately 300 secured bicycle parking spaces.

The Region has requested that two holding provisions be applied to the whole of the subject lands. The applicant has agreed to these provisions, the purpose of which is to:

1. Require the owner to prepare a detailed stationary noise study and to implement any recommended mitigation measures, to the satisfaction of the Regional Municipality of Waterloo. The purpose of this study is to ensure that residents of the proposed residential use are protected from noise generators (e.g., HVAC equipment), and
2. Require that a Record of Site Condition (RSC) be filed with the Ministry of Environment, Conservation and Parks (MECP) Environmental Site Registry and a Ministry Acknowledgement letter be submitted to the satisfaction of the Region. The purpose of RSC is to ensure that the lands are not contaminated before the proposed residential use is established.

Planning staff offers the following comments with respect to the holding provisions. Official Plan policies state that holding provisions will be applied in those situations where it is necessary or desirable to zone lands for development or redevelopment in advance of the fulfillment of specific requirements and conditions, and where the details of the development or redevelopment have not yet been fully resolved. In this case, holding provisions are proposed to facilitate the implementation of the *MIX-3 Zone* and *Site-Specific Provision (358)*. Once the requisite conditions have been fulfilled, the matter will return to Council for removal of the holding provisions, thereby permitting redevelopment to proceed.

WHAT WE HEARD

**63 people provided comments**

**1 Neighbourhood Meetings held, 42 households in attendance**

**110 households circulated and notified**

Department and Agency Comments:

Circulation of the Official Plan Amendment and Zoning By-law Amendment was undertaken in September 2021 to all applicable City departments and other review authorities. All comments received in response have been satisfactorily addressed through the application review no technical issues related to the applications persist. Copies of the comments are found in Attachment E of this report.

The following reports and studies were considered by City staff and external agencies as part of this proposed Official Plan Amendment and Zoning By-law Amendment:

Planning Justification Report
Prepared by: GSP Group, May 2021

Revised Urban Design Brief

Prepared by: GSP Group, February 2023

Design Brief

Prepared by: ABA Architects, January 18, 2023

Pedestrian Windy Assessment

Prepared by: SLR Consulting, March 22, 2021

Environmental Noise Assessment

Prepared by: SLR Consulting, May 3, 2021

Transportation Impact Study:

Prepared by: Paradigm Transportation Solutions Limited, May 2021

Tree Management Plan

Prepared by: GSP Group, May 12, 2021

Engineering Feasibility, Stormwater Management, and Servicing Report

Prepared by: Walter Fedy, February 12, 2021

Sustainability Statement

Prepared by: GSP Group, May 14, 2021

Community Input & Staff Responses

Planning staff received written responses from 63 households with respect to the proposed development. These are included in Attachment F. A virtual neighbourhood meeting was held on March 31, 2022. The meeting was attended by approximately 42 households. A high-level summary of the main comments received from the community, as well as Planning staff responses, are below.

Community Concern	Details of Community Concern	Planning Staff Response
Traffic and Intersection Impacts	The existing King Street East and Sportsworld Drive intersection as well as surrounding road network in the area is already overburdened and will not be able to accommodate the increased volume of traffic the proposed development will cause. Further, not	King Street East and Sportsworld Drive are Regional roads. The nearby Highway 8 and 401 are under the jurisdiction of the Ministry of Transportation (MTO). As part of the application review, Region staff reviewed a Transportation Impact Study prepared by a transportation engineering firm on behalf of the applicant, which recommended that, "...no improvements be made to accommodate the development." The Region stated that it has no concerns with the proposal, subject to the application of holding provisions for unrelated matters. In addition, the MTO completed a review of the applications and commented that the site has been

	<p>enough parking is provided.</p>	<p>considered in accordance with the Public Transportation and Highway Improvement Act (PTHIA), MTO's Highway Corridor Management Manual (HCMM) and all related guidelines and policies. MTO further stated that it has no requirements or comments related to the applications.</p> <p>The City's Transportation Services reviewed the requested parking reduction and has stated that it has no concerns. It should be noted that the requested rate of 0.85 spaces per unit is only 0.05 spaces per unit less than the current rate under the current zoning. Also, as outlined in this report, transit infrastructure in this area is excellent.</p>
Pedestrian and Cyclist Safety	<p>The existing transportation network and auto-centricity of the area is not conducive to pedestrian and cyclist movements. There is concern over safety as well as overwhelming transit that does exist within the area.</p>	<p>A Multi-Use Trail (MUT) will be constructed later this year that extends along the King Street frontage of the property from Sportsworld Drive to Highway 401, which will help facilitate cycling and pedestrian movement in the area. Also, a MUT is proposed to be constructed along the Sportworld frontage of the property from King Street to Gateway Park Drive in 2027. There are plans to extend these MUTs in all directions in the coming years. These planned and proposed upgrades will improve cycling and pedestrian comfort and further improve the modal split in the Sportworld MTSA.</p> <p>Also, the proposed intensification will support transit ridership in this area and help to offset the cost of transit service and infrastructure.</p>
Availability of Amenities	<p>There is insufficient supporting amenities and recreational space available within the area to accommodate the proposed increase in residents. This includes grocery stores and green space. What is available will be overwhelmed.</p>	<p>The subject lands are located within an MTSA as defined by the Province, Region, and City. Such areas are intended to be focus areas for growth and intensification. The Pioneer Tower East / Sportsworld MTSA has much land that is currently zoned Commercial and contains many commercial uses, including two grocery stores (Costco Wholesale and Dutchies). Excellent transit and other transportation infrastructure in the area ensures that other services are accessible.</p> <p>Although parkland is needed in this area, the applicant is providing a significant amount of on-site amenity space, including a large common outdoor amenity space on the 5th floor building podium. Other outdoor, indoor, and private amenity spaces</p>

		<p>are provided on-site. These will provide significant recreational opportunities for residents until the City prepares a comprehensive plan for the Sportsworld MTSA, including consideration for parkland. Currently, Policy staff anticipate commencing the initial stages of the Sportsworld MTSA work later in 2023.</p> <p>In the meantime, the proposal is alignment with the Official Plan Policies for MTSA's and Provincial and Regional policies.</p>
Built Form and Character of Area	The proposed development is incompatible with the existing scale, height, and density of the surrounding area. This will mar the skyline of the area and severely impact the character of the area and adjacent neighbourhoods. Further, no transition is provided.	<p>The subject lands and surrounding properties are identified as an MTSA. MTSA's are intended to be focus areas for growth. Planning staff is of the opinion that the proposed buildings will begin to establish a desirable skyline that is consistent with the character of an MTSA. It is anticipated that the Sportsworld MTSA will continue to evolve with the addition of future high-density commercial and residential development proposals.</p> <p>The subject lands are well separated from low rise residential development by the 36m-46m wide King Street East right-of-way, and ≥60-metre-deep commercial properties that line the south/west side King Street East. The subject property is located more than 112 metres (367 feet) from the nearest dwelling within Pioneer Tower West.</p>
Advance Notification & Community Consultation	Proper notification was not provided to surrounding residents or adjacent communities. There is some concern regarding the amount of consideration which will be given to the comments provided by the community.	<p>Notice of the applications was circulated via postcard to all owners and occupants within 240m of the subject lands and notice was placed in The Record in September 2021. Two signs were posted on the property – one on each frontage in September 2021. A virtual neighbourhood meeting was held in March 2022, notice for which was sent via postcard to all owners and occupants within 240m and all those who responded to the original circulation notice. Notice of the PSIC meeting was published in The Record on February 10, 2023 and a postcard was sent to all owners and occupants within 240m in advance of the PSIC meeting. This notification approach goes far beyond the minimum requirements in the Planning Act. Also, comments provided by the community are attached to this report as Attachment F and are available for review by all Council members.</p>

Planning Conclusions

Considering the foregoing, Planning staff recommends approval of the Official Plan Amendment and Zoning By-law Amendment applications to permit 4396 King Street East and 25 Sportsworld Drive to be redeveloped with a high-density, mixed-use development. Staff is of the opinion that the subject applications are consistent with policies of the Provincial Policy Statement, conform to Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, and the City of Kitchener Official Plan and represent good planning. Accordingly, Planning staff recommends that the Official Plan Amendment be adopted, and the Zoning By-law Amendment be approved.

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

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

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

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City's website with the agenda in advance of the Committee / Council meeting. Two large notice signs were posted on the subject property and information regarding the application was posted to the City's website in September 2021. Following the initial circulation referenced below, an additional postcard advising of the Neighbourhood Meeting was sent by mail. A third postcard was mailed with notice of the statutory public meeting was circulated to all owners and occupants within 240 metres of the subject lands, those who responded to the preliminary circulation and those who attended the neighbourhood meeting. Notice of the Statutory Public Meeting was also posted in The Record on February 10, 2023 (a copy of the Notice is attached as Attachment D).

CONSULT – The requested Official Plan Amendment and Zoning By-law Amendment were circulated to residents and property owners within 240 metres of the subject lands on September 16, 2021. In response to this circulation, staff received written responses from 63 households, which are summarized as part of this staff report. A virtual neighbourhood meeting was held in March 2022, notice for which was sent via postcard to all owners and occupants within 240m and all those who responded to the original circulation notice. Planning staff also had several one-on-one conversations with residents on the telephone and responded to several emails.

PREVIOUS REPORTS/AUTHORITIES:

- *Planning Act, R.S.O. 1990, c. P.13*
- *Provincial Policy Statement, 2020*

- *A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2020*
- *Regional Official Plan, Regional Municipality of Waterloo, 2015*
- *City of Kitchener Official Plan, 2014*
- *City of Kitchener Zoning By-law 2019-051*
- *Planning Around Rapid Transit Stations (PARTS)*

REVIEWED BY: Tina Malone-Wright – Interim Manager of Development Review

APPROVED BY: Justin Readman – General Manager, Development Services

ATTACHMENTS:

- Attachment A – Proposed Official Plan Amendment
- Attachment B – Proposed Zoning By-law Amendment
- Attachment C – Urban Design Brief
- Attachment D – Newspaper Notice
- Attachment E – Department and Agency Comments
- Attachment F – Community Comments

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

CITY OF KITCHENER
4396 King Street East and 25 Sportsworld Drive

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

CITY OF KITCHENER
4396 King Street and 25 Sportsworld Drive

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SECTION 1 – TITLE AND COMPONENTS

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

SECTION 2 – PURPOSE OF THE AMENDMENT

The purpose of the Official Plan Amendment is to:

- Amend *Map 3 – Land Use* by redesignating lands from *Campus Commercial* to *Mixed Use*,
- Amend *Map 5 – Specific Policy Areas* by adding the subject lands addressed as 4396 King Street East and 25 Sportsworld Drive as *Specific Policy Area 59*, and
- Add Site Specific Policy 15.D.12.59 as follows:
 - to allow a maximum floor space ratio of 6.2;
 - to allow a maximum building height of 99 metres;
 - to allow the maximum number of storeys to be 30;
 - A Holding provision pursuant to Section 17.E.13 will apply to residential uses and other sensitive uses. The Holding provision will not be removed until such time as a detailed stationary noise study has been provided to the Regional Municipality of Waterloo, any mitigation measures have been implemented, and a release has been issued by the Region; and
 - A Holding provision pursuant to Section 17.E.13 will apply to residential uses and other sensitive uses. The Holding provision will not be removed until such time as a Record of Site Condition has been acknowledged by the Province and a release has been issued by the Regional Municipality of Waterloo.

SECTION 3 – BASIS OF THE AMENDMENT

Planning Analysis:

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

Section 2 of the Planning Act establishes matters of provincial interest and states that the council of a municipality, in carrying out its responsibilities under the Planning Act, shall have regard to, among other matters, matters of provincial interest. For example:

- The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- The minimization of waste;
- The orderly development of safe and healthy communities;
- The adequate provision of a full range of housing, including affordable housing;
- The adequate provision of employment opportunities;
- The appropriate location of growth and development;
- The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- The promotion of built form that,
 - Is well-designed,

- Encourages a sense of place, and
- Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- The mitigation of greenhouse gas emissions and adaptation to a changing climate.

These matters of provincial interest are addressed and are implemented through the Provincial Policy Statement and Growth Plan which direct how and where development is to occur. The City's Official Plan is an important vehicle for the implementation of the Provincial Policy Statement and Growth Plan. Planning staff is of the opinion that the proposal adequately addresses the matters of provincial interest outlined above.

Provincial Policy Statement, 2020:

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

To support Provincial policies relating to the optimization of infrastructure, transit and active transportation, the proposed land use designation and zoning facilitate a compact form of development which efficiently uses the subject lands, the lands are close proximity to transit options including local bus routes, iXpress routes, future LRT, Go Bus, and Provincial highway systems, and makes efficient use of existing Regional roads and services.

Provincial policies are in support of providing a broad range of housing. The proposed development includes the provision of a range of market-based dwelling unit types including 1-, 2-, and 3-bedroom units.

Planning staff is of the opinion that the requested amendments will facilitate the redevelopment of the subject lands with high-intensity, mixed-use development that is compatible with the surrounding area, will contribute towards achieving complete community, is transit supportive and will make use of the existing infrastructure. No new public roads would be required for the proposed development and Engineering staff has confirmed there is capacity in the sanitary sewer to permit intensification on the subject lands.

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

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

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

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

Policies 2.2.1.4 states that applying the policies of the Growth Plan will support the achievement of complete communities that:

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

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

Policy 2.2.4 requires that planning be prioritized for MTSAs on priority transit corridors, including zoning in a manner that implements the policies of the Growth Plan. MTSAs on

priority transit corridors will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit. The Region of Waterloo's ION is a form of light rail transit and the areas surrounding ION stops are MTSA's that are required to achieve the minimum density target of 160 residents and jobs combined per hectare.

The subject lands are located within the City's delineated Built-up Area, and within an MTSA. The Region of Waterloo commenced the Regional Official Plan Review project and as part of that work, revised MTSA boundaries were approved in August 2022 and confirm that the subject lands are within the Sportsworld MTSA. Planning staff notes that the Sportsworld ION platform is located only 330 metres to the northwest (Regional Official Plan Amendment No. 6). The proposal represents redevelopment and intensification and will help the City achieve density targets in the Sportsworld MTSA. The proposed land use designation and zoning will facilitate a higher density housing option that will help make efficient use of existing infrastructure, roads, and transit. Planning staff is of the opinion that the applications conform to the Growth Plan.

Regional Official Plan (ROP):

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

The subject lands are within the MTSA boundary that was approved in August 2022 (Regional Official Plan Amendment No. 6). The Region of Waterloo has indicated it has no objections to the proposed application or to higher density within the MTSA area, subject to the application of holding provisions in the zoning to require a detailed stationary noise study (and appropriate implementation of mitigation measures) and a Record of Site Condition. Planning staff is of the opinion that the requested Official Plan Amendment conforms to the Regional Official Plan.

Proposed Official Plan Amendment City of Kitchener Official Plan, 2014:

Land Use Designation

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

The subject lands are currently designated *Commercial Campus* on Map 3 – Land Use of the City of Kitchener Official Plan. Lands designated *Commercial Campus* are intended to serve the day-to-day and weekly commercial needs of the surrounding community and are intended to be developed as comprehensively planned commercial uses functioning as a unit and consisting of individual buildings or multi-unit building groupings. The *Commercial Campus* designation does not impose any maximum height, massing, or density limitations. Moreover, the lands are identified as *Major Transit Station Area (MTSA)* on Map 2 – Urban Structure of the Official Plan.

The applicant is proposing to change the land use designation of the subject lands from *Commercial Campus* to *Mixed Use*, along with *Site Specific Policy Area 59*. The applicant is not requesting to change the MTSA Urban Structure Component.

Policy 15.D.4.1. of the OP confirms that the *Mixed Use* designation is an appropriate land use designation to be applied within an MTSA. The *Mixed Use* designation plays an important role in achieving the planned function of the Intensification Areas of the City Urban Structure, including MTSA's. Lands designated *Mixed Use* have the capacity to accommodate additional density and intensification. Development and redevelopment of lands within lands designated *Mixed Use* must implement a high standard of urban design. The *Mixed Use* designation permits medium and high rise residential uses as well as a wide range of non-residential uses, including:

- compatible commercial uses such as, but not limited to, retail, commercial entertainment, restaurants, financial establishments;
- personal services;
- office;
- health-related uses such as health offices and health clinics and institutional uses such as daycare facilities, religious institutions, and educational establishments;
- social service establishment; and,
- studio and artisan-related uses.

In this case, the applicant is proposing high rise residential uses in conjunction with non-residential uses that are outlined within the above list of uses.

The *Mixed Use* designation states that the maximum building height within MTSA's may be regulated in the Zoning By-law. Although no height limit is specified, as part of the OPA, the applicant has requested a Site Specific Policy Area to limit the building height within the requested *Mixed Use* designation to 99 metres or 30 storeys. In addition, within MTSA's, the *Mixed Use* designation states that the Floor Space Ratio (FSR) is limited to 4.0. Policy 15.D.4.20 states that the FSR may be increased to 5.0 if the redevelopment achieves certain criteria, one of which is incorporation of a below-grade parking structure, which is proposed in this case. Notwithstanding, through the OPA, the applicant is requesting a Site Specific Policy Area to increase the FSR to 6.2.

Moreover, Policy 17.E.13.1. of the City of Kitchener Official Plan requires that holding provisions be applied in situations where it is necessary or desirable to zone lands for development or redevelopment in advance of the fulfillment of specific requirements and

conditions, and where the details of the development or redevelopment have not yet been fully resolved. Holding provisions may be used to implement this Plan to ensure that certain conditions, studies or requirements related to a proposed Zoning By-law Amendment are met. In this case, the Region has requested application of two holding provisions: one related to the requirement for a Record of Site Condition and the other related to the requirement for detailed stationary noise study and implementation of mitigation measures. These holding provisions are discussed in greater detail in the Zoning By-law Amendment section of this report.

Planning staff is of the opinion that application of the *Mixed Use* designation, along with the requested Site Specific Policy Area is supportable in this context.

Kitchener Structure and Urban Structure:

The Official Plan states that the forecasted population and employment growth for the city is to be accommodated within the City's Urban Area, which consists of the Built-up Area and the Designated Greenfield Area. The Built-Up Area is established by the Province. Growth that is directed to the Built-up Area makes efficient use of land, existing physical infrastructure, transit, and community infrastructure. A significant portion of growth is allocated to the Built-up Area. The subject lands are identified within Kitchener's structure as being within the Built-up Area. Policy 3.C.1.10 states that "The majority of residential growth in the Built-up Area will occur within Intensification Areas."

The Official Plan establishes an Urban Structure for the city and provides policies for directing growth and development within this Structure. Intensification Areas are identified throughout the city as key locations to accommodate and receive the majority of development and redevelopment at high densities for a variety of land uses. MTSA's are identified as being Primary Intensification Areas on the hierarchy of Intensification Areas, within the same category as the Urban Growth Centre (Downtown). The planned function of MTSA's is to:

1. provide a focus for accommodating growth through development to support existing and planned transit and rapid transit service levels,
2. provide connectivity of various modes of transportation to the transit system;
3. achieve a mix of residential, office, institutional and commercial development; and
4. facilitate streetscapes and built form that is pedestrian friendly and transit oriented.

As aforementioned, the subject lands are located within an MTSA and the applicant is not proposing to change the Urban Structure Component.

The Official Plan also requires that development applications in MTSA's consider the Transit-Oriented Development (TOD) policies contained in Section 13.C.3.12 of the Official Plan. Generally, the TOD policies facilitate a compact urban form that supports walking, cycling and the use of transit, by providing a mix of land uses in close proximity to transit, to support higher frequency transit service and optimize transit rider convenience. These policies also support developments which foster walkability by creating safe and comfortable pedestrian environments and a high-quality public realm.

The proposed development is located in an excellent location and represents high-intensity, mixed-use development. The subject lands are located only 300 metres from the current GRT Sportsworld Station and Go Bus Transit Terminal and only 330 metres from the future Sportsworld ION platform. The lands are within close proximity to Highway 8 and Highway 401. The subject lands are well separated from the nearest low density residential uses (Pioneer Tower West Planning Community) by the 36-46 metre wide King Street right-of-way and ≥60-metre-deep commercial properties that line the opposite side of King Street East.

The proposed development introduces multiple residential housing to the Pioneer Tower East Planning Community (along with the recently approved development at 4220 King Street East and 25 Sportsworld Crossing Road) and includes a mix of 1-, 2-, and 3-bedroom units. The Pioneer Tower East Planning Community currently only contains two residential properties, closer to the Grand River (both are single detached dwellings), with the balance of the community predominantly comprising commercial uses and some institutional use.

The Pioneer Tower West Planning Community, on the opposite side of King Street East, is dominated by owner-occupied, low rise dwellings in the form of single detached, semi-detached and townhouse units. The proposed development would help to diversify housing in the area and provide a greater housing choice, to assist in meeting the needs of an increasingly diverse population. Through a future Station Area Planning exercise, The City will explore even greater housing variety within the area. However, until this work is underway, the subject applications provide an opportunity to begin achieving the Official Plan goals to increase housing diversity and choice.

Planning staff is of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment will support redevelopment that conforms to the City's MTSA policies and assists in achieving the City's vision of a sustainable and environmentally friendly city.

Urban Design Policies:

The City's urban design policies are outlined in Section 11 of the City's Official Plan. Planning staff is of the opinion that the proposed development meets the intent of these policies, specifically: Streetscape; Safety; Universal Design; Site Design; Building Design, and Massing and Scale Design. To address these policies, an Urban Design Brief was submitted by the applicant and has been reviewed by City staff. The Urban Design Brief outlines the vision and principles guiding the site design and informs the proposed applications.

Streetscape – The larger building, Building B (Phase 2), is located at the intersection of King Street East and Sportsworld Drive. The building fronts onto King Street East and Sportsworld Drive. The street-facing portions of this building are proposed to be activated by seven at-grade commercial units – a total of 1,300 square metres of commercial space – as well as two lobbies: one facing King Street and the other facing Sportsworld Drive. The commercial units would be directly accessed from the abutting streets and connect to municipal sidewalks. Ground floor structured parking would be hidden from the public

realm by these active uses. On upper floors of the building base (podium), dwelling units are proposed to line the exterior of the building, so the parking structure would be hidden from view from the public realm. Building B includes a well-defined base which will enhance the streetscape of both King Street and Sportsworld Drive.

The smaller building, Building A (Phase 1), is a multiple dwelling and contains only residential units. The side of the building is oriented to Sportsworld Drive while the front is oriented to Building B. The ground floor of Building A facing Sportsworld Drive contains an indoor amenity room and a dwelling unit, while upper floors contain dwelling units.

Skyline – The proposed buildings, along with those at the recently approved Tricar development at 4220 King Street East and 25 Sportsworld Crossing Road, will begin to establish a distinctive skyline within the Sportsworld MTSA. These buildings will contribute positively to the skyline which will evolve as the MTSA develops over time.

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

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

Site Design, Building Design, Massing and Scale – The proposal is designed to be developed at a scale that is compatible with the existing and planned built form for the surrounding neighbourhood. The buildings have adequate setbacks, step backs, building heights and massing, considering their context within an MTSA and separation from low rise residential land uses. Through a future site plan process, the building designs will be refined to contribute to a high-quality public realm and sense of place.

Planning staff recommends that the Urban Design Brief be endorsed by Council and that staff be directed to apply the Urban Design Brief through future Site Plan Approval processes.

Transportation Policies:

The Official Plan supports an integrated transportation system which incorporates active transportation, allows for the movement of people and goods and promotes a vibrant, healthy community using a combination of land use designations and urban design initiatives that make a wide range of transportation choices viable. As aforementioned, the subject lands are located within the Sportsworld MTSA and only 330 metres from the future ION LRT platform and only 300 metres from the current Go Bus Transit Terminal and GRT Sportsworld Station which connects to two iXpress routes and three local bus routes. The lands are within close proximity to Highway 8 (350m) and Highway 401 (1,250m). The location of the subject lands is well suited to the proposed transit-oriented development. Moreover, the subject proposal will support current and future transit service and build transit ridership.

Regional staff advise that a Multi-Use Trail (MUT) will be constructed later this year that extends along the King Street frontage of the property from Sportsworld Drive to Highway 401. The MUT would be 3 metres wide and would be separated from vehicular traffic by a grassed boulevard. The MUT would facilitate cycling and pedestrian movement in the area. The Region is proposing to extend the MUT northwest from Sportsworld Drive to the Freeport Bridge (and possibly beyond) in 2028-2029. Also, a MUT is proposed to be constructed along the Sportsworld frontage of the property from King Street to Gateway Park Drive in 2027, with plans to extend it to Maple Grove Road and beyond in the following years. These planned and proposed pedestrian and cycling upgrades will greatly improve alternative transportation in this area and further improve the modal split.

Policy 3.C.2.22 states that until such time as Station Area Plans are completed, any development application submitted within an MTSA will be reviewed generally in accordance with the Transit-Oriented Development Policies included in Section 13.C.3.12. The proposed Official Plan Amendment and Zoning By-law Amendment applications support a compact, high-density, mixed-use development that achieves this policy.

The location of the subject property and the proposed site specific provisions will result in a compatible built form that encourages walkability within a pedestrian-friendly environment, supporting safe, comfortable, barrier-free walking.

Additionally, over 300 secured bicycle parking stalls will be implemented as well as visitor parking spaces, as required by Zoning By-law 2019-051.

Housing Policies:

Section 4.1.1 of the City's Official Plan states that it is a City objective to provide for an appropriate range, variety and mix of housing types and styles, densities, tenure and affordability to satisfy the varying housing needs of our community through all stages of life. In addition, 4.C.1.12. states that "The City favours a land use pattern which mixes and disperses a full range of housing types and styles both across the city as a whole and within neighbourhoods." The proposed development will increase the range of dwelling units available in the city, and in particular within the Pioneer Tower East / Sportsworld MTSA. The site development concept includes a mix of 1-, 2-, and 3-bedroom dwelling units. The range of unit types in this location will appeal to a variety of household needs. Moreover, the mixed-use nature of the proposed redevelopment as well as the building form will assist in achieving complete community.

Sustainable Development:

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

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

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

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

The applicant submitted an initial Sustainability Statement in support of the subject applications. This document states that energy modelling was completed for the first phase of the proposed development, which confirms adherence and/or exceedance of components of Energy Star, R-2000, and Built Green programs with respect to energy conservation and reduced greenhouse gas emissions. City Environmental Planning staff are satisfied with the Sustainability Statement and will continue to work with the applicant through the future site plan processes to explore additional sustainable development initiatives.

Proposed Official Plan Amendment Conclusions:

The Official Plan Amendment application requests that the land use designation as shown on *Map 3 – Land Use* of the 2014 Official Plan be changed from *Commercial Campus* to *Mixed Use* with a Site Specific Policy Area to allow a maximum building height of 30 storeys and 99 metres and a maximum Floor Space Ratio of 6.2. Based on the above noted policies and analysis, Planning staff is of the opinion that the proposed Official Plan Amendment represents good planning and recommends that the requested Official Plan Amendment be adopted.

SECTION 4 – THE AMENDMENT

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

- a. Amend *Map No. 3 – Land Use* by designating the lands municipally addressed as 4396 King Street East and 25 Sportsworld Drive as *Mixed Use* instead of *Commercial Campus*, as shown on the attached *Schedule ‘A’*;
- b. Amend *Map No. 5 – Specific Policy Areas* by adding *Specific Policy Area No. 59* to the lands municipally addressed as 4396 King Street East and 25 Sportsworld Drive, as shown on the attached *Schedule ‘B’*; and
- c. Add *Site Specific Policy 15.D.12.59* as follows:

59. 4396 King Street East and 25 Sportsworld Drive

Notwithstanding the *Mixed Use* land use designation and the policies of the lands located at 4396 King Street East and 25 Sportsworld Drive:

- i) The maximum floor space ratio will be 6.2;
- ii) The maximum number of storeys will be 30;

- iii) The maximum building height will be 99 metres;
- iv) A Holding provision pursuant to Section 17.E.13 will apply to residential uses and other sensitive uses. The Holding provision will not be removed until such time as a detailed stationary noise study has been provided to the Regional Municipality of Waterloo, any mitigation measures have been implemented, and a release has been issued by the Region; and
- v) A Holding provision pursuant to Section 17.E.13 will apply to residential uses and other sensitive uses. The Holding provision will not be removed until such time as a Record of Site Condition has been acknowledged by the Province and a release has been issued by the Regional Municipality of Waterloo.

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood
4396 King Street East & 25 Sportsworld Drive



Concept Drawing

Have Your Voice Heard!

Date: **March 6, 2023**
Time: **7:00 p.m.**
Location: **Council Chambers,
Kitchener City Hall
200 King Street West
or Virtual Zoom Meeting**

To view the staff report, agenda,
meeting details, start time of this item
or to appear as a delegation, visit:

kitchener.ca/meetings

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

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

or contact:

Andrew Pinnell, Senior Planner
519.741.2200 x 7668
andrew.pinnell@kitchener.ca



Mixed Use
including
Commercial



FSR of 6.2,
99 Metres
in Height



30 Storeys,
616 Dwelling
Units










Applications to amend the Official Plan and Zoning By-law will be considered to facilitate a mixed-use development having a maximum building height of 99 metres (30 storeys), a Floor Space Ratio (FSR) of 6.2, providing 616 dwelling units and 1,300 square metres of commercial floor area, and having a reduced parking rate of 0.85 spaces per dwelling unit.

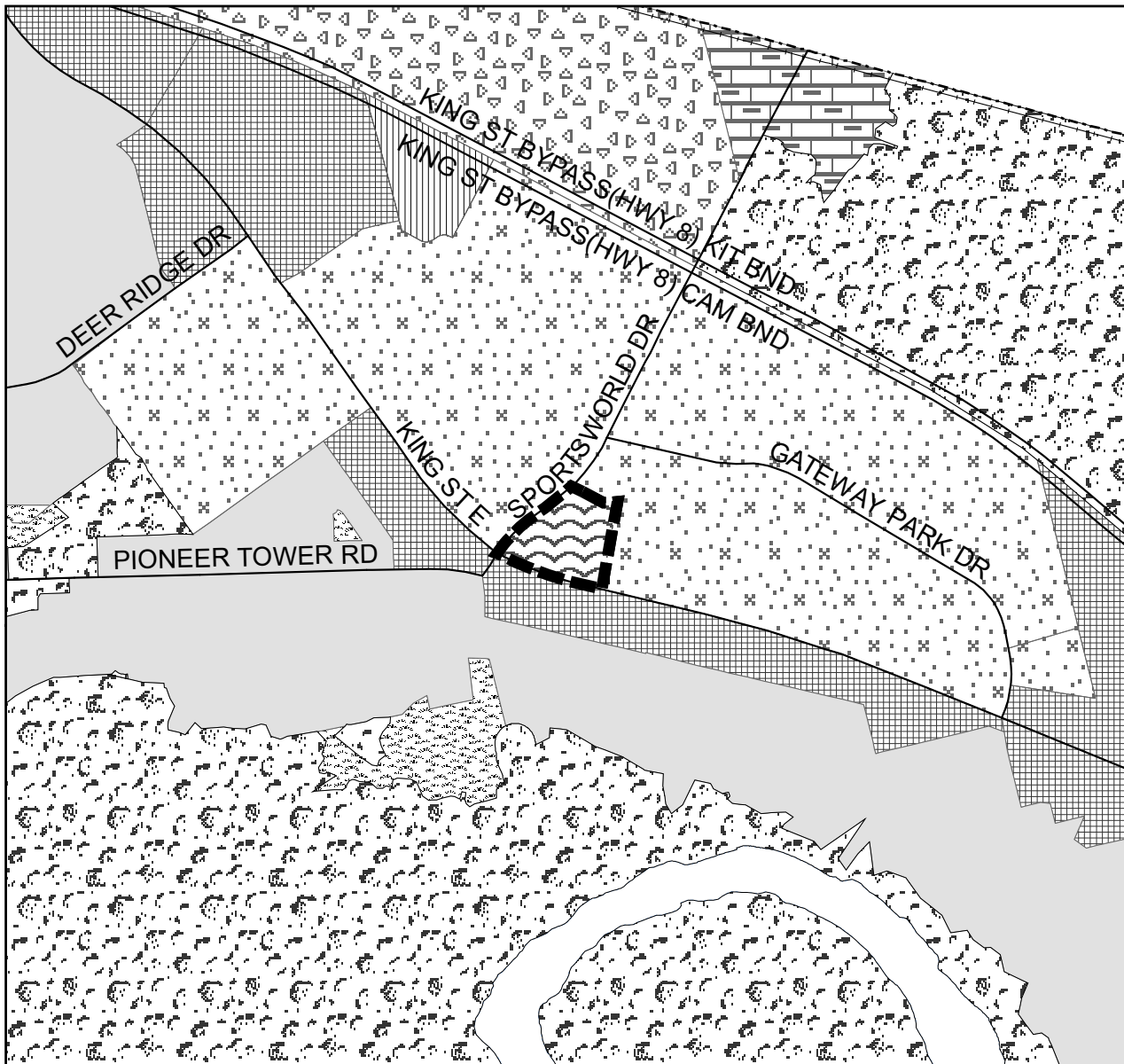
APPENDIX 2: Minutes of the Planning & Strategic Initiatives Committee Meeting (March 6, 2023)

APPENDIX 3 - Minutes of the Meeting of City Council (March 20, 2023)

**CITY OF KITCHENER
OFFICIAL PLAN
AMENDMENT TO MAP 3
LAND USE**



-  Low Rise Residential
-  Commercial Campus
-  Commercial
-  Business Park Employment
-  Institutional
-  Natural Heritage Conservation
-  Open Space
-  Major Infrastructure and Utilities
- Area of Amendment**
-  From Commercial Campus
To Mixed Use



SCHEDULE 'A'

APPLICANT: TAYLORWOOD PARK
HOMES INC. & SPORTSWORLD
SHOPPING CENTRE INC.

4396 KING ST E & 25 SPORTSWORLD DR



0 250
METRES
SCALE 1:10,000

DATE: JANUARY 11, 2023

REVISED:

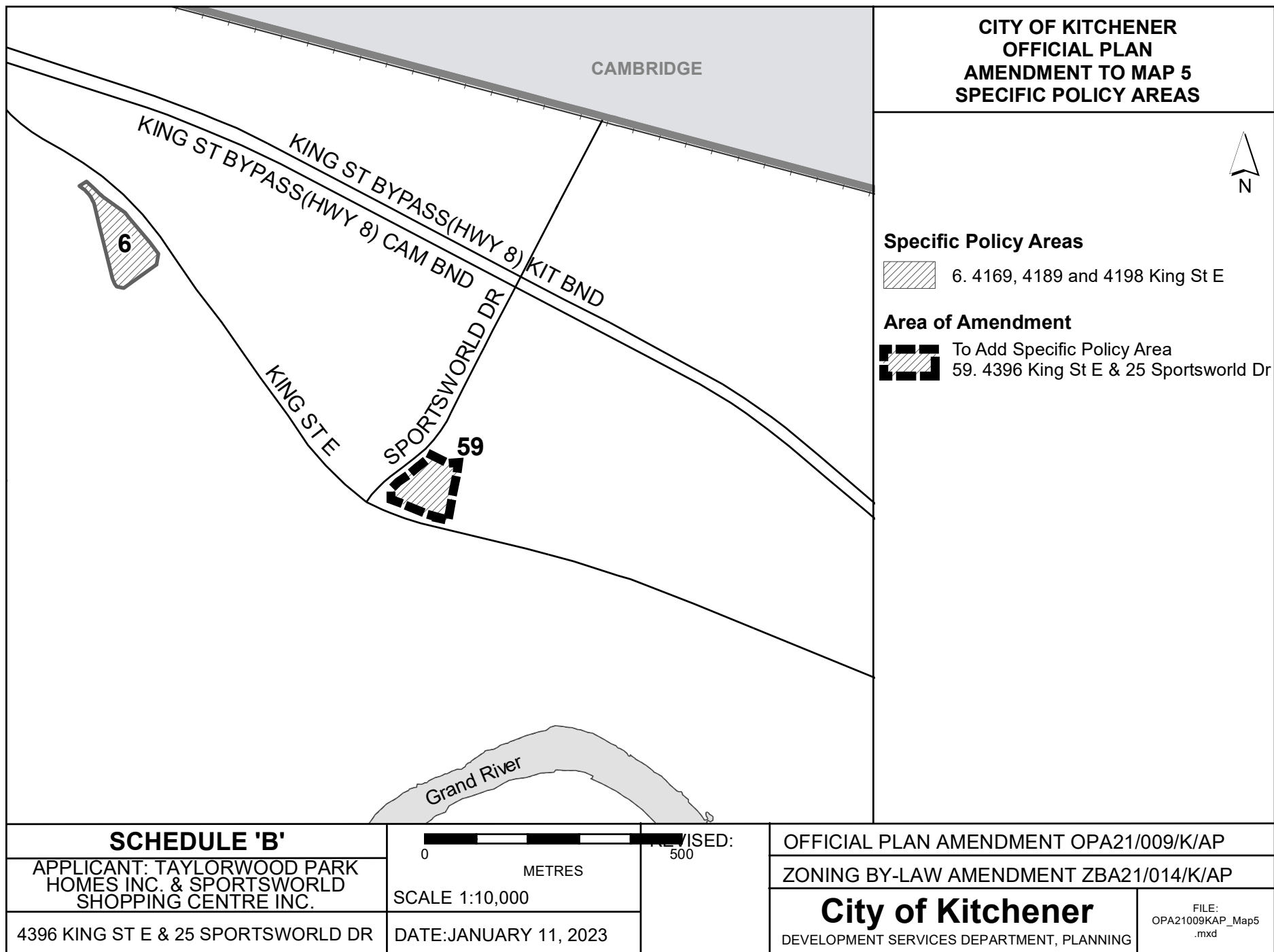
OFFICIAL PLAN AMENDMENT OPA21/009/K/AP

ZONING BY-LAW AMENDMENT ZBA21/014/K/AP

City of Kitchener

DEVELOPMENT SERVICES DEPARTMENT, PLANNING

FILE:
OPA21009KAP_MAP3
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PROPOSED BY – LAW

_____ 2023

BY-LAW NUMBER ____

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to amend By-law 2019-051, as amended, known as the Zoning By-law for the City of Kitchener

– Sportsworld Shopping Centre Inc. and Taylorwood Park Homes Inc. – 4396 King Street East and 25 Sportsworld Drive)

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

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

1. Zoning Grid Schedule Number 289 of Appendix “A” to By-law Number 2019-051 is hereby amended by changing the zoning applicable to the parcel of land specified and illustrated as Area 1 on Map No. 1, in the City of Kitchener, attached hereto, from Commercial Campus Zone (COM-4) to Mixed Use Three Zone (MIX-3) with Site Specific Provision (358) and Holding Provision 40H and Holding Provision 41H.
2. Zoning Grid Schedule Number 289 of Appendix “A” to By-law Number 2019-051 is hereby further amended by incorporating additional zone boundaries as shown on Map No. 1 attached hereto.
3. Section 19 of By-law 2019-51 is hereby amended by adding Site Specific Provision (358) thereto as follows:

“(358). Notwithstanding Section 5.6, Table 5-5, Section 8.3, Table 8-1, and Table 8-2 of this By-law within the lands zoned MIX-3 and shown as being affected by this subsection on Zoning Grid Schedule Number 289 of Appendix “A”, the following special regulations shall apply:

- a) One multiple dwelling, with a maximum of 88 dwelling units, shall be permitted on a lot without a non-residential use where there is an approved Urban Design Brief that includes a Master Site Plan that

demonstrates the overall development can provide a non-residential use through future development phases. Said building shall be permitted to have a *street line façade*, and no additional *street line façade* regulations from the MIX-3 Zone shall apply to the building.

- b) For the Sportsworld Drive *street line*, there shall be no minimum *ground floor street line façade* width as a percent of the width of the abutting *street line* where there is an approved Urban Design Brief that includes a Master Site Plan that demonstrates the overall development can provide a minimum ground floor street line façade width of 45 metres.
- c) The minimum percent *street line façade openings* of the MIX-3 Zone shall only apply to a building immediately abutting the intersection of the King Street East and Sportsworld Drive.
- d) A mid-rise building shall not be required to have a base (podium) and shall not be subject to stepback requirements.
- e) For a building immediately abutting the intersection of King Street East and Sportsworld Drive, the minimum amount of non-residential *gross floor area* on the ground floor shall be 1,300 m².
- f) There shall be no requirement for minimum percent of non-residential gross floor area.
- g) The maximum Floor Space Ratio shall be 6.2.
- h) The maximum building height shall be 99 metres.
- i) The maximum number of storeys shall be 30.
- j) The minimum interior side yard setback (i.e., setback from the easterly side lot line) shall be 3.0 metres.
- k) The minimum number of parking spaces for Dwelling Unit and Multiple Dwelling shall be 0.85 spaces per dwelling unit.”

4. Section 20 of By-law 2019-51 is hereby amended by adding Section (40H) thereto as follows:

“(40H). Notwithstanding Section 8 of this By-law within the lands zoned MIX-3 and shown as being affected by this subsection on Zoning Grid Schedule Number 289 of Appendix “A”, no residential use or other sensitive land use shall be permitted until such time as a detailed stationary noise study has been completed and implementation measures have been addressed to the satisfaction of the Region of Waterloo. The detailed stationary noise study shall review the potential impacts of the development on itself

(e.g., HVAC system on the sensitive points of reception) and the impact of the development on the adjacent sensitive land uses. This Holding Provision shall not be removed until the City of Kitchener is in receipt of a letter from the Regional Commissioner of Planning, Housing and Community Services advising that such noise study has been approved and an agreement, if necessary, has been entered into with the City and/or Region, as necessary, providing for the implementation of any recommended noise mitigation measures.”

5. Section 20 of By-law 2019-51 is hereby amended by adding Section (41H) thereto as follows:

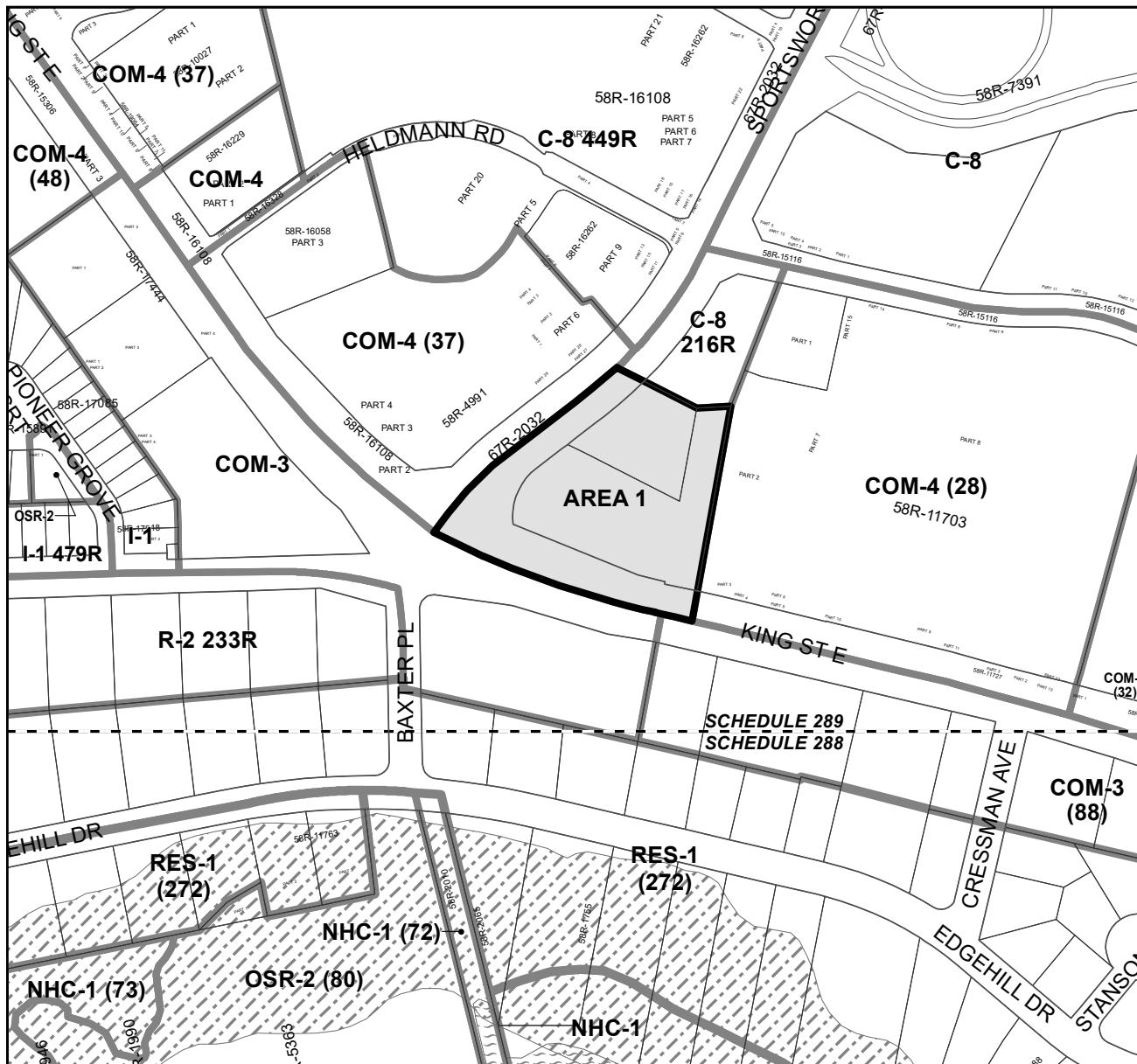
“(41H). Notwithstanding Section 8 of this By-law within the lands zoned MIX-3 and shown as being affected by this subsection on Zoning Grid Schedule Number 289 of Appendix “A”, no residential use or other sensitive land use shall be permitted until such time as a Record of Site Condition (RSC) in accordance with O. Reg. 153/04, as amended, has been filed on the Ministry of Environment, Conservation and Parks (MECP) Environmental Site Registry and the Ministry Acknowledgement letter has been submitted to the satisfaction of the Region. This Holding Provision shall not be removed until the City of Kitchener is in receipt of a letter from the Regional Commissioner of Planning, Housing and Community Services advising that said Ministry Acknowledgement letter has been submitted to the satisfaction of the Region.”

6. This By-law shall become effective only if Official Plan Amendment No. ___ (4396 King Street East and 25 Sportsworld Drive) comes into effect, pursuant to Section 24(2) of The Planning Act, R.S.O. 1990, c. P. 13, as amended.

PASSED at the Council Chambers in the City of Kitchener this day of
, 2023.

Mayor

Clerk



SUBJECT AREA(S)



AMENDMENT TO BY-LAW 2019-051

AREA 1 -

FROM COMMERCIAL CAMPUS ZONE (COM-4)
TO MIXED USE THREE ZONE (MIX-3)
WITH SITE SPECIFIC PROVISION (358)
AND HOLDING PROVISIONS (40H) AND (41H)

BY-LAW 85-1

C-8 COMMERCIAL CAMPUS ZONE
I-1 NEIGHBOURHOOD INSTITUTIONAL ZONE
R-2 RESIDENTIAL TWO ZONE

BY-LAW 2019-051

COM-3 ARTERIAL COMMERCIAL ZONE
COM-4 COMMERCIAL CAMPUS ZONE
NHC-1 NATURAL HERITAGE CONSERVATION
ZONE
OSR-2 OPEN SPACE: GREENWAYS ZONE
RES-1 LOW RISE RESIDENTIAL ONE ZONE
MIX-3 MIXED USE THREE ZONE

ZONE GRID REFERENCE
SCHEDULE NO. 289
OF APPENDIX 'A'

KITCHENER ZONING BY-LAW 85-1 AND 2019-051

— ZONE LIMITS



FLOODING HAZARD

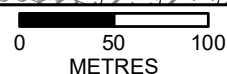


SLOPE EROSION HAZARD

MAP NO. 1

TAYLORWOOD PARK HOMES INC. &
SPORTSWORLD SHOPPING CENTRE INC.

4396 KING ST E & 25 SPORTSWORLD DR



SCALE 1:4,000

DATE: JANUARY 11, 2023

ZONING BY-LAW AMENDMENT ZBA21/014/K/AP

OFFICIAL PLAN AMENDMENT OPA21/009/K/AP

City of Kitchener

DEVELOPMENT SERVICES DEPARTMENT, PLANNING

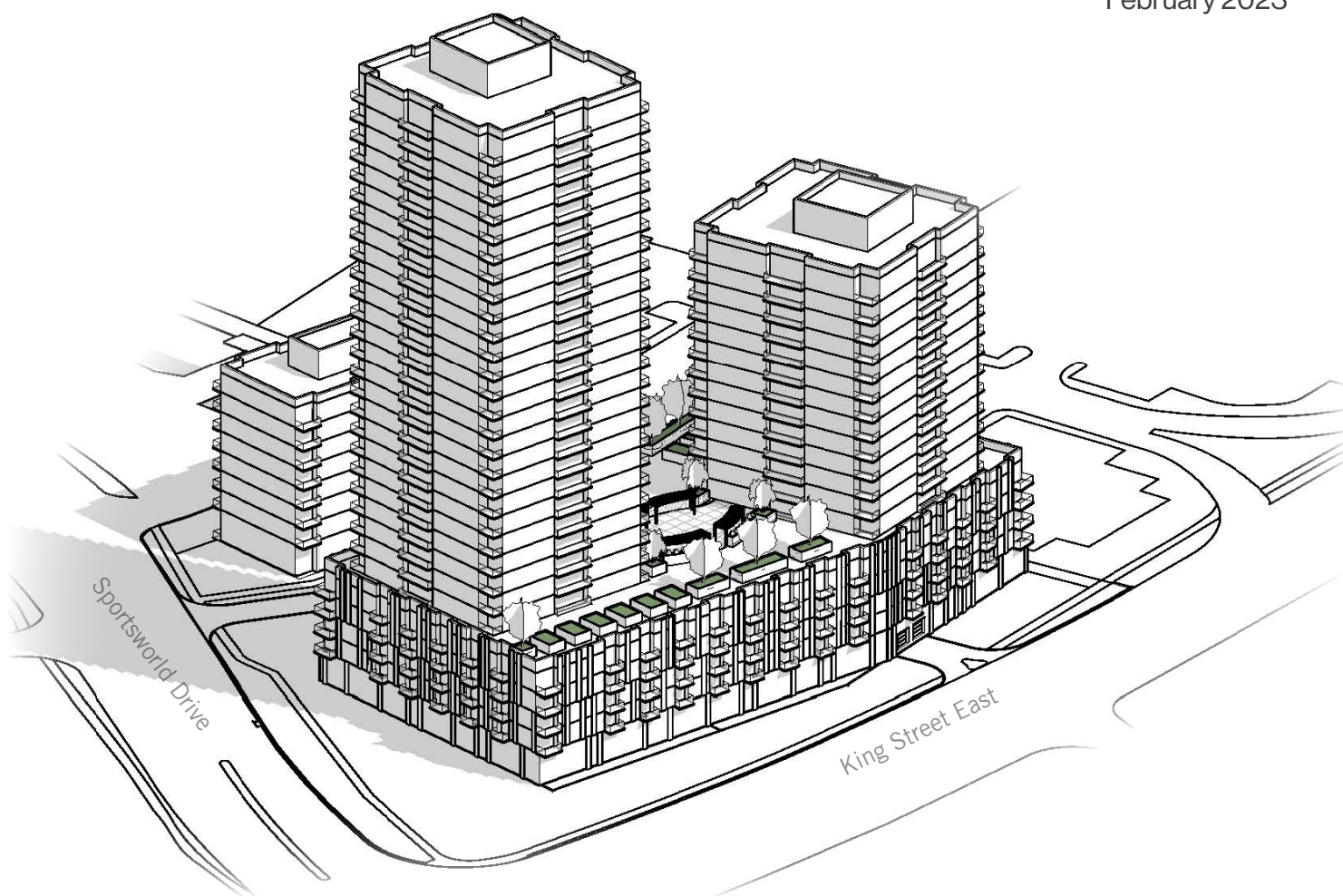
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REVISED URBAN DESIGN BRIEF

4396 King Street

City of Kitchener
Official Plan Amendment
Zoning By-law Amendment

February 2023



Prepared for:

Taylor Construction Ltd.
41 Toro Road,
Toronto, ON
MJ3 2A4

Prepared by:

GSP Group Inc.
72 Victoria Street South, Suite 201
Kitchener, ON
N2G 4Y9



Aerial view of the Site

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7. SUMMARY



Overall Site Context - Aerial view

1. BACKGROUND AND PURPOSE

1.1 Project Background

Taylorwood Construction Limited owns 4396 King Street East (a small strip commercial development) at the corner of King Street East and Sportsworld Drive as well as 25 Sportsworld Drive (property immediately to the north that previously contained the Pioneer BBQ restaurant. The Site is approximately 1.05 hectares in area and is part of the Commercial Campus in the Sportsworld Drive area.

In late 2017 and 2018 Taylorwood began a Site Plan Approval process for the northern property (formerly the restaurant) and looked at options to develop the Site for drive through restaurants and commercial developments in demand to market needs at the time. After working through a variety of options with City of Kitchener planning staff, Taylorwood concluded that the best option for the Site is to consolidate the two parcels and consider a more intensive development that looks beyond short term commercial opportunities and starts to create a more complete community in this area building on the proposed rapid transit system.

In May of 2018, The Region of Waterloo confirmed an alignment for the extension of the ION LRT system from Kitchener to Cambridge which includes traversing this area along King Street East and establishing a station about 300 metres west of the subject Site on King Street East.

A higher density redevelopment of the Site recognizes a number of factors at play, both contextually and with respect to the Site, including:

- The King/Sportsworld area is maturing and the area is no longer between Kitchener and Preston.
- Commercial markets are changing and there is less demand for “bricks and mortar” as evidenced by the vacancies in the area as well as the inability of Sportsworld Crossing to complete its retail component.
- In addition to the retail space in the area, there is an office component and in total a lot of jobs are available close to the Site. The Cambridge business park is also located very close and easily accessed from Sportsworld Drive.
- The Site is very close to Highway 401 for residents who may need to commute out of town for work.
- The extension of the LRT service as well as the nearby local and regional bus terminal gives this area significant transit infrastructure.

An Official Plan amendment and zoning by-law amendment are required to facilitate this development. The proposed Official Plan Amendment seeks to redesignate from Commercial Campus to Mixed-Use (MIX-3 zone). The MIX-3 Zone permits a wide range of commercial uses, such as retail, restaurants, and offices. Dwelling units are permitted in both mixed-use buildings as well as multiple residential buildings.

1.2 Project Scope

This Urban Design Report is prepared for an Official Plan amendment as well as a Zoning By-law amendment for the Proposed Development, required per the December 2019

Pre-Submission Consultation. The Kitchener Official Plan defines an Urban Design Report as follows: *“an urban design document that may be required of an owner/applicant to demonstrate how a development application implements the City’s Urban Design Manual”*.

1.3 Subject Site

The Site is approximately 1.05 hectares in area, located at the intersection of King Street East and Sportsworld Drive. The Site has dual frontages and is trapezoidal in shape, with approximately 118 metres of frontage along King Street East and approximately 126 metres of frontage along Sportsworld Drive.

The southern portion of the Site - 4396 King Street East - is currently occupied by a 1-storey commercial retail building containing approximately 1,400 m² (72m length by 20m depth), set back approximately 37m from King Street East, and 25m from Sportsworld Drive. The building is serviced by a parking lot of an approximately similar size to the building footprint, as well as additional parking perpendicular to Sportsworld Drive. A drive through lane, parallel to King Street East, offers drive through access to the Tim Hortons restaurant located at the south east corner of the building.

The northern portion of the Site - 25 Sportsworld Drive - is currently vacant, with the footprint of the former building (Pioneer BBQ restaurant) still visible, along with surrounding parking areas. An asphalt road and row of coniferous trees demarcates the transition between the two sites.

1.4 Proposed Development

The Proposed Development is a high-density mixed-use project comprising of residential and commercial uses at-grade, with a total of 616 dwelling units. Phase 1 of the Proposed Development includes a 8-storey residential building at the north end of the Site, containing 88 units. Phase 2 includes a podium tower development fronting King Street East, featuring two residential towers of 30-storey and 18-storey, with a combined total of approximately 528 units, siting atop a 5-storey podium with commercial frontages. The Proposed Development features indoor and outdoor amenity areas for resident use. Vehicular access is from Sportsworld Drive for Phase 1 and Phase 2 and this driveway access leads to a drop off area. The access from King Street East is for Phase 2 that leads to structured parking, integrated into the podium and out of public view.

1.5 Content

Taylorwood Construction Limited is currently proposing a mixed-use development on the property at 4396 King Street East (“the Site”) in Kitchener. The Urban Design Report reflects the scope identified in the pre-submission consultation record of the December 19th, 2019 Pre-Submission Consultation Meeting, including:

- A full Wind Study including snow deposition analysis;
- A complete Shadow Analysis;
- A Tall Building Analysis including a discussion of how the proposal meets City design requirements and rationale;

- 3D massing model including preliminary building elevations and anticipated building materials;
- Discussion and assessment of compatibility and contextual fit of the proposal into the existing and planned neighbourhood including a discussion of overlook/ privacy concerns, contribution to city skyline and impacts to views and sightlines;
- Discussion of the proposed massing, scale, design and character including distinction of the base / middle / top portions of the building, articulation, stepbacks/ projections and property setbacks;
- Assessment of functional considerations such as private and common amenity space;
- Discussion and assessment of proposed sustainability measures for the development;
- Preliminary Noise Assessment to inform building design and amenity space location.
- Fosters walkability by creating pedestrian-friendly environments that allow walking to be a safe, comfortable, barrier-free and convenient form of urban travel
- Supports high quality public realm to enhance the identity of the area and create gathering points for social interaction, community events and other activities
- Provides access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking, and passenger transfer and commuter pick-up / drop off areas
- There is a serious deficiency of accessible parkland to serve this development, and therefore on-site amenity space should be maximized both at-grade and within available rooftop spaces. At-grade spaces will need to be protected from both King St. E. and Sportsworld Drive, which are both heavily traveled and very wide streets.

KEY POINTS - RECORD OF PRE-SUBMISSION CONSULTATION

- Support for high density development since Site is within a Major Transit Station Area due to being within approximately 300m of a planned ION station platform (Sportsworld Cross Rd @King Street East)
- There is very little local park spaces, especially play areas. On-site amenity spaces should be maximized.
- Lack of public parks / amenity space in this neighbourhood, means there is a higher value placed on-site amenity space. Private amenity space should be maximized.

Transit Oriented Development (Integrated Transportation System section) provisions including:

- Interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed use development



2. CONTEXTUAL FIT

2.1 Neighbourhood Context

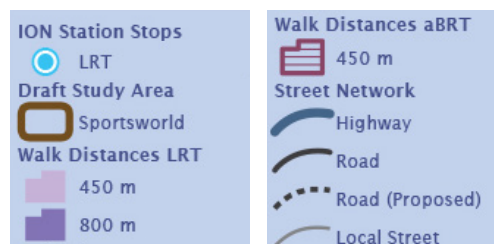
The Site is part of the Sportsworld Draft Station Study Area, included in the Planning Around Rapid Transit Stations (PARTS) study by the City of Kitchener.

This area “encompasses approximately 40 hectares of land south of the Sportsworld ION Station Stop and generally extends to Gateway Park Drive and Heldmann Road and is intersected by Highway 8. There are currently no people living within the draft station area and, using the assumptions employed by the Kitchener Growth Management Strategy, it is estimated that there are 512 jobs located within the draft station study area for a calculation of an average of 13 jobs per hectare (p.103).

The PARTS Sportsworld Study Area identifies the following existing conditions in the area: 37% of land within the Sportsworld Draft Station Study Area is designated Business Park and 63% of land designated Planned Commercial Campus in the current Official Plan and is generally in consistent with the existing zoning; buildings cover approximately 5% of the land within the focus area which are mainly dominated by low rise, large format commercial and office uses with large areas of surface parking and underutilized retail uses with limited sidewalks that adds little to a quality streetscape; there are no parkland and a City owned community facility (Sportsworld Arena) currently exists within the station focus area; 13% of land within the Sportsworld draft station study area is designated Natural Heritage System; and an increase in transit ridership is anticipated, hence the Sportsworld draft station study area will be served by existing and future transit services.



PARTS Plan: Sportsworld Station Study Area



2.2 Immediate Context

1 North

The Site abuts two 1-storey retail buildings serviced by a parking lot to the north. There are two entry/exit points to the property: one from Sportsworld Drive and other from Gateway Park Drive. The Site also offers a drive through ATM service at the corner of Sportsworld Drive and Gateway Park Drive.

2 East

The abutting property to the east 4438 King St East is a 1-storey Costco building, with a large paved surfaces and parking lot that extends the length of the whole block between King Street and Gateway Park Dr. The Costco building is located at the rear end of the property with back facing to Gateway Park Dr. and is surrounded by surface parking on all sides and a 1-storey retail store closer to the access point along Gateway Park Drive.

3 South

Immediately to the south is a commercial plaza similar in scale to the Site. Adjacent to and beyond this plaza is a residential neighbourhood, primarily comprised of single detached houses. These houses do not have frontage along King Street East and are accessed by side streets.

4 West

Directly abutting the Site to the west is Sportsworld Drive. The existing cross section of Sportsworld Drive at this location has two-lanes with sidewalks on either side.

Across Sportsworld Drive is the Sportsworld Crossing Plaza which includes a few restaurant and retail spaces, all fronting along King Street East. There is a single storey Mc Donald's , situated at the corner of Sportsworld Drive and Gateway Park Dr.



Immediate Context - Aerial view



View looking from King Street East sidewalk.



View looking from the internal driveway at the south-east corner of the Site.





View looking from the corner of Sportsworld Drive and King Street East towards the Site.



View looking from the south-west corner of the Site towards Sportsworld Drive and King Street East intersection.





View looking from north-west side of the Site at 25 Sportsworld Drive.



View looking from north-east side of the Site at 25 Sportsworld Drive.





View looking from Sportsworld Drive sidewalk towards the Site.



View looking from the Site towards Sportsworld Drive.



3. DESIGN POLICY AND GUIDELINE REFERENCES

3.1 Official Plan

The City of Kitchener Official Plan (2014) designates the Site as “Commercial Campus” (COM-4 Zone). The COM-4 Zone does not permit residential uses, therefore a Zoning By-law Amendment is required to facilitate the proposed development.

The Official Plan Amendment proposes to change the designation of the Site from Commercial Campus (COM-4 Zone) to MIXED USE (MIX-3) ZONE. The MIXED USE policies are intended with flexibility to permit a broad range of uses at different scales and intensities. The Mixed Use policies (15.D.4) specifically indicate that *“development and redevelopment of properties will be encouraged to achieve a high standard of urban design, be compatible with surrounding areas, be transit-supportive and cycling and pedestrian-friendly”*.

The proposed redevelopment supports the policy direction by providing further uses and density to the site, that are compatible with the surrounding area and supports alternative modes of transportation.

3.2 General Urban Design Policies

Section 11 of the Official Plan contains general urban design policies that are used to evaluate movement patterns, the relationship between built form and open spaces, integration of natural and cultural resources and development impacts. They include:

- General urban design policies that speak to the city's skyline, CPTED principles, fire prevention, barrier-free accessibility, and shade.
- Site Design policies speak to the building's street relationship landscaping to improve the streetscape; developments to improve aesthetic quality and be safe, comfortable, functional and provide circulation for all transportation modes; and site servicing and utilities to be screened from view from the public realm.
- Building Design, Massing and Scale design policies speak to human-scale proportions to support a comfortable and attractive public realm, including attractive building forms, facades, and roof designs; complementary design of new buildings; and architectural innovation and expression.

Section 17.E.10.5 identifies that urban design briefs together with other design-related are meant to be used to

a) demonstrate that a proposed development or redevelopment is compatible;

b) address the relationship to and the privacy of adjacent residential development; and,

c) ensure compatibility with the existing built form and the physical character of the established area and/or neighbourhood.

3.3 Urban Design Manual

PART A – Design Guidelines

Part A contains design guidelines on various land uses, built types, geographic areas, and urban structure elements. The following topics of design guidelines are relevant to the Site and the proposed building.

a) City-Wide

The City-Wide design guidelines apply to Kitchener as a whole. The main objective of these guidelines is to ensure Kitchener is designed as an inclusive, safe, accessible, comfortable and appealing place to live, work and play. Guidelines are divided into Community Design and Site Design. The Community Design guidelines are primarily used by the City in designing the form and structure of communities through the application of design best practices in a range of topics. The Site Design guidelines address built form, open space and site functionality.

b) Nodes & Corridors

The Nodes & Corridors design guidelines apply to specific areas marked within Kitchener servicing as community focal points. These guidelines have general objectives to support high-quality sustainable development and are broken down into node and corridor classification. The Site is identified within a Neighbourhood Node, projected to serve commercial needs for the surrounding residential areas.

c) Major Transit Station Areas

The Major Transit Station Areas guidelines apply generally for areas surrounding ION Stations. The Site is within such an area, being 300 to 400 metres to the Kitchener Market

Station. Although the guidelines indicate they do not apply to sites subject to the Downtown guidelines, they are germane to the Proposed Development and inform design.

d) Structured Parking

The Structured Parking guidelines apply to the development of above-grade parking structures within Kitchener. The Proposed Development includes six levels of podium parking. The Guidelines are to ensure promote compatibility with the surrounding built form and address materials, articulation, massing and public realm design.

e) Tall Buildings

The Tall Buildings guidelines guide the design of tall buildings in the city, which are defined as those greater than 8 storeys in height. These guidelines are meant to be read in conjunction with the policies of the Official Plan and guidelines of the Urban Design Manual and are meant to be applied on a case-by-case basis.



URBAN DESIGN GUIDELINES MANUALS - PART A

4. SITE AND BUILDING DESIGN OVERVIEW

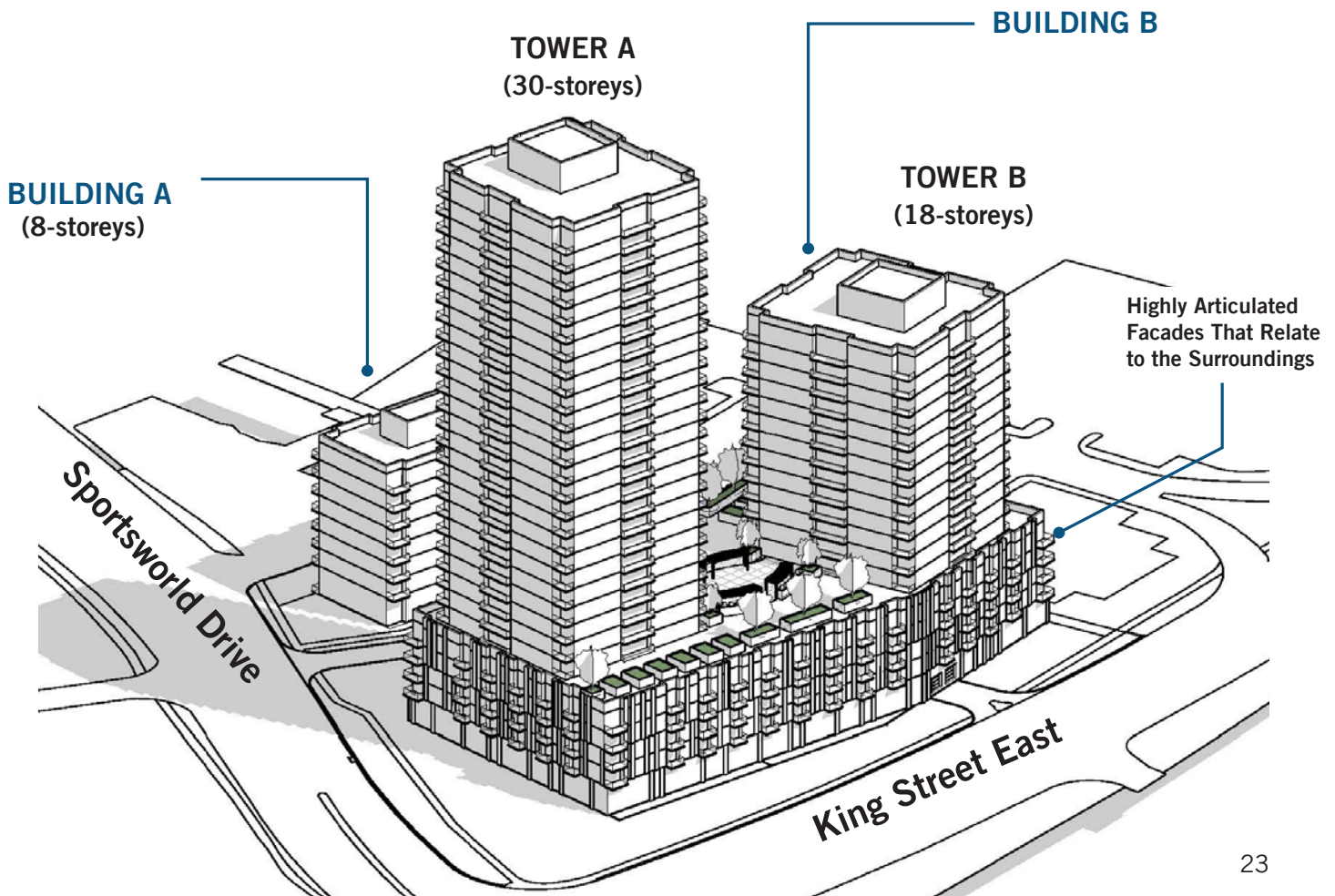
4.1 Building Positioning

The Proposed Development (Buildings A and B) is developed on a trapezoid-shaped Site with two different axes, measuring approximately 120 metres along King Street and Sportsworld Drive. Building A is positioned on the northern portion of the Site, set back 3.3 metres from the property line fronting Sportsworld Drive and 7.5 metres from the northern property line.

Building B is positioned at the intersection of King Street and Sportsworld Drive, set back between 3 and 4 metres. The proposed building (Building A and B) are set back 6.4

and 3 metres, respectively, from the eastern property line shared with adjacent property.

The building's positioning sets the envelope for the building's architecture and ground floor uses to assist in creating a vibrant streetscape along King Street East and Sportsworld Drive. The proposed at-grade retail and lobby functions close to the street will assist with animating the street edges. The highly transparent ground floor exterior on the activity focal points along King and Sportsworld, outlined in the following sections, provides visibility between building interiors and public sidewalks.



4.2 Building Scale and Massing

The Proposed Development's massing and height are generally focused in the southern portion of the Site, along King Street and Sportsworld Drive. The Proposed Development (Buildings A and B) has a collective gross floor area of 64,128.5 square metres (above grade), resulting in an FSR of 6.1.

Phase 1 of the Proposed Development (Building A) includes a 8-storey, residential building measuring 26.4 metres from ground floor to the 8th floor top (plus 4.0 metres to a recessed mechanical penthouse). The proposed Building A has a total of 88 units, a mix of 1-bedroom and 2-bedroom typical floor plans ranging from 540 square feet (50 square metres) to 940 square feet (87 square metres). Building A features dwelling units on all floors, with a small portion of the first floor dedicated to a lobby, amenity areas, bike storage, garbage, move-in space and utilities.

Phase 2 includes a podium tower development (Building B) fronting King Street, including two residential towers of 25-storey and 13-storey atop a 5-storey podium.

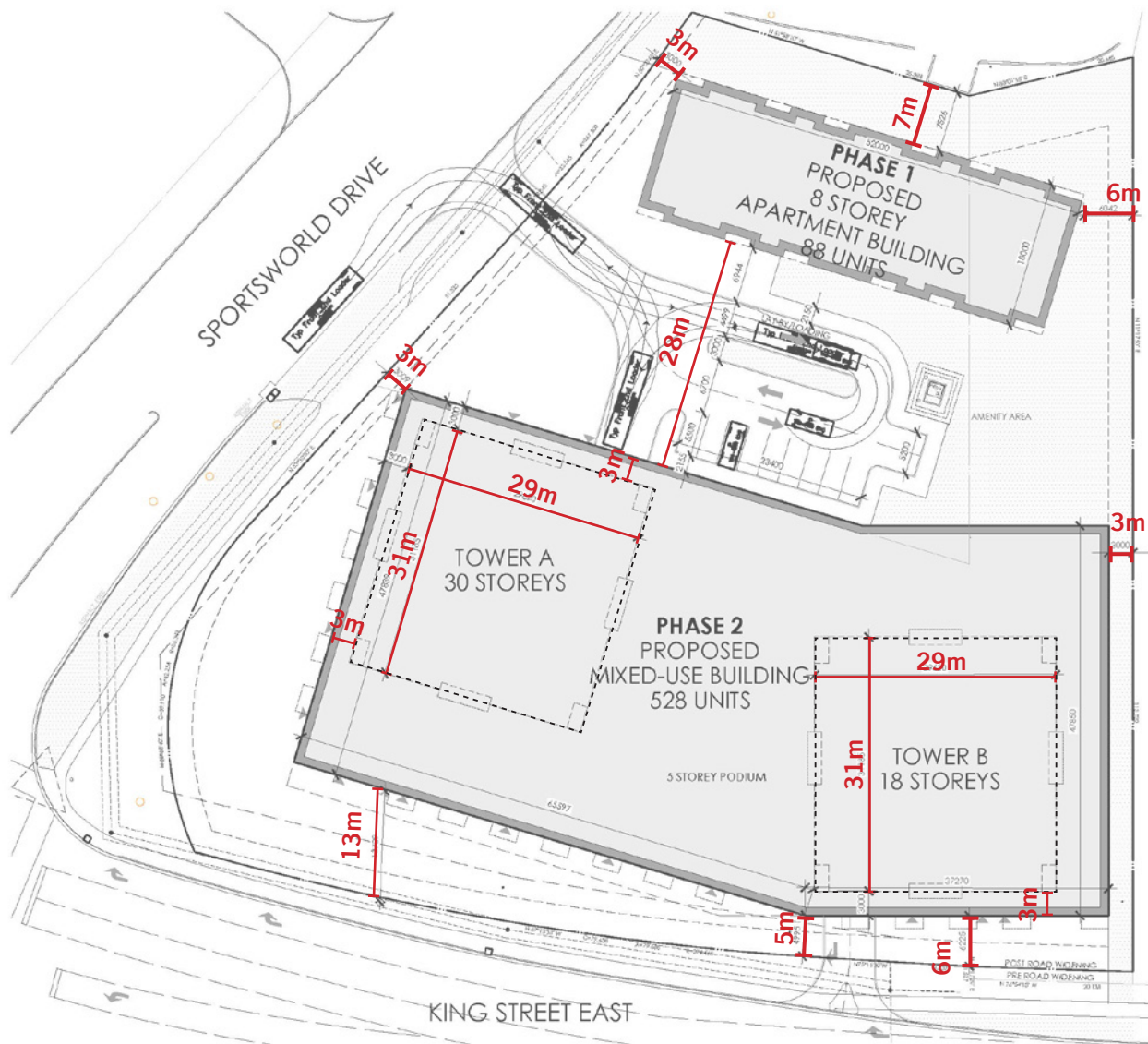
The 5-storey mixed use podium measures at 18.9 metres from ground floor to the 5th floor roofline with at-grade commercial units along King Street East and Sportsworld Drive. The podium's ground floor along King and Sportsworld is lined with continuous commercial units. The commercial area will be comprised of a series of individual units with direct accesses to the sidewalk.

The proposed Building B has two distinct towers to break up the building mass which

contributes to an interesting skyline, and minimize impacts on surrounding properties. The towers (A and B) are positioned atop the podium with a substantial setback from King and Sportsworld. The two towers rise in a slender fashion with a square-shaped, 878.9 square metres footprint, measuring 31.2 metres by 29.6 metres wide. This slender form coupled with towers setbacks minimize shadow and wind impacts per the supporting assessments.

The towers (A and B) contain 509 residential units (528 units in total, includes podium and towers) with a mix of 1-bedroom and 2-bedroom units, typical floor plans ranging from 540 square feet (50 square metres) to 1455 square feet (135 square metres). Preliminary floor plans show individual unit balconies for both podium and towers.

The building has a communal rooftop terrace on the podium rooftop, wrapping the tower base on all sides. It will provide a range of recreation, activity and relaxation opportunities for residents.



SITE PLAN SHOWING SETBACKS AND STEP-BACKS

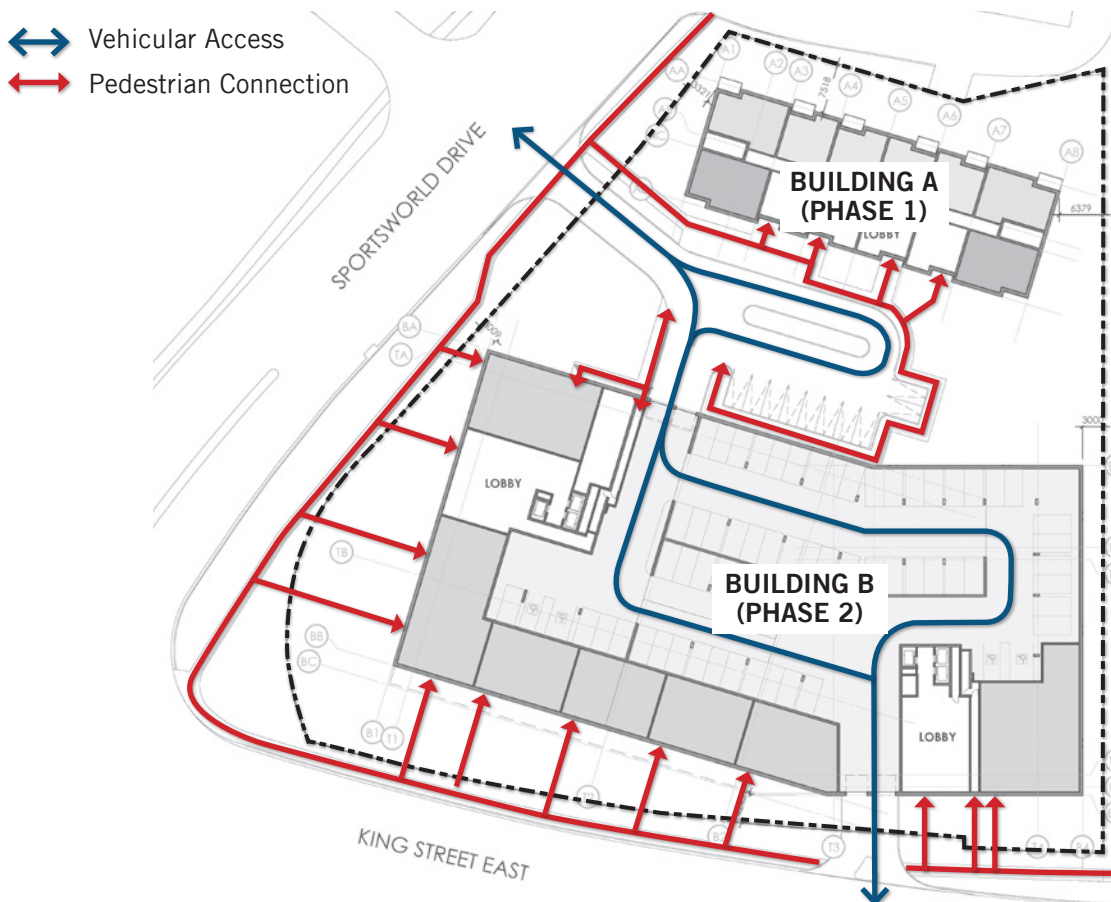
4.3 Access and Circulation

Building positioning on the Site provides direct vehicular and bicycle access to the buildings from the bounding streets and sidewalks. Vehicular access to the Site is proposed via two driveways: one from King Street and; other from Sportsworld Drive. These two driveways provide vehicular access to the surface and below-grade parking. Building entrances (commercial and residential) are easily accessed by public sidewalk along the King Street and Sportsworld Drive.

The Site, including Phase 1 (Building A) and

Phase 2 (Building B), provides an integrated walkway system and barrier-free pathways are proposed to connect building entrances from the public sidewalk. The entrance to Building A lobby is mid-building, accessed from the internal driveway.

The Building B has two lobby entrances to the residential units which can be easily accessed from King Street and Sportsworld Drive. The entrance to the smaller commercial units are located along King Street and Sportsworld Drive, accessed from multiple walkways leading into concrete walkway lining the building.



PEDESTRIAN AND VEHICLE CIRCULATION THROUGH THE SITE

4.4 Loading and Service

Loading and services entrances for the Site are accessed from Sportsworld Drive, aligned with surface parking. An internal garbage, loading and service room is located on the ground floor of Building A facing the internal shared driveway. Emergency service vehicles are accommodated through the surface parking area. Storage areas are provided in the podium of Building B.

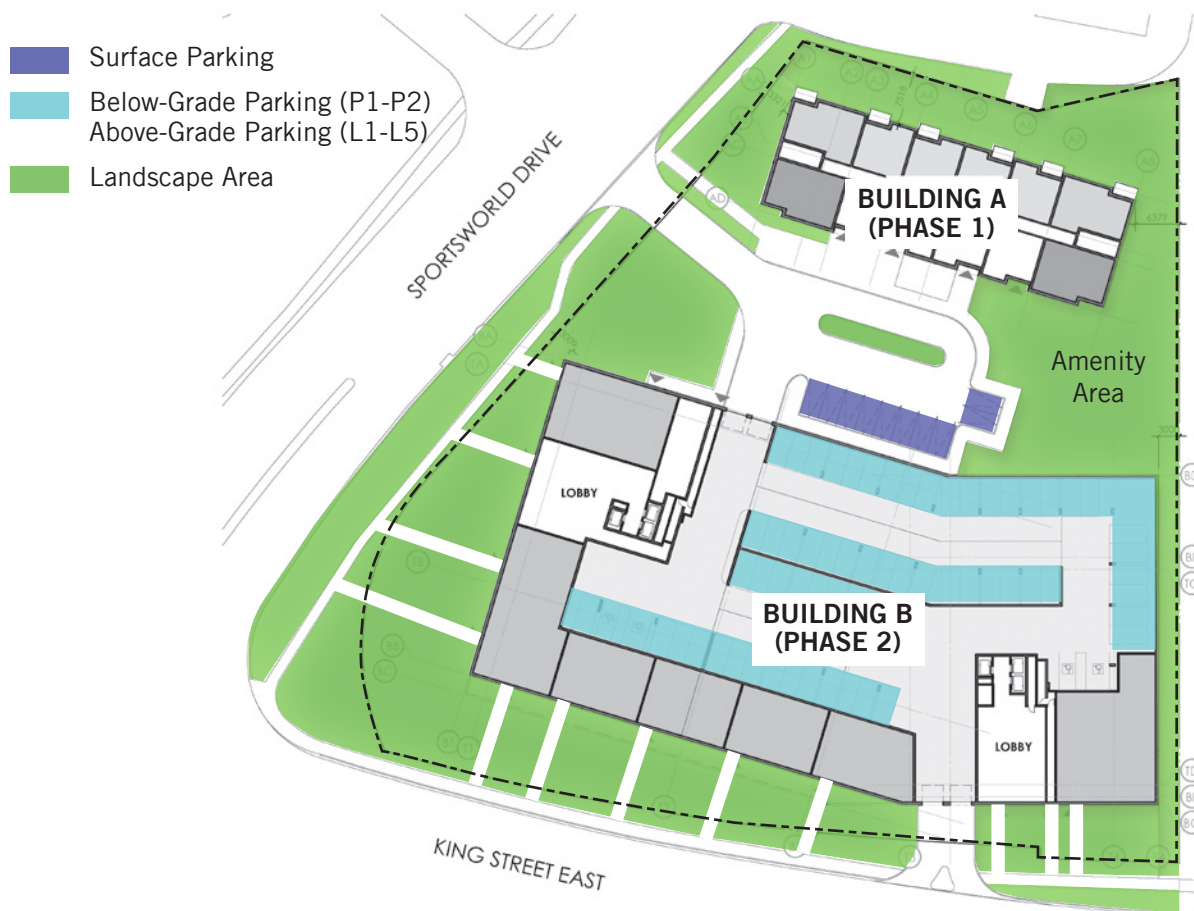
4.5 Car Parking

The Proposed Development includes at-grading parking along with two levels of underground parking and five levels above-grade parking

within the building podium.

Parking in Building B is contained within an integrated parking garage. The proposed parking plan consists of 11 surface parking, 228 on two levels of underground parking and 357 located above grade (Level 1-5) structured parking contained within the proposed building footprints. The parking garage is accessed from both King and Sportsworld.

The proposed parking spaces are inclusive of barrier-free spaces, visitors and commercial parking and electric vehicle parking. All parking are located behind the face of the building and not visible from the streets.

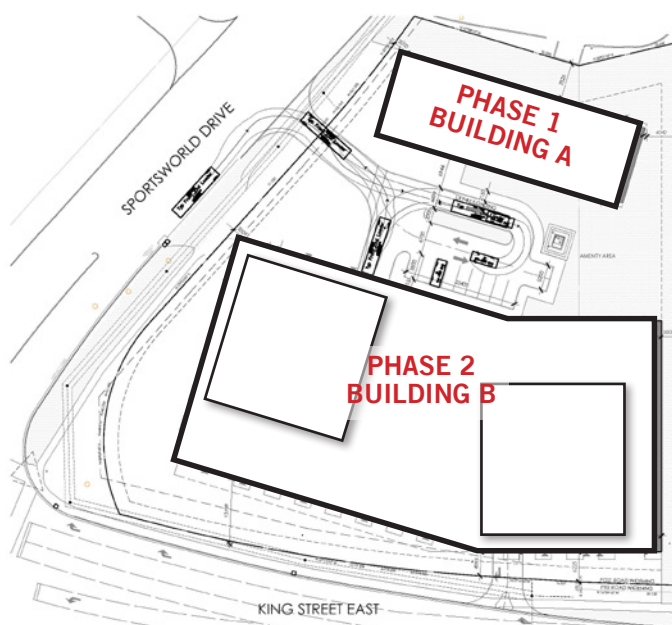
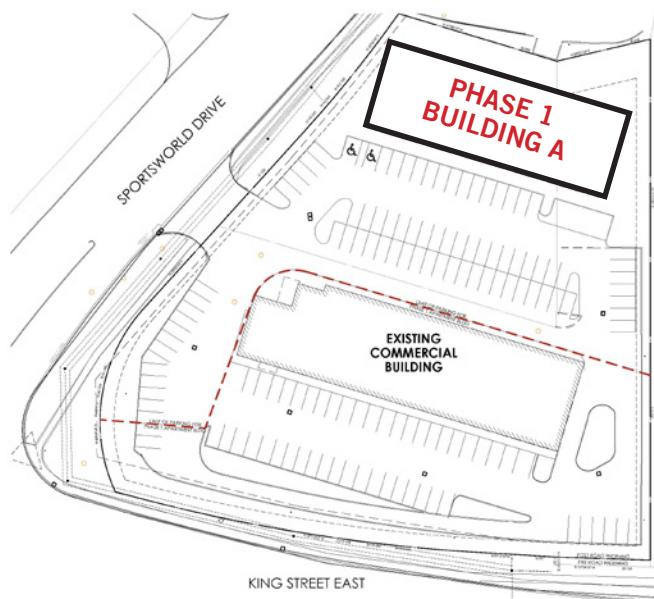


PARKING LAYOUT THROUGH THE SITE

4.6 Bicycle Parking

For Building A, an indoor bicycle storage room is provided at-grade, accessed externally by the pathway along the building's edge.

For Building B, the indoor bicycle storage rooms are provided within the integrated parking garage.



DEVELOPMENT OF THE PROPOSED BUILDING (A AND B) PHASES

4.7 Streetscape and Landscape Design

Detailed landscape plans have not been explored at this time. The building positioning, ground floor commercial units, and glass transparency support an animated streetscape along King Street and Sportsworld Drive. There are opportunities for comprehensive landscape treatments that contribute to an attractive, pedestrian-oriented streetscape.

The streetscape will be designed to encourage pedestrian connectivity to the public realm and create emphasis at the commercial and lobby entrances. The building design provides pedestrian protection from weather elements through extended overhead canopies at grade, strategically placed and designed across the site to further enhance the pedestrian

experience. In addition, there will be a high concentration of windows and entrances along both the King Street East and Sportsworld Drive streetscape to further activate the streets and provide visual interest.

Conceptually, this includes street trees in curbside boulevards along Sportsworld Drive and building foundation plantings lining the two street-facing edges with planted beds of trees, shrubs and perennials. The substantial width along Sportsworld Drive between building edge and curb edge allows for street trees and foundation plantings bed in depth as well as hardscaped spaces with seating elements for outdoor use.



CONCEPTUAL ROOFTOP TERRACE PLAN - BUILDING B

Source: ABA Architects

The provision of indoor and outdoor amenity spaces offers private open space for building residents that supplement park and open space requirements. Outdoor amenity features are intended to provide space for play, gathering, sitting, and activity. The intervening space at grade between the two buildings provides opportunities for outdoor amenity area for passive and active social gatherings for the residents. Building A's ground floor contains two indoor amenity rooms of 87 square metres each, with access to the outdoor space. The outdoor space will provide a range of recreation, activity and relaxation opportunities for residents such as space for a shade structure and cluster seating to accommodate various group sizes and families, with the remainder of the space proposed as a playground for children to use and enjoy.

The above-grade amenity areas consist of the rooftop communal terrace on the 6th floor and indoor amenity space on every floor of the towers (for both Towers A and B) ranging in size from 55 to 59 square metres. The towers are spaced around the podium which will assist in allowing natural light to spill into the rooftop amenity areas. The rooftop outdoor amenity space is directly visible and accessible from the indoor amenity rooms. A detailed landscape design plan for the rooftop terrace has not been explored at this time. Conceptually, this rooftop amenity area is principally a hard surface treatment of deck pavers for durability and ease of maintenance. Soft landscape treatments are added through raised massed planted beds, including deciduous canopy trees within the beds and standalone, together with movable planters around the perimeter of the

terrace. A large pergola structure in the middle is proposed, to promote the dispersement and deflection of wind and create a suitable microclimate within that area.

Indoor amenity uses shall be determined at Site Plan application. At a minimum, indoor amenity spaces shall include a gym and theatre/party room. Indoor amenity space on the ground floor provides larger spaces for residents to gather and use for socializing and relaxation.

Overall, the Proposed Development includes a combined total of 2,300 square metres of amenity areas (exceeding the required 1,230 square metres of amenity area). Of this, approximately 1000 square metres is outdoor amenity areas; 900 square metres is at-grade landscaped amenity area; approximately 174.6 square metres of indoor amenity area for Building A; and approximately 231.8 square metres of indoor amenity areas for Building B.



Representative example of Galet Seating Arrangement



Representative example of Podium furnishings with Shade Structure to support passive/social recreation



Representative example of Children's Outdoor Play Structure



Representative example of Raised Planters Beds

PRECEDENT IMAGES OF OUTDOOR ROOFTOP AMENITIES

4.8 Building Materials and Articulation

Building materials are preliminary at this time and will be refined as the detailed design progresses.

transparency is accommodated along all building elevations, with a particular emphasis on the ground floor plane.

The following pages illustrate the design inspiration that will inform the detailed design at the Site Plan Approval stage. The architectural style is intended as a clean, contemporary look for the building. The images show a masonry-based or metal panel emphasis with aluminum framed window system and guardrails. Combinations of lighter and darker natural colours set the base with an emphasis on symmetry and a grid-like pattern to provide texture to the elevations. A high degree of

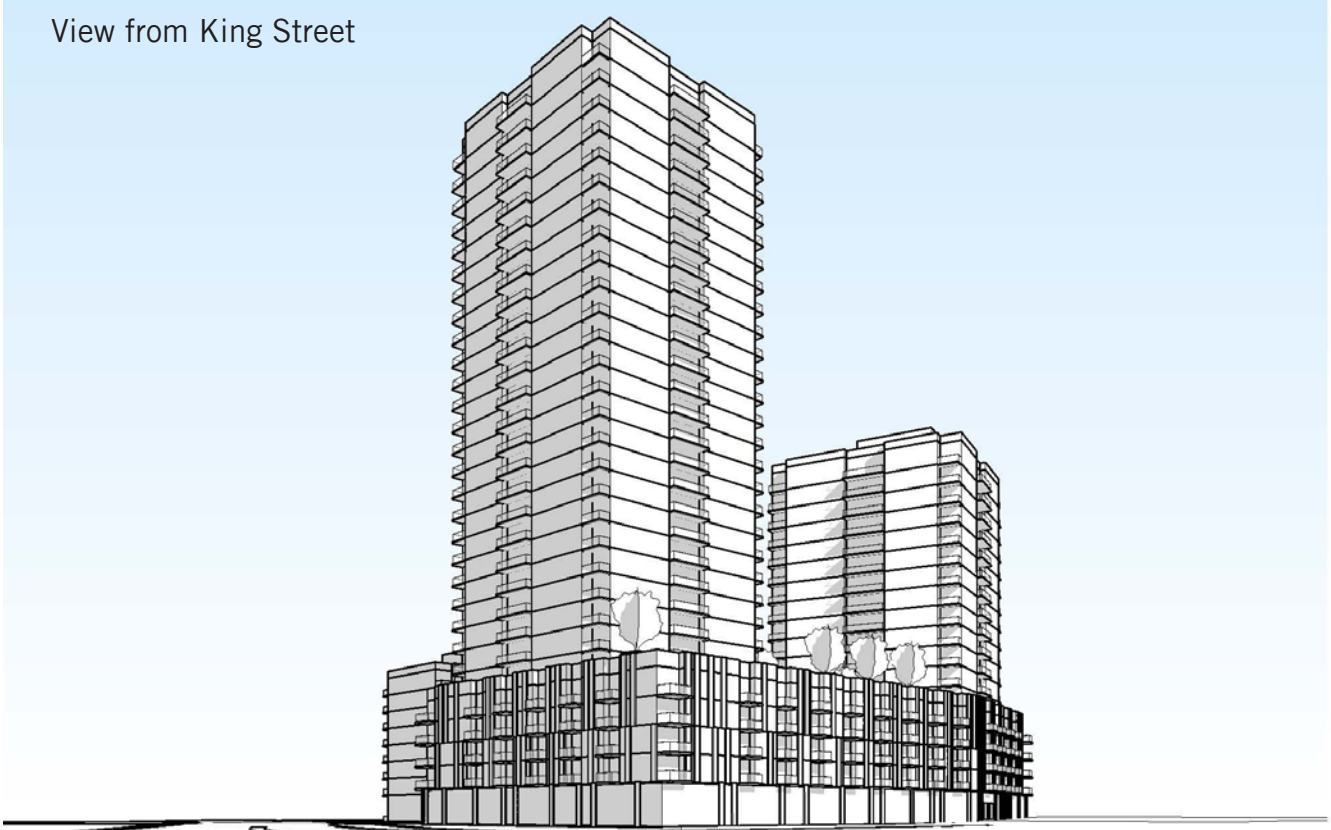


MATERIALS AND DETAILING INSPIRATIONS

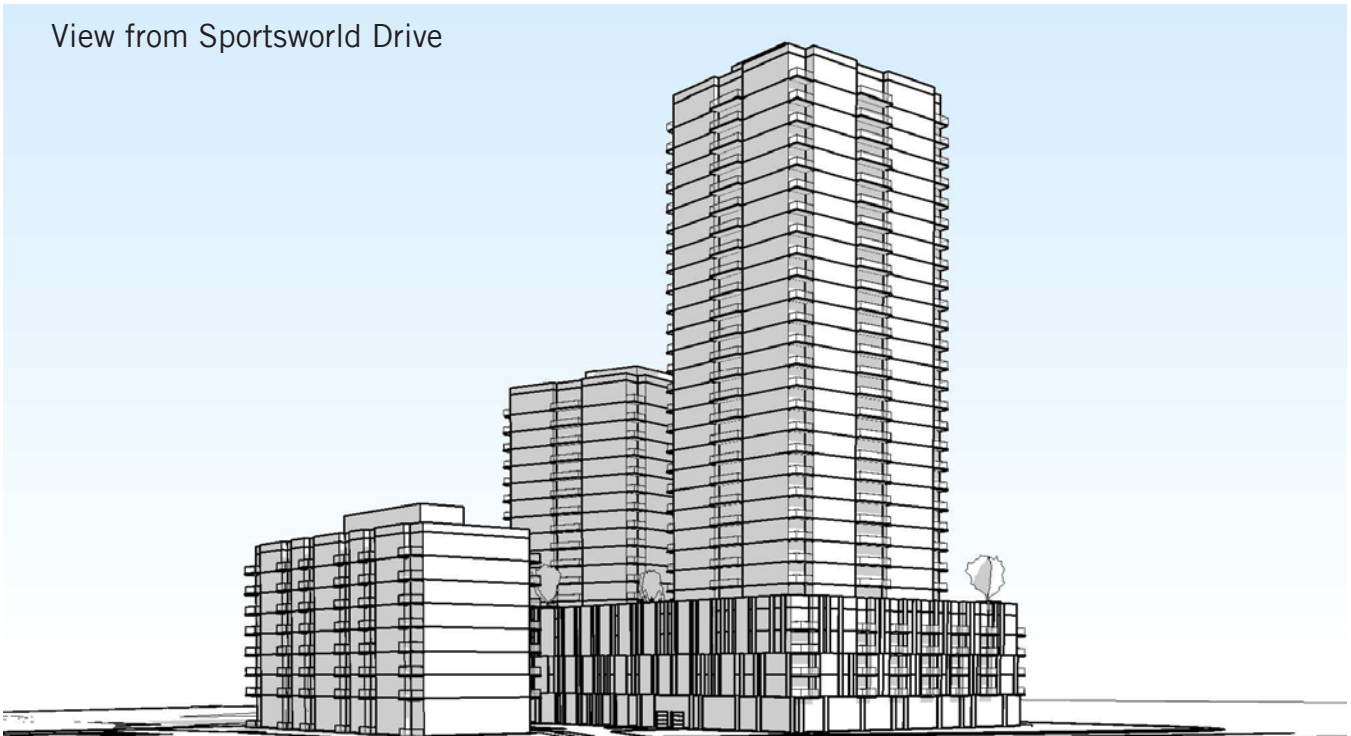


MATERIALS AND DETAILING INSPIRATIONS

View from King Street

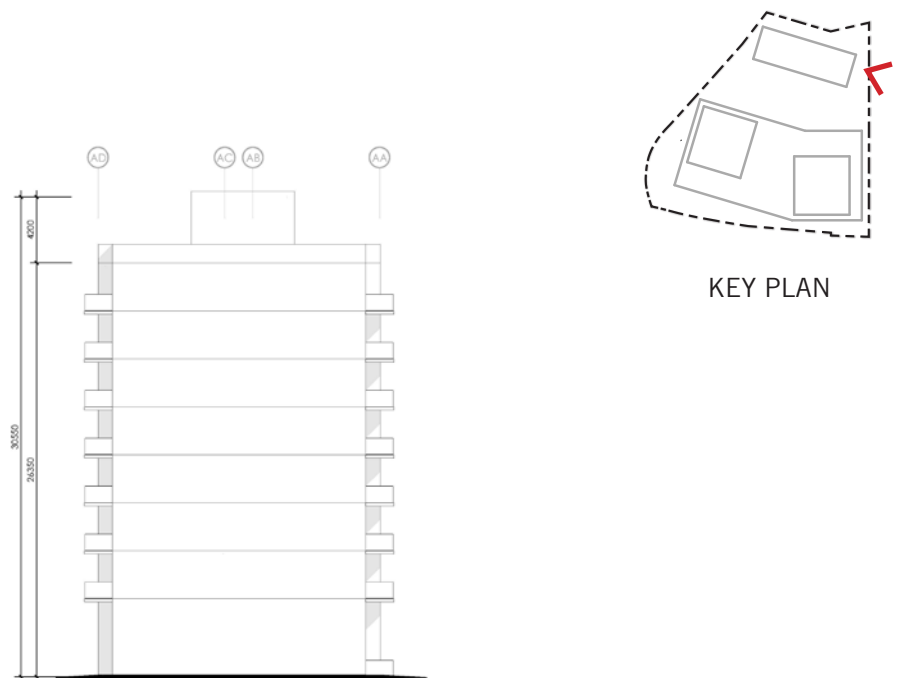
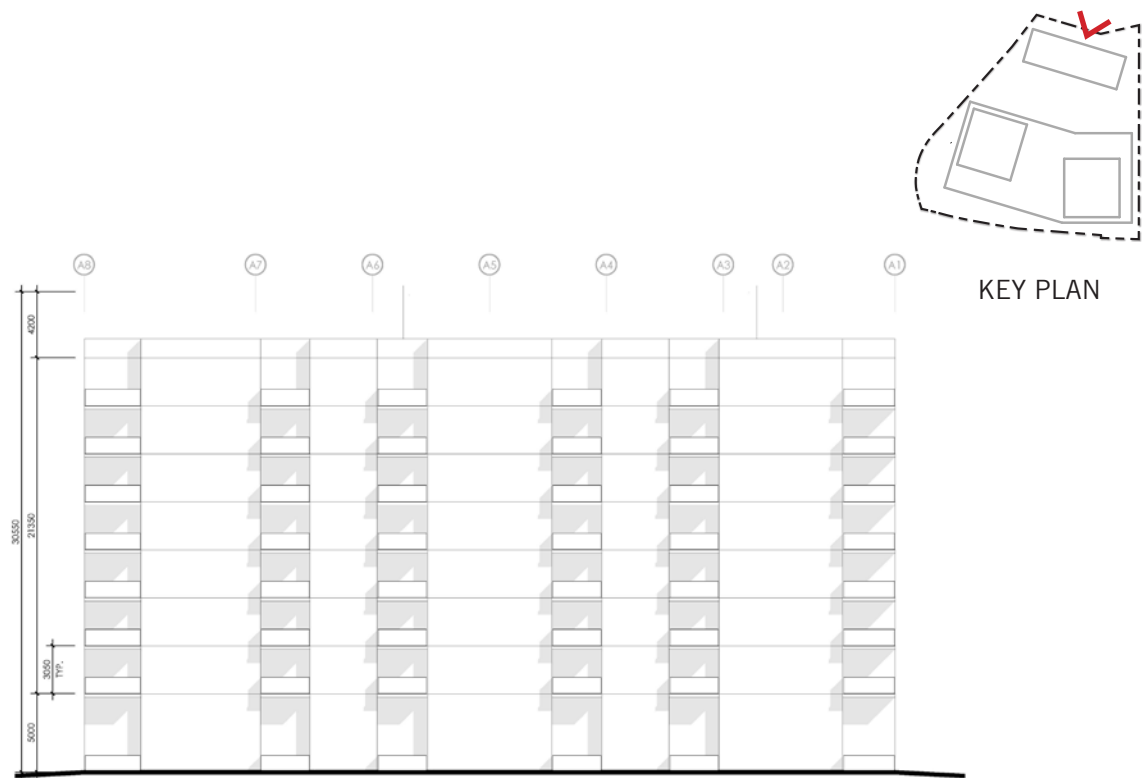


View from Sportsworld Drive



PERSPECTIVE VIEWS
Source: ABA Architects





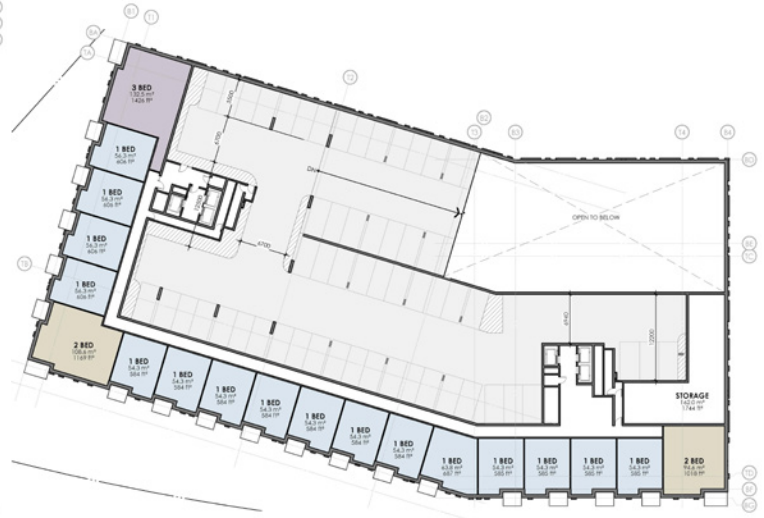
MASSING ELEVATIONS - BUILDING A

Source: ABA Architects



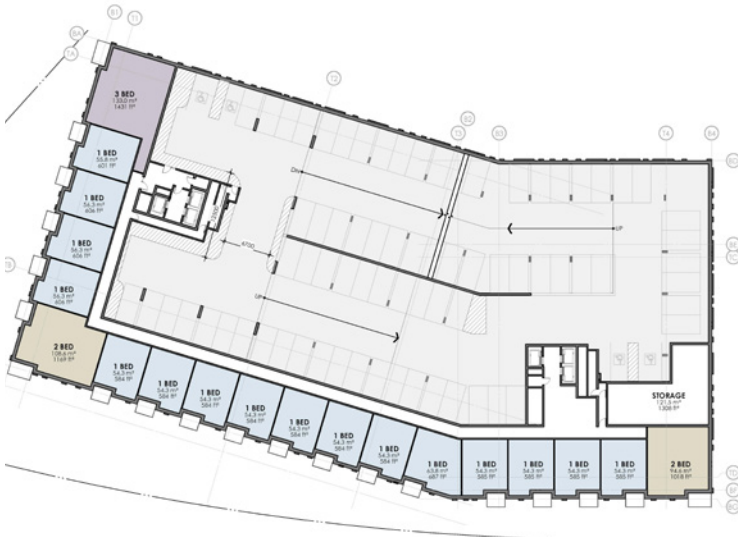
GROUND FLOOR PLAN (LEVEL 1) - BUILDING B

Source: ABA Architects



TYPICAL PODIUM PLAN (LEVEL 5) - BUILDING B

Source: ABA Architects



TYPICAL PODIUM PLAN (LEVEL 2-4) - BUILDING B

Source: ABA Architects



TYPICAL TOWER A PLAN (LEVEL 6-30) - BUILDING B

Source: ABA Architects



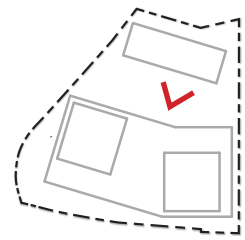
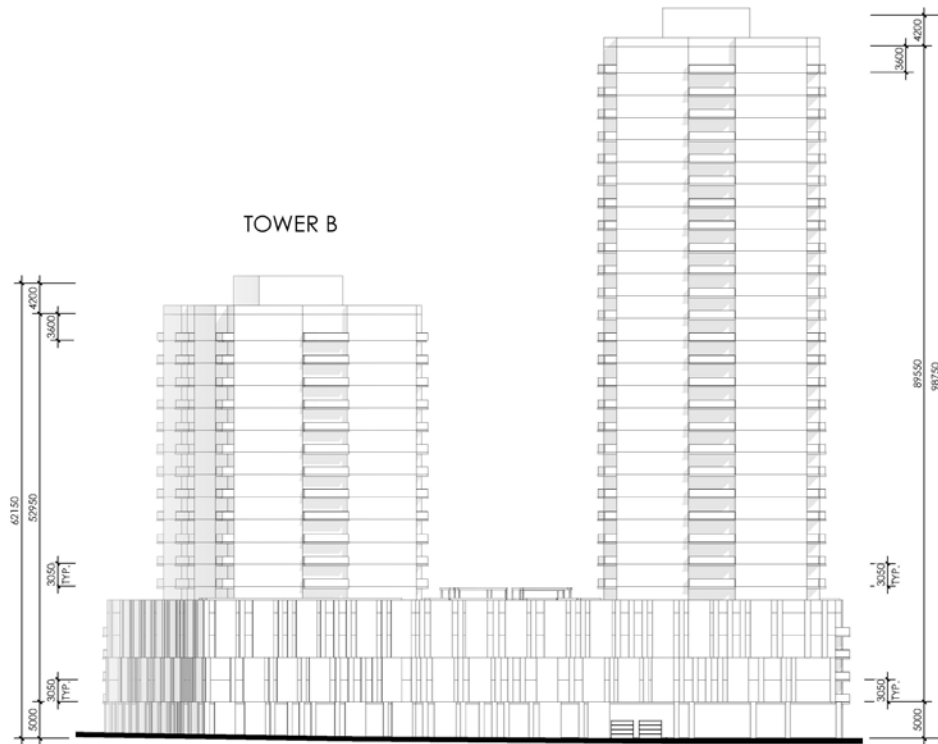
TYPICAL TOWER B PLAN (LEVEL 6-18) - BUILDING B

Source: ABA Architects

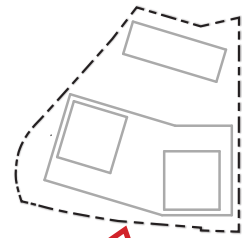


TYPICAL TOWER PLANS (LEVEL 6) - BUILDING B

Source: ABA Architects



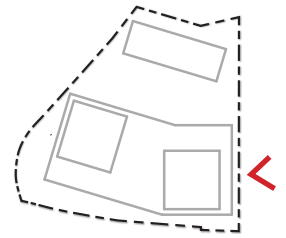
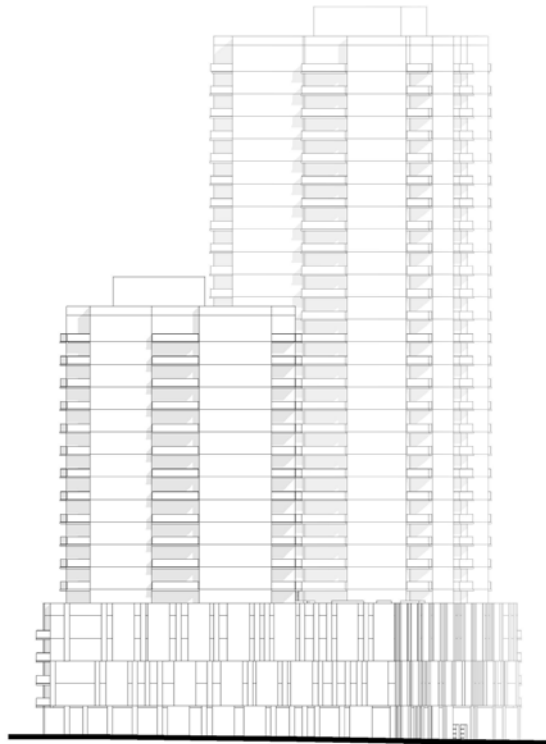
KEY PLAN



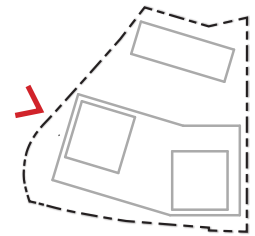
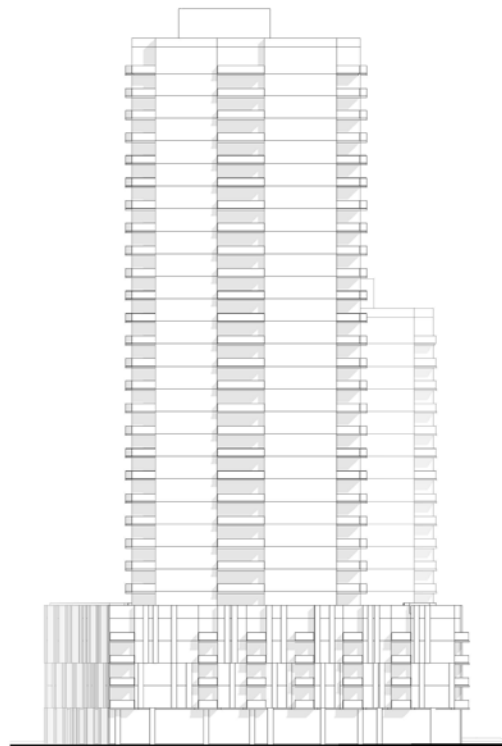
KEY PLAN

MASSING ELEVATIONS - BUILDING B

Source: ABA Architects



KEY PLAN



KEY PLAN

MASSING ELEVATIONS - BUILDING B

Source: ABA Architects

5. MICROCLIMATE ANALYSIS

5.1 Shadow Analysis

A Shadow Analysis is a complete application submission requirement per the Site's Pre-Submission Consultation meeting. The Tall Building Guidelines identify that such shadow analysis is meant *"to demonstrate how a proposed development is designed to mitigate unwanted microclimatic impacts"*.

Generally, acceptable conditions maintain 3 to 4 hours of sunlight on public sidewalks, private amenity areas / rear yards, and public parks and spaces.

Analysis of these shadow impact graphics provided in Appendix A demonstrates the impacts are acceptable and provide sufficient sun exposure to affected properties. Summarizing the graphics, the proposed building:

- Maintains more than 4 hours of sunlight on abutting properties and does not affect any structures or sidewalks.
- Maintains at least 4 hours of sunlight on affected public sidewalks on both sides of Sportsworld Drive on March 21, June 21 and September 21st.

Building Impacts On	Commercial Property (north)	Costco Property (east)	King Street Sidewalk (south)	Sportsworld Sidewalk (west)
March 21	No impacts between 10am to 2pm: partially shaded between 2pm - 6pm (likely 4 hours)	No impacts from 10am to 2pm (4+ hours)	Opposite - No impacts from 10am to 6pm Adjacent - No impacts from 10am to 6pm	Opposite - No impacts generally from 2pm to 6pm Adjacent - No impacts generally from 2pm to 6pm: partially shaded between 10am - 12pm
June 21	No impacts between 10am to 6pm	No impacts between 10am to 2pm: partially shaded at 4pm (likely 4 hours)	Opposite - No impacts between 10am to 6pm Adjacent - No impacts between 10am to 6pm	Opposite - No impacts between 2am to 6pm Adjacent - No impacts generally from 2pm to 6pm: partially shaded between 10 am and 12pm
September 21	No impacts between 10am to 12pm: partially shaded between 4pm to 6pm	No impacts generally between 10am to 2pm: partially shaded at 4pm (4+ hours)	Opposite - No impacts between 10am to 6pm Adjacent - No impacts between 10am to 6pm	Opposite - No impacts between 2am to 4pm : partially shade at 6pm Adjacent - No impacts generally from 2pm to 6pm: partially shaded between 10 am to 12pm

5.2 Pedestrian Wind Analysis

SLR Consulting prepared the Pedestrian Wind Assessment (February 18, 2021) as part of the complete application requirements for the Proposed Development. The Assessment investigated the potential wind comfort and safety conditions resulting from the Proposed Development, based on a qualitative numerical analysis of existing and proposed conditions, and recommends mitigation measures as necessary.

Generally, it concludes that the future wind conditions at-grade within and surrounding the Proposed Development are generally expected to be suitable for the intended usage year-round in the proposed configuration. Strong winds are anticipated near the northwest and southeast corners of the Phase 2 building in the winter, for which mitigation is recommended.

Additionally, the outdoor amenity terrace on Level 6 are expected to be windier than desired in some areas, particularly between the towers, in the summer, for which mitigation is recommended. Satisfactory wind speeds can be achieved through mitigation measures, which will be addressed through Site Plan Approval. Mitigation measures may include recessed retail entrances, installation of canopies or pergola, fences and/or trellises.



Figure 9a: Proposed Configuration – Pedestrian Wind Comfort – Summer – At Grade

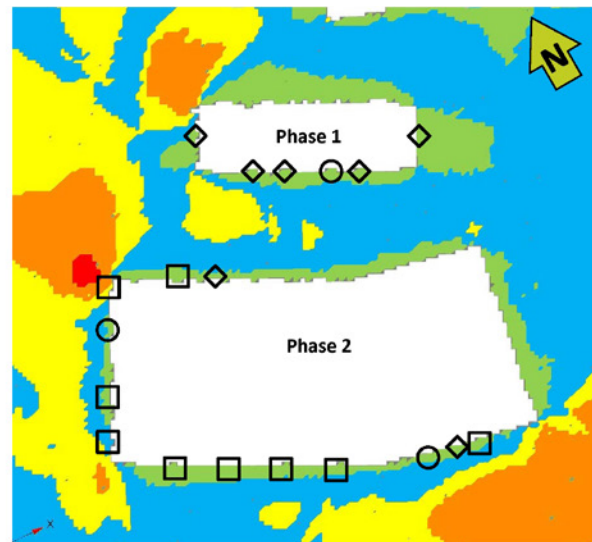
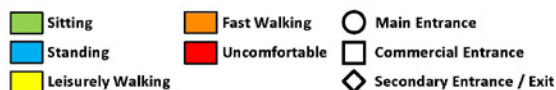
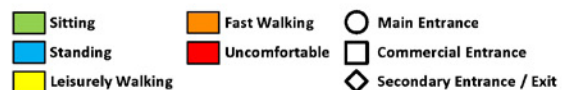
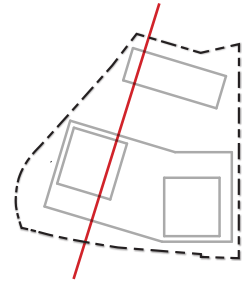


Figure 9b: Proposed Configuration – Pedestrian Wind Comfort – Winter – At Grade



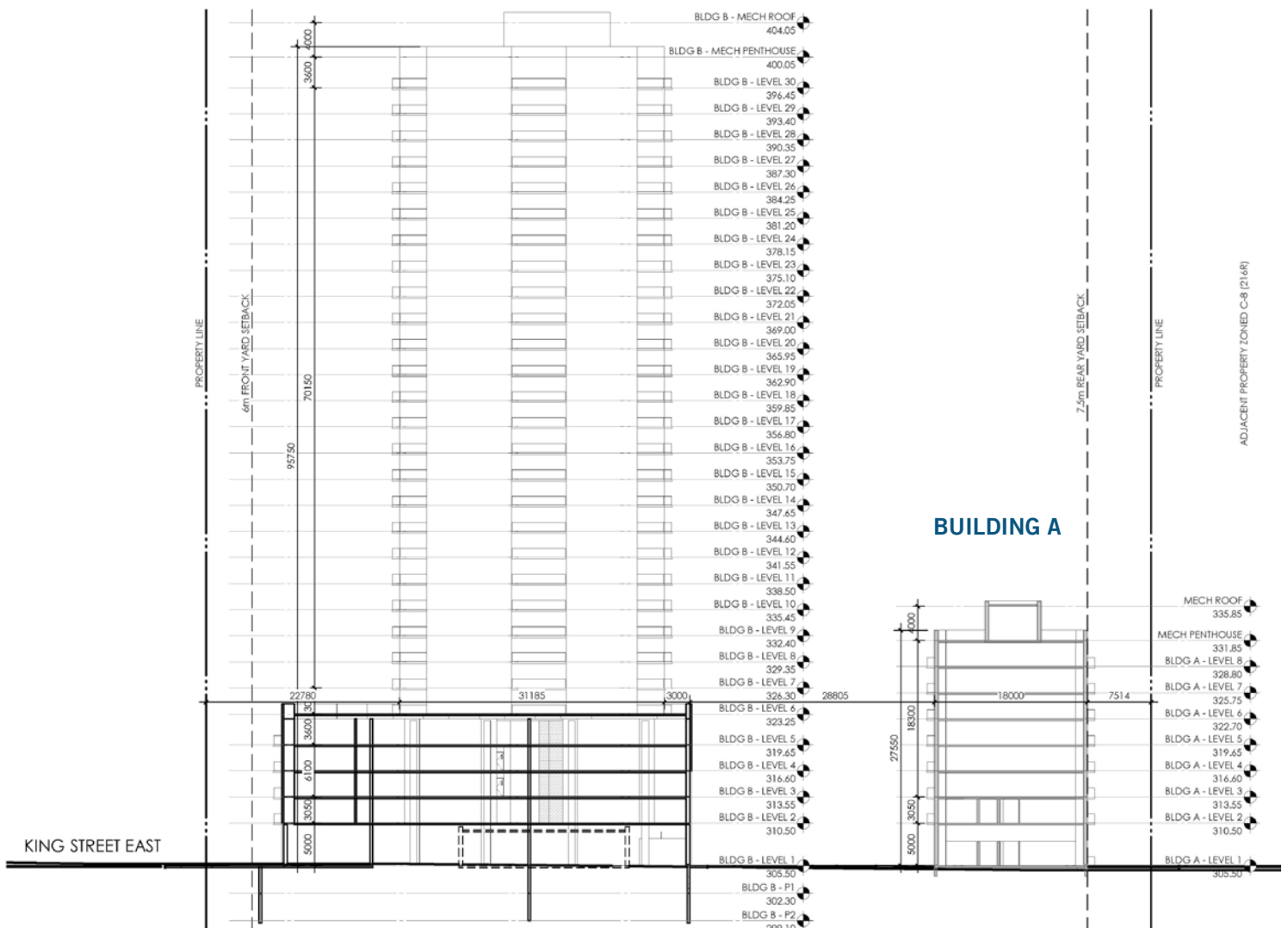
PEDESTRIAN WIND ASSESSMENT

Source: SLR Consulting



KEY PLAN

BUILDING B



CROSS-SECTION - BUILDING A & B

6. RESPONSE TO POLICY AND GUIDELINE FRAMEWORK

6.1 Response to Official Plan Policy

The Proposed Development supports these urban design policies as it:

- Aids in achieving appropriate mix of uses with a mix of commercial and residential units within the Proposed Development (Building A and B).
- Infills an underutilized strip type of commercial development that adds little to a quality streetscape with a new development that is positioned, articulated and containing ground floor commercial uses to support the public realm of King Street.
- Fits within a desired condition of more intense development surrounding transit stations, scaled to respect the proportions of King Street through upper storey setbacks and demonstrating no adverse shadow or wind impacts.
- Enhances streetscape conditions along both public frontages with proposed landscaping.
- Contributes to pedestrian comfort with a high transparency on the ground floors and commercial entrance facing the street
- Provides articulated built form with recessed and projecting balconies and a well-defined base.

The proposed tall buildings are designed in keeping with the design policy direction of Official Plan Section 11, as further explored in detail as part of the Urban Design Manual analysis in the following section.

6.2 Response to Urban Design Manual Guidelines

Inclusive Design

CITY-WIDE

NODES & CORRIDORS

MAJOR TRANSIT STATION AREAS

- Direct connections between the building interior and residential or commercial spaces and the abutting public sidewalks on King Street and Sportsworld Drive.
- Pedestrian-scale lighting to be defined at detailed design stage.
- Uninterrupted sight lines from the building faces to public sidewalks along King Street and Sportsworld Drive, featuring a highly transparent building elevations at the ground floor and above for natural surveillance purposes.
- Ground floor commercial units fronting directly onto King Street or Sportsworld Drive, animating the street with people and activity.
- Prominent and large lobby entrance to the individual commercial units from street and residential lobby.
- Accessible routes that will be universally designed at the time of detailed design.
- A mix of different sizes of one-bedroom and two-bedroom units to provide flexibility of housing choice.
- Outdoor rooftop amenity areas, individual unit balconies and indoor areas for residents' use.

Site Function

CITY-WIDE

MAJOR TRANSIT STATION AREAS

TALL BUILDINGS

- All parking areas accessed from King Street and Sportsworld Drive.
- Small surface parking for commercial units

and visitors situated between the Proposed Development (Building A and B).

- Two levels of below-grade and structured parking proposed within Building B.
- Two driveways proposed to the Site's parking area, with access from either King and Sportsworld.
- Proposed design provides for on-site utility equipment and elements to be away from public frontage, which is to be addressed at the time of detailed design.
- Private realm between Proposed Development (Building A and B) and King and Sportsworld frontages coordinated with plantings, trees and continuous walkway connections to street-facing commercial units.
- Commercial unit entrances along the public street frontages for the mixed-used Building B.
- All residential entrances located prominently on proposed building development (Building A and B), also recessed on the ground floor to provide weather protection and landing space for entrance and exit.
- Functional areas (garbage, loading, moving) positioned away from the public street frontage.
- Interior bicycle storage room provided inside Building A secure and easily accessible location.
- Entrances and landing spaces in front of entrances to be designed to universal accessibility standards.

Design for Sustainability

CITY-WIDE

MAJOR TRANSIT STATION AREAS

TALL BUILDINGS

- Compact intensification of undeveloped

site within an area that is served by existing transit, commercial and community uses.

- Support for high density development since site is within a Major Transit Station Area due to being within approximately 300m of a planned ION station platform (Sportsworld Cross Rd @King Street East)
- Minimal surface parking with most parking contained within an integrated parking garage, reducing associated heat island effects.
- Indoor bicycle storage room providing secure location and supporting active transportation opportunities.
- Stormwater on the Site will be controlled through on-site measures to reduce peak flows to existing conditions levels, limiting pressures on the existing King Street sewer.
- Architectural features (such as canopies) and building envelope considerations (Increased insulation, high-performance glazing and lower window-to-wall ratio) to be explored through detailed design.
- Material choice and detailing addresses bird collision avoidance guidelines, which can be further explored through detailed design.
- Internal waste collection areas to encourage the collecting and recycling of waste produced by residents and tenants.

Design of Outdoor Comfort

CITY-WIDE

MAJOR TRANSIT STATION AREAS

TALL BUILDINGS

- The Pedestrian Wind Assessment demonstrates acceptable safety and comfort conditions met at all areas at grade on and surrounding the Proposed Development. Wind conditions on outdoor amenity and at commercial entrances is an exception,

for which mitigation is recommended. Satisfactory wind speeds can be achieved through mitigation measures, which will be addressed through Site Plan Approval.

- The Shadow Analysis demonstrates satisfactory sun exposure conditions for surrounding streets, public spaces and properties.
- Building design to address pedestrian weather protection through recessed vestibules from public sidewalks and covered landing spaces through detailed design.
- Lighting and landscape plans at the time of detailed design will address pedestrian comfort guidelines.

Street Design

CITY-WIDE

MAJOR TRANSIT STATION AREAS

- Detailed landscaped design will explore opportunities for blending surface treatments between private property and public sidewalks.
- Consideration of movable planters and furnishings in certain locations to add to the streetscape will be explored through detailed design.

Shared Spaces

CITY-WIDE

MAJOR TRANSIT STATION AREAS

TALL BUILDINGS

- A rooftop outdoor terrace atop the 5th storey of Building B will provide shared amenity space for residents. It will provide a range of recreation, activity and relaxation opportunities for residents.

Parks and Open Spaces

CITY-WIDE

MAJOR TRANSIT STATION AREAS

- Lack of public parks / amenity space in this neighbourhood, means on-site amenity space should be maximized both at-grade and within available rooftop spaces.
- Private amenity space to be refined through the detailed design stage.

Compatibility

CITY-WIDE

MAJOR TRANSIT STATION AREAS

TALL BUILDINGS

- The proposed building is placed and massed to both public street frontages, with architectural response to multiple commercial unit entrances.
- Provides a mixed-use development within a Neighbourhood Node, accessible to pedestrian and transit infrastructure.
- 5-storey podium base scaled to reflect pedestrian-scaled King Street corridor.
- The two towers along King Street have visibly distinct heights when viewed from ground level demonstrating transition in height and scale through appropriate design of the project's built form.
- Human scaled-relationship along King Street and Sportsworld achieved through ground floor height, uses and activities, and exterior wall transparency as well as paved pedestrian entrances and landing areas.
- Contemporary architectural style, detailing and materiality to be refined through the detailed design stage.

Cultural & Natural Heritage

CITY-WIDE

MAJOR TRANSIT STATION AREAS

TALL BUILDINGS

- There are no immediate or relevant heritage resources affecting the Site's design.
- There are no natural heritage areas in the vicinity.

Building Components

(Ground Floor and Base Design)

TALL BUILDINGS

- Ground floor respects intent of guidelines with taller ground floor height, 5 metres along King Street and Sportsworld.
- Most of the ground floor facing King Street and Sportsworld Drive is designed as commercial area, with small portion on garage and residential lobby entrances.
- The 5 metres ground floor height will contain highest proportions of transparency, supporting materials and detailing associated with the commercial units.
- 5-storey pedestrian-scaled podium (Building B) along King Street distinguished by tall towers step-backs and intended architectural treatment.
- Weather protection for ground floor units (Building A and B) to be explored at the time of detailed design.
- Balconies for individual units are provided along the building's (Building B) King and Sportsworld elevations to reinforce the streets
- Servicing elements and utility equipment, where required, can be accommodated in the rear area away from the King and Sportsworld.

Building Components

(Building Design)

TALL BUILDINGS

- Proposed design includes a 8 storey, residential building (Phase 1 - Building A) at the north end of the Site, and a podium tower development (Phase 2 - Building B) fronting King Street East, including two residential towers of 30 and 18 storeys.
- Tower Size is a “Large Slab” (tower floor plate of 878.9 square metres and tower proportion of 1.1)
- Tower A step back from the podium at approximately 13.66 metres (from King Street East) and 3 metres (from Sportsworld Drive) and; Tower B step back at 3 metres (from King Street East) to minimize impacts of overlook, shadowing and wind.
- Physical Separation calculation per guidelines for proposed building (Tower 1 & Tower 2) is 25.2 metres.
- Physical Separation for Tower A (15.4m) and Tower B (9.7m) to the eastern property line is achieved.
- Proposed relative height accommodates human scaled built form along streetscapes while accommodating compatibility matters.

Building Components

(Materials and Details)

TALL BUILDINGS

- Detailed elevation plans have not been prepared at the time of OPA/ZBA submission.
- Articulation, details, materiality and colours to be addressed at the time of detailed design stage, recognizing the guidance offered by the relevant design guidelines documents of Part A.

Urban Corridors Specific Guidelines

NODES & CORRIDORS

MAJOR TRANSIT STATION AREAS

- The Proposed Development addresses the bounding public streets through building placement close to the street edge, active ground floor commercial and lobby entrances, and pedestrian connections between the building and public sidewalks.
- The mixed-use buildings continuously line the street edges with a consistent private realm landscape treatment of planted beds with street trees.
- Proposed parking is provided is contained within an integrated parking garage (includes surface parking, below and above-grade parking areas. The surface parking spaces are located between Building A and B. Two levels of below-grade parking and structured parking within the podium are proposed for Building B.
- Access to the Site is limited to a single driveway from each public street frontages.
- Pedestrian access to the Site is provided by walkways leading to public sidewalks along King Street and Sportsworld Drive.
- Promotes walkability by creating pedestrian friendly environment and improve connectivity since Site is within a Major Transit Station Area due to being within approximately 300m of a planned ION station platform (Sportsworld Cross Rd @ King Street East)

7. SUMMARY

The Proposed Development will see the intensification of the Site with a 8-storey apartment building (Building A) and a mixed-use building (Building B) consisting of a 5-storey podium and two residential towers of 30 and 18 storeys, containing commercial and residential units.

The Proposed Development will establish a 8-storey, residential building at the north end of the Site as part of the Phase 1 of the design, accommodating approximately 88 units. Phase 2 includes a podium tower development fronting King Street East, containing two residential towers of 25-storey and 13-storey atop a 5-storey podium (30 and 18 storeys in total), with a combined total of 528 units.

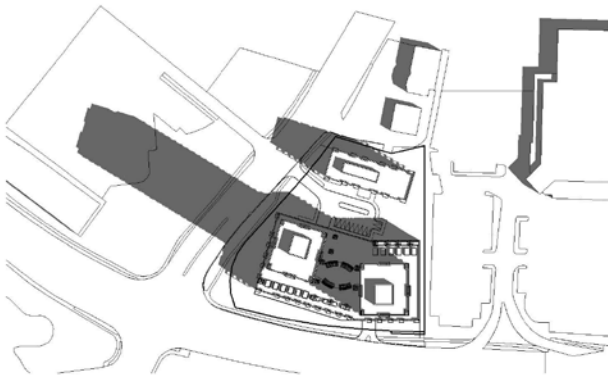
The proposed building's (Building B) podium provides a street-oriented and pedestrian-scaled building form. The building's lot line setbacks from the public street edges appropriately to frame the public streetscapes. Active retail uses in the podium's ground floor line the King Street frontage and Sportsworld Drive frontages with multiple direct entrances to the sidewalks. The bulk of the podium's elevations, including most of the ground floor elevations, is transparent glass maximizing transparency and animation to the street edge. All parking is contained within an integrated parking garage. The proposed building's point tower rises in a slender fashion from the podium. The narrow, square tower footprints, coupled with tower setbacks minimize shadow and wind impacts per the supporting assessments.

Based on the review contained in this Urban Design Report, the proposed design is well-designed and supports the intent and spirit of the Official Plan policies and relevant guidelines of the Urban Design Manual as it:

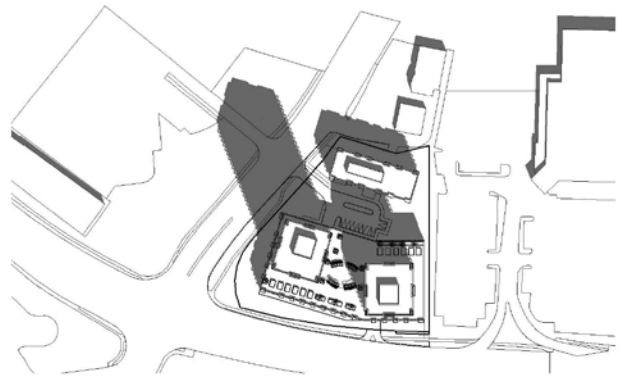
- Adds further ground floor commercial activities to the urban corridor along King Street East and surrounding business environment, together with upper storey residential uses to support these businesses.
- Accommodates the bulk of parking within an integrated parking garage for residents with a small surface parking area for commercial uses and visitors;
- Links the Site, entrances and functional areas through a safe and connected circulation pattern for pedestrians
- Establishes a pedestrian-scaled base defined by an intimate relationship to the street, upper storey step backs to distinguish, and an active and transparent commercial ground floor;
- Provides massing that respects urban street conditions along King Street with tall towers set back to respect angular plane considerations to the street.
- Does not create unacceptable micro-climatic conditions from a wind and shadow perspective, as concluded by supporting studies; and
- Will establish a clean, contemporary architectural aesthetic featuring masonry and transparent glass, which will be explored and refined through the detailed design stage.

APPENDIX A

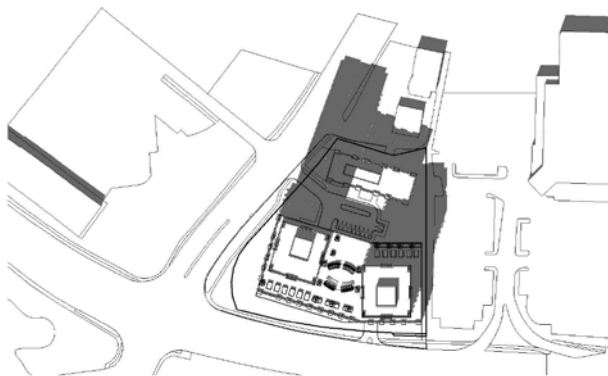
Shadow Impact Graphics



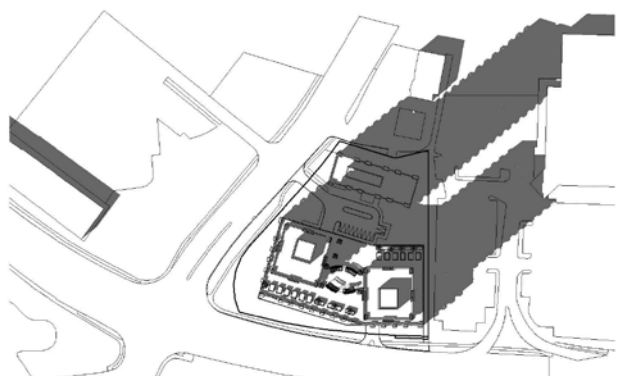
March 21, 10am



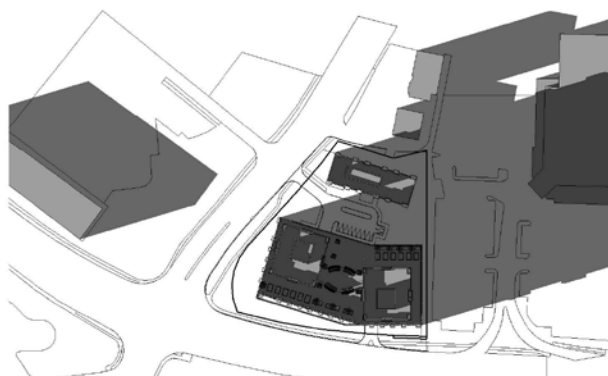
March 21, 12pm



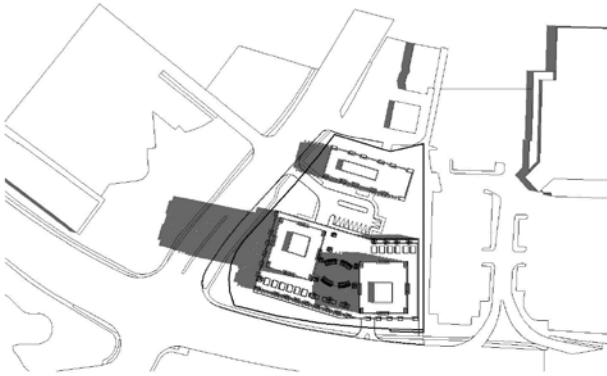
March 21, 2pm



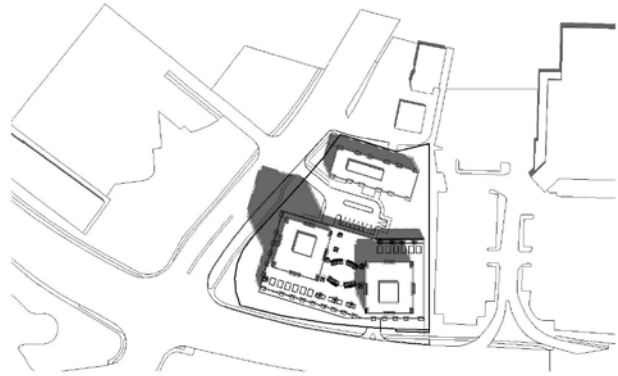
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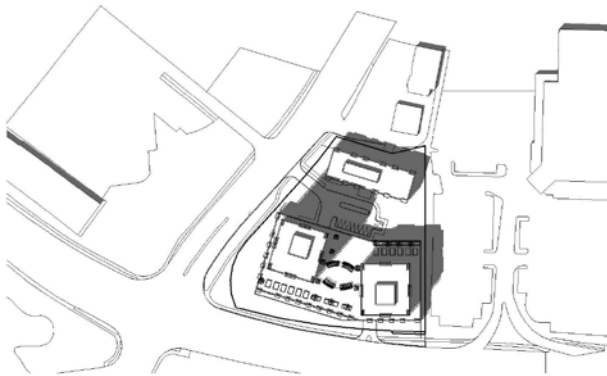
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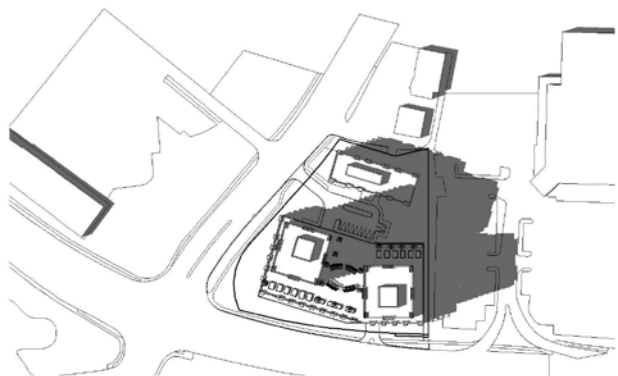
June 21, 10am



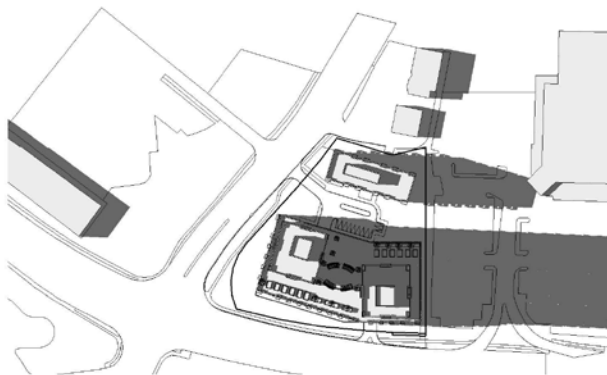
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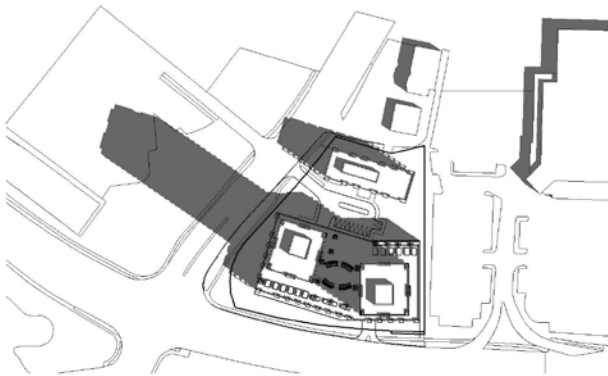
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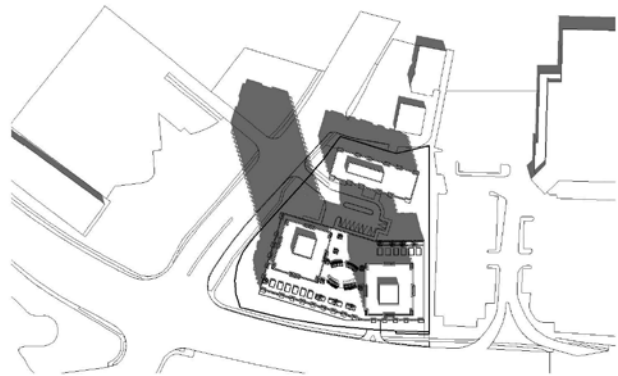
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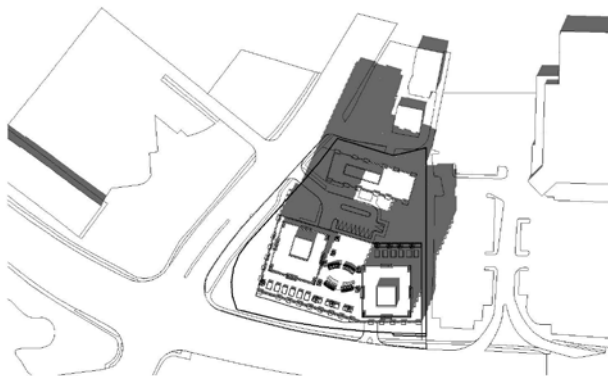
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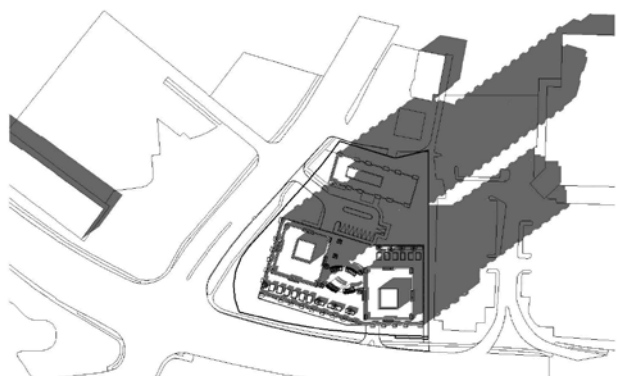
September 21, 10am



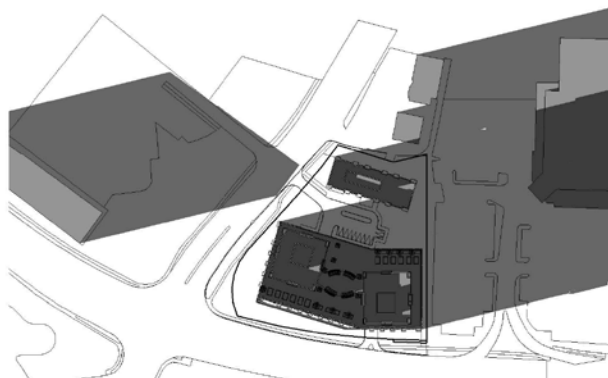
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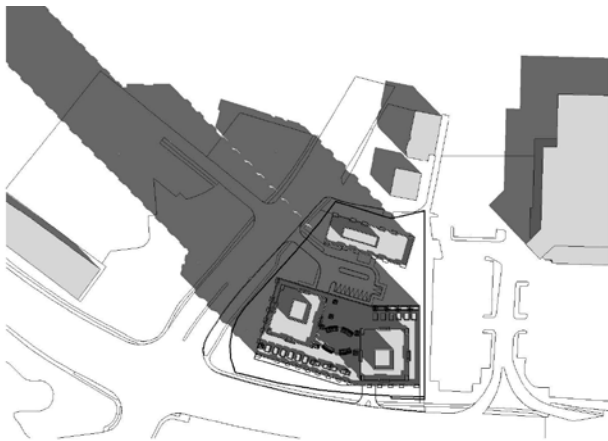
September 21, 2pm



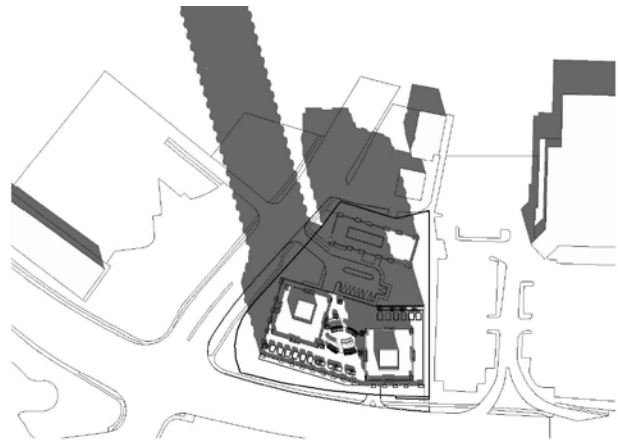
September 21, 4pm



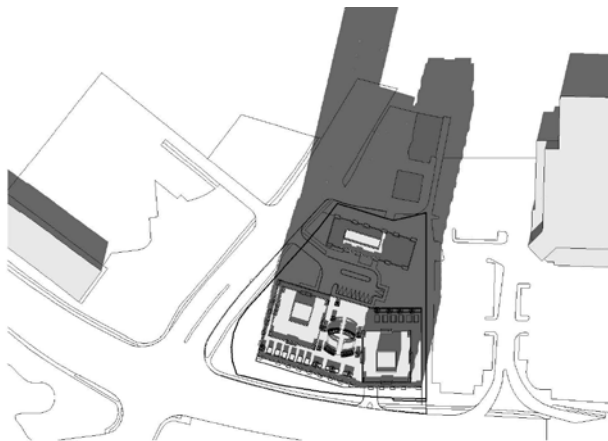
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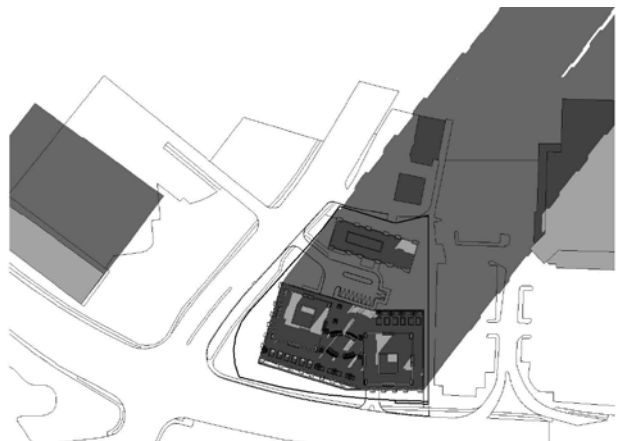
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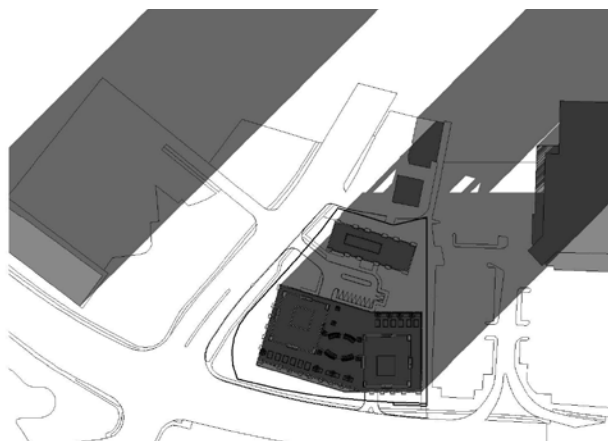
December 21, 12pm



December 21, 2pm



December 21, 4pm

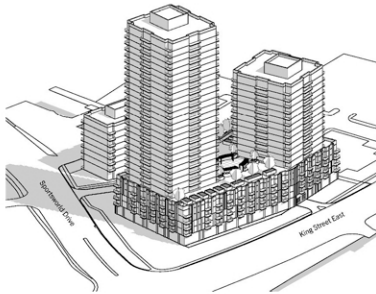


December 21, 6pm

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood
4396 King Street East & 25 Sportsworld Drive

Attachment D



Concept Drawing



Mixed Use
including
Commercial



FSR of 6.2,
99 Metres
in Height



30 Storeys,
616 Dwelling
Units

Have Your Voice Heard!

Date: **March 6, 2023**
Time: **7:00 p.m.**
Location: **Council Chambers,
Kitchener City Hall
200 King Street West
or Virtual Zoom Meeting**

To view the staff report, agenda,
meeting details, start time of this item
or to appear as a delegation, visit:

kitchener.ca/meetings

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

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

or contact:

Andrew Pinnell, Senior Planner
519.741.2200 x 7668
andrew.pinnell@kitchener.ca

Applications to amend the Official Plan and Zoning By-law will be considered to facilitate a mixed-use development having a maximum building height of 99 metres (30 storeys), a Floor Space Ratio (FSR) of 6.2, providing 616 dwelling units and 1,300 square metres of commercial floor area, and having a reduced parking rate of 0.85 spaces per dwelling unit.

City of Kitchener
Zone Change Comment Form

Address: 4396 King St E & 25 Sportsworld Dr
Owner: Sportsworld Shopping Center & Taylorwood Park Homes Inc
Application: OPA/ZBA

Comments Of: City of Kitchener – Urban Design- Planning
 Commenter's Name: Pegah Fahimian
 Email: Pegah.fahimian@kitchener.ca
 Phone: 519-741-2200 Ext. 7342

Date of Comments: January 27, 2023

- ☐ I plan to attend the meeting (questions/concerns/comments for discussion)
☒ No meeting to be held
☐ I do NOT plan to attend the meeting (no concerns)

1. Documents Reviewed:

- Cover Letter
- Urban Design Brief- GSP Group, Dec 2022
- Pedestrian Wind Assessment- SLR Consulting
- Design Brief- 2022/05/24
- Shadow Study-2022/05/24

2. Site-Specific Comments & Issues:

I have reviewed the documentation (as listed above) to support an OPA / ZBA to allow a mixed-use development consisting of 616 dwelling units and 1,378m of commercial space with a site-specific provision to allow a maximum building height of 99m (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.

- While the concept of residential intensification on this site is positive, and many previous staff comments have been incorporated into the proposal, some design modifications must be addressed in the site plan application to create a development proposal that is well-designed and appropriate for this site and neighbourhood.

Design Brief- Submitted 2022/05/24

Tall Building Design Analysis: The tall building design guidelines are an excellent compatibility test for proposals exceeding their zoning permissions. The proposal meets the tall building guidelines, specifically with regard to separation.

The physical separation calculation per Tall Building Guidelines for the proposed building (towers 1 and 2) is 25.2 m. Physical separation for Tower A (15.4m) and Tower B (9.7m) to the eastern property line is achieved.

City of Kitchener
Zone Change Comment Form

Building Design: 5-storey pedestrian-scaled podium (Building B) along King Street distinguished by tall towers, step-backs and intended architectural treatment. The proposed relative height accommodates human-scaled built form along streetscapes while accommodating compatibility matters.

Contemporary architectural style, and details to be refined through the site plan process.

On-site Amenity area: Additional information should be provided regarding the various on-site amenity spaces in the UDB (common, individual, indoor, and outdoor) since this area is parkland deficient.

Shadow Studies, ABA Architects, 2021/03/11: The submitted shadow analysis is acceptable as it confirms that the proposal maintained access to at least 5 hours of cumulative direct sunlight to nearby sidewalks and open spaces.

Wind Study - Pedestrian Level Wind Assessment- SLR Consulting

The submitted preliminary Wind Study indicates that strong winds are anticipated near the northwest and southeast corners of the phase 2 building in winter, for which mitigation is recommended. Additionally, the outdoor amenity terrace on level 6 is expected to be windier than desired in some areas, particularly between the towers, in the summer.

A full Wind Assessment should be provided for review at the site plan application stage. A revised design proposal should be developed that addresses the wind impacts outlined in the submitted wind study.

3. Comments on Submitted Documents

Urban Design Brief- GSP Group- Dec, 2022

- Consider stepbacks for the upper storeys in the tower, both to increase articulation/visual interest in the building and create room for shared outdoor amenity space. This will also facilitate the transition to low-rise neighbourhoods.
- The proposed corner treatment to be further enhanced to create visual interest at the street edge. This could be achieved by special massing and architectural treatments on both streets to give prominence along the frontages and visually distinguish these sites.

City of Kitchener
Zone Change Comment Form



- All at-grade parking should be wrapped with active uses.
- The area between the building's face and the property line should be well integrated with the street and public realm to deliver high quality and seamless private, semi-private and public spaces.
- Due to the lack of public parks/ amenity space in this neighbourhood, outdoor amenity space should be maximized; please see Urban Design Manual for minimum requirements and specifications.
- The underground parking structure should have sufficient setback from the property lines to accommodate the necessary soil volume to support required large-statured, high canopy trees. Perimeter trees should not be located on the garage slab roof. Within site, required tree plantings can be accommodated on the garage slab but will still require standard minimum soil volumes.
- This project should play a significant role in reinforcing the character of King Street. There is a need for public art at the corner, well integrated into the architecture of the building, and suggest the following as options.
 - Public Art (sculpture, mural, digital)
 - Living wall (interior or exterior, but visible/prominent)
 - Enhanced architecture at the corner
 - Community-oriented space
 - Enhanced exterior lighting (coloured, programmable, patterned, etc.)
- The building facades fronting on King and Sportsworld Dr should contain an appropriate amount of glazing and articulation, particularly along the lower 5m where the building addresses the sidewalk.
- The proposed long podium should be broken down using enhanced detailing and articulation. According to Tall Building Design Guidelines, buildings longer than 70m should demonstrate enhanced streetscaping, materials and building articulation.

City of Kitchener
Zone Change Comment Form



- Incorporate creative facade ideas on curtain walls with advanced exterior lighting that could help to control public flow and could improve the building design. Digital media facades make buildings tell stories and strike a perfect balance of aesthetic structures and illumination art (for example sustainable and digital technologies within the curtain wall, colour light-emitting diode or LED Display Video walls, Photometric system for 'interactive skin' to illuminate the screen after dark, Digitally printed fritted glass)
- Provide multiple above grade rooftops and podium amenities with a minimum of $(2 \text{ sq.m} \times \# \text{ units}) + (2.5 \text{ sq.m} \times \# \text{ bedrooms} - \# \text{ units}) = \text{outdoor amenity space}$. The amenity space should be high quality and should connect to the building.
- Active uses including the retail or residential amenity areas should be situated along with King, Sportsworld Dr.
- Towers are highly visible elements of the urban environment and must meet Kitchener's highest standards for design excellence. The building should be designed and clad with different materials and colours so that they read as distinct from one another.
- Provide natural surveillance by employing high percentages of glazing, active uses at ground level and incorporate more units with windows and balconies on the main facade with views onto the King Street and Sportsworld Dr.
- Provide materiality and texture shifts at the podium and across the towers and incorporate variations in tower setbacks from the base to distinguish the tower form from the podium.
- Wind assessment and Noise feasibility study required for outdoor amenity and the pedestrian realm.
- The proposed towers should have unique top features that are architecturally excellent, highly visible and makes a positive contribution to the image of Kitchener developing skyline.

City of Kitchener
Zone Change Comment Form

- Residential entrances should be clearly identified and offer access from both the public realm and the private parking side of the building.
- All utilities should be coordinated with the landscape design and with building elevations to provide a high-quality pedestrian experience with the site and from the public realm. Infrastructure should be located within the building in mechanical/electrical rooms and exterior connections located discretely and incorporate physical screens or landscape plating as required. Surface transformers or service connections visible from the public realm are not supported.

Summary:

In summary, Urban Design staff are supportive of the zone change/official plan amendment. While the concept of residential intensification on this site is positive and many previous staff comments have been incorporated into the proposal, Urban Design staff recommend that the Urban Design Brief be endorsed and that staff be directed to implement the Urban Design Brief through future Site Plan Approval processes.

City of Kitchener - Comment Form

Project Address: 4396 King Street East & 25 Sportsworld Drive
Application Type: Official Plan Amendment OPA21/009/K/AP
Zoning By-law Amendment ZBA21/014/K/AP

Comments of: Environmental Planning (Sustainability) – City of Kitchener
Commenter's name: Carrie Musselman
Email: carrie.musselman@kitchener.ca
Phone: 519-741-2200 x 7068

Written Comments Due: October 18, 2021
Date of comments: October 15, 2021

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

- Official Plan and Zoning By-law Amendment - Sustainability Statement, 4396 King Street East & 25 Sportsworld Drive. May 14, 2021. GSP Group

2. Comments & Issues:

I have reviewed the documentation (as listed above) to support an Official Plan and Zoning By-law Amendment to facilitate the development of a mix of residential and commercial uses comprised of two buildings; an 8-storey residential building located on the property at 25 Sportsworld Drive and a high-density, mixed-use building featuring a 30- storey and 18-storey tower atop a 5-storey podium with ground-floor commercial at 4396 King St E and provided the following:

- It is very encouraging to know that this development will be constructed to support a more sustainable form adhering and/or exceeding components of Energy Star, R-2000, and Built Green programs.
- **Based on my review the Sustainability Statement provided in support of the Official Plan and Zoning Bylaw Amendment is acceptable.**

As details of the proposed development will be evolving, an updated sustainability statement will be required as part of a complete site plan application.

3. Policies, Standards and Resources:

- Kitchener Official Plan Policy 7.C.4.5. The City will encourage and support, where feasible and appropriate, alternative energy systems, renewable energy systems and district energy in accordance with Section 7.C.6 to accommodate current and projected needs of energy consumption.

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

4. Advice:

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

Andrew Pinnell

From: Victoria Grohn
Sent: Friday, September 24, 2021 8:29 AM
To: Andrew Pinnell
Subject: RE: Circulation for Comment - OPA/ZBA (4396 King Street East & 25 Sportsworld Drive)

Hi Andrew,

No heritage planning concerns.

Victoria

Victoria Grohn (she/her)
Heritage Planner | Planning Division | City of Kitchener
519-741-2200 ext. 7041 | TTY 1-866-969-9994 | victoria.grohn@kitchener.ca

City of Kitchener
Zone Change / Official Plan Amendment Comment Form

Address: 4396 King St E and 25 Sportsworld Drive
Owner: Sportsworld Shopping Centre and Taylor Park Homes Inc
Application: OPA21/009/K/AP & ZBA21/014/K/AP

Comments Of: Parks & Cemeteries
Commenter's Name: Lenore Ross
Email: Lenore.ross@kitchener.ca
Phone: 519-741-2200 ext 7427

Date of Comments: October 18 2021 updated

- ☐ I plan to attend the meeting (questions/concerns/comments for discussion)
☒ No meeting to be held
☐ I do NOT plan to attend the meeting (no concerns)
-

1. Documents Reviewed:

1. Agency Circulation Letter dated Sept 23 2021;
2. Tree Management Plan GSP drawing L1-0 and L1-1 dated May 12 2021;
3. Pedestrian Wind Assessment SLR Report stamp date March 22 2021;
4. Environmental Noise Assessment SLR Report dated May 2021

2. Site Specific Comments & Issues:

I have reviewed the documentation to support an OPA / ZBA at 4396 King St E and 25 Sportsworld Drive. Parks and Cemeteries can support the application subject to the changes outlined below.

3. Comments on Submitted Documents

1. Tree Management Plan GSP drawing L1-0 and L1-1 dated May 12 2021

- a. Both Sportsworld Drive and King St E are Regional roads and the RMOW will comment on the requirements for protection of existing trees (Trees #801 and #803) and the need for new street trees as part of any future development application
- b. Parks & Cemeteries has no concerns with the proposed Tree Management Plan

2. Urban Design Report GSP/ABA document dated May 2021

- a. The Urban Design Report acknowledges that the on-site amenity spaces should be maximized both at-grade and within available rooftop spaces. The preliminary proposed site plan indicates an at-grade amenity space along the eastern property line between phase 1 and phase 2 /tower B. Additional amenity space is proposed on the sixth-floor podium. There is a significant building setback at the Sportsworld Dr/King St E corner and while it is not labelled as an amenity space, there are references throughout the text that it will serve this function. If it is to be considered as amenity space, it should be labelled as such and the area included in the assessment of wind, noise and solar access. The functionality, inclusivity and range of amenities in these private spaces will

Zone Change / Official Plan Amendment Comment Form

be critical for the development and the noise assessment, pedestrian wind and solar access assessments should be utilized as key factors of the project design.

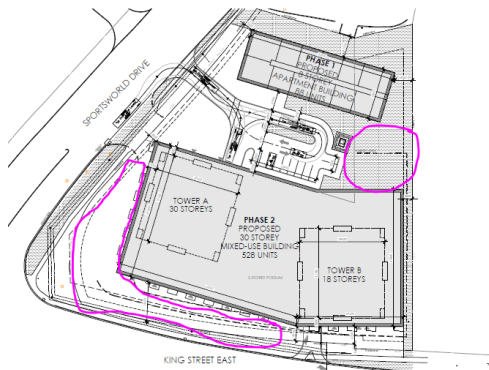
- b. Section 5.1 - Shadow Analysis and Appendix A Shadow Impact Graphics should be updated to reflect a specific assessment of the proposed at grade amenity areas and podium amenity spaces.
- c. Section 5.2 – Pedestrian Wind Analysis should be updated and reflect the revised building placement as recommended in the SLR Report.
- d. Noise attenuation should be considered for the Outdoor Living Areas and for the commercial properties that may have patio spaces
- e. A revised/ Updated Urban Design Report is required
- f. A revised preliminary site layout that incorporates wind, noise and shadow concerns for amenity spaces is required in OPA/ZBA documents will be expected at the site plan application

3. Pedestrian Wind Assessment SLR Report stamp date March 22 2021

- a. The CFD study has identified a number issues including impacts at entrances, pedestrian use of sidewalks at grade and also at the use of the 6th floor amenity level. In addition to building and landscape design adjustments, SLR has recommended a revised tower B placement with an increased set back to address these potential impacts.
- b. A revised / updated Wind Study that addresses the above concerns is required
- c. A revised preliminary site layout that incorporates wind, noise and shadow concerns for amenity spaces is required in OPA/ZBA documents will be expected at the site plan application

4. Environmental Noise Assessment SLR Report dated May 2021

- a. At-grade OLA / amenity area receptors should be included for the area between the phase 1 and phase 2 buildings and also for the area at the corner of Sportsworld Dr/King St E if that area is intended as formal amenity space. The impact of noise and need for attenuation for commercial units which may have patio spaces should be considered.



- b. A revised noise assessment is required to inform site design

City of Kitchener
Zone Change / Official Plan Amendment Comment Form

- c. A revised preliminary site layout that incorporates wind, noise and shadow concerns for amenity spaces is required in OPA/ZBA documents will be expected at the site plan application

4. Policies, Standards and Resources:

- Kitchener Official Plan Policy

As per Section 8.C.2 – Urban Forests of the Official Plan ...

- policy 8.C.2.16., the City requires the preparation and submission of a tree management plan in accordance with the City's Tree Management Policy (available on the City's Website), as a condition of a development application.
 - policy 8.C.2.6., the City will incorporate existing and/or new trees into the streetscape or road rights-of-way and encourage new development or redevelopment to incorporate, protect and conserve existing healthy trees and woodlands in accordance with the Urban Design Policies in Section 13 (Landscape and Natural Features) of the Urban Design Manual (UDM) and the Development Manual.
 - Please see UDM Part C, Section 13 and www.kitchener.ca/treemanagement for detailed submission requirements
- City of Kitchener Parkland Dedication Policy
- City of Kitchener Development Manual
- PARTS General Guidelines
- Cycling and Trails Master Plan (2020)
- Chapter 690 of the current Property Maintenance By-law
- Parks Strategic Plan
- Multi-Use Pathways & Trails Masterplan
- Urban Design Manual

5. Anticipated Fees:

- Parkland Dedication will be taken as cash in lieu of land at the site plan application

Andrew Pinnell

From: Dave Seller
Sent: Monday, March 21, 2022 10:43 AM
To: Andrew Pinnell
Subject: RE: OPA/ZBA comments: 4396 King Street East & 25 Sportsworld Drive - parking rates for residential, commercial, visitor

City of Kitchener

Application Type: Zoning By-law and Official Plan Amendments

Application #: ZBA21/014/K/AP and OPA21/009/K/AP

Project Address: 4396 King Street East & 25 Sportsworld Drive

Comments of: Transportation Services

Commenter's Name: Dave Seller

Email: dave.seller@kitchener.ca

Phone: 519-741-2200 ext. 7369

Date of Comments: March 21, 2022

- a. The Transportation Impact Study (TIS) submitted by Paradigm Transportation Solutions Ltd. (May 2021) notes the site to be completed in a two phased approach. When Phase 2 of the development begins, all Phase 1 parking must be provided on-site for the existing commercial plaza and the 88 dwelling units within the 8-storey building. Any drive aisles and parking areas must be maintained in asphalt. Also, access to the Regional of Waterloo right-of-way must always be maintained for Phase 1 vehicular, pedestrian and cycling traffic.
- b. A thorough, in depth review of the TIS was not completed for King Street East and Sportsworld Drive, as each of the roadways are under the jurisdiction of the Region of Waterloo. However, a review of the site access points, one at King Street East and the other at Sportsworld Drive was completed for the Total Traffic Operations scenario and for the following years: 2024, 2027, 2032 and 2037. The data revealed that in the AM and PM peak hours, each site access point will operate with acceptable Level of Service (LOS) ranging between B to C, volume to capacity (v/c) ratios ranging between 0.11 to 0.30 and vehicle delay ranging between 14s to 24s.
- c. In consultation with GSP Group Inc. and City of Kitchener Planning staff, the residential parking component has a proposed parking rate of 0.85 parking spaces per unit, which includes visitor parking at 10%. This equates to 519 parking spaces for 610 units, of which 52 parking spaces could be allocated for visitor parking. However, it should be noted that there is potential for the commercial use and visitor parking for the residential component to have shared parking, within the surface parking area.
- d. In support of alternative modes of transportation, GSP notes that there is a future ION station approximately 400m from the site and there are three existing Grand River Transit (GRT) routes in the area (Routes 67, 72 and iXpress 203). Each of the GRT routes have headways of 30 minutes in the AM and PM peak hours. It is expected that the future ION route would have 15 minute headways, which are similar to the current headways for the existing ION stations located in Kitchener. Sidewalks are provided on both sides of roadways within the area, which provides pedestrians convenient access to and from the site and to access the surrounding commercial/retail uses in the area. The applicant is prepared to supply a minimum of 305 Class A bicycle parking spaces, which, follows the intent of the future zoning by-law.

Therefore, based on the analysis within Paradigm's TIS, Transportation Services supports their analysis of the site access points. Based on GSP Groups analysis and findings, the applicant is prepared to provide a minimum 305 Class A indoor secure bicycle parking space, which would complement the future zoning by-law requirements. Coupled with the existing GRT routes, pedestrian walkability and future ION station, Transportation Services is confident that

this development can function with the proposed 580 parking spaces that will service tenants, visitors for the residential use and the commercial use.

Dave Seller, C.E.T.

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



Andrew Pinnell

From: Katie Wood
Sent: Thursday, November 4, 2021 12:19 PM
To: Andrew Pinnell
Cc: 'Josh Zehr'; Angela Mick
Subject: 4396 King St E and 25 Sportsworld Dr

Hey Andrew,

I have received the remaining information required from WalterFedy and I can now confirm that Engineering and KU both support the Zone Change and OPA. I ran the sanitary capacity model with 15.5L/s coming from the site into the Sportsworld Drive sanitary sewer and there was no capacity concerns noted.

Please note that at the time of Site Plan Engineering will be making sure that the existing water service that runs parallel to King St (on private property) has the necessary easements over it if it doesn't already.

Let me know if you have any questions.

Sincerely,

Katie Wood, C.E.T.

Project Manager | Development Engineering | City of Kitchener
519-741-2200 ext. 7135 | TTY 1-866-969-9994 | katie.wood@kitchener.ca



Andrew Pinnell

From: Mike Seiling
Sent: Thursday, September 23, 2021 4:56 PM
To: Andrew Pinnell
Subject: FW: Circulation for Comment - OPA/ZBA (4396 King Street East & 25 Sportsworld Drive)
Attachments: Dept-Agency Circulation Letter_4396 King St E 25 Sportsworld Dr.pdf

Building; no concerns

Melissa Mohr 226-752-8622

November 4, 2022

Andrew Pinnell MCIP, RPP
Senior Planner
City of Kitchener
200 King Street West, 6th Floor
P.O. Box 1118, Kitchener, ON
N2G 4G7

Dear Mr. Pinnell,

**Re: Noise Study Review – OPA 21/09 and ZBA 21/014
4396 King Street East and 25 Sportsworld Drive
GSP Group Ltd. (C/O Kristen Barisdale) on behalf of
Taylorwood Park Homes Inc. (C/O Jim Tolfo)
CITY OF KITCHENER**

Items that required follow up from the Region's letter of March 17, 2022

Following the Region's Comment Letter dated March 17, 2022, Regional staff have the following comments for your review:

Stationary Noise Review:

Regional staff have reviewed the stationary noise aspects of the study entitled "Environmental Noise Assessment for the proposed Residential Development at 4396 King Street East, Kitchener, Regional Municipality of Waterloo, Ontario" dated May 3, 2021 and the updated Noise letter/Noise response dated October 4, 2022, both prepared by SLR Consulting Canada Limited. The study and supporting noise letter have been completed in support of the Official Plan Amendment and Zoning By-law Amendment for the subject lands addressed as 4396 King Street East and 25 Sportsworld Drive in Kitchener.

The proposed development includes two (2) buildings that are proposed to be constructed in two phases. Phase 1 proposes an eight (8) storey residential building that will include a mechanical penthouse with a total height of 30 metres located on the northern portion of the subject lands. Phase 2 includes two (2) towers atop a five-storey podium. Tower A is located on the southwest corner of the site and includes a 30-

storey tower with a mechanical penthouse 99 m in height. Tower B is located on the southeast corner of the site and is approximately 18 storeys with a mechanical penthouse. The Phase 2 building will also include five levels of parking and include retail/commercial uses on the ground floor adjacent to the south, east and west side of the building.

The study and addendum letter concludes that the development will meet the elevated stationary noise limit. The mechanical systems on the proposed buildings (e.g. make-up air units, cooling units and parking garage vents) have not been designed in detail at this stage. This equipment has the potential to result in noise impacts on the noise sensitive spaces within the development; therefore, the potential impacts must be assessed as part of the final building design with the mechanical systems expected to meet all on-site receptors to minimize noise impacts within the development and by incorporating control measures (e.g. silencers, barriers) within the design. An acoustical consultant must review the mechanical systems prior to the final selection of the equipment to ensure the selected equipment complies with the MECP NPC-300 Noise Guideline. Furthermore, the detailed noise study shall assess the potential noise exceedances resulting from the adjacent commercial facilities and assess the impact due to the development itself and other residential buildings in the vicinity of the site.

To ensure these aspects of the proposal has been assessed, Regional staff require the implementation of a holding provision to ensure a detailed stationary noise study has been received and the conclusions, recommendations and implementation measures for mitigation (if required) have been completed to the satisfaction of the Regional Municipality of Waterloo.

Subject to the implementation of a holding provision to assess the impact of the development on itself, Regional staff are satisfied with the conclusions and recommendations contained within the noise feasibility study at the Official Plan Amendment and Zoning By-law Amendment stage. Regional staff further recommend the following noise warning clause be implemented through a registered development agreement between the Owner/Developer and the City of Kitchener at a future Consent and/or Condominium Application and Site Plan Application stage. In addition, the following noise-warning clause shall be implemented within the future Condominium Declaration and all offers of Purchase and Sale/Lease/Rental Agreements:

“Purchasers/tenants are advised that due to the proximity of the adjacent commercial facilities, noise sources from the development itself, sound from these facilities and sources may at times be audible.”

Regional staff further recommend that prior to the issuance of any building/occupancy permits, the City of Kitchener's Building Inspector shall certify that the noise attenuation measures are incorporated in the building plans and upon completion of construction, the City of Kitchener's Building Inspector shall certify that the dwelling units have been constructed accordingly.

Regional Road Dedication:

The required road dedication of 1.5m along King Street East can be deferred to the site plan stage; therefore, there are no further objections from Regional staff regarding the Official Plan Amendment and Zoning By-law Amendment.

Conclusions:

Based on the above, the Region has no objection to Official Plan Amendment OPA21/09 and Zoning By-law Amendment ZBA21/014 subject to the implementation of a holding provision for the following:

- 1. That a holding provision shall apply to the entirety of the subject lands until a detailed stationary noise study has been completed and implementation measures addressed to the satisfaction of the Regional Municipality of Waterloo. The detailed stationary noise study shall review the potential impacts of the development on itself (e.g. HVAC system on the sensitive points of reception) and the impact of the development on the adjacent sensitive land uses; and*
- 2. That a holding provision shall apply to the entirety of the subject lands until a Record of Site Condition (RSC) in accordance with O. Reg. 153/04, as amended, has been filed on the Ministry of Environment, Conservation and Parks (MECP) Environmental Site Registry and the Ministry Acknowledgement letter has been submitted to the satisfaction of the Region.*

Please be advised that the accepted Transportation Noise aspects of the Noise study shall be implemented within a future site plan application and secured through a Registered Development Agreement between the Owner/Developer and the Regional Municipality of Waterloo. As per the Region's letter of March 17, 2022, additional items may be required and secured through the future site plan application(s).

I trust the above is of assistance.

Yours truly,



Melissa Mohr, MCIP, RPP
Senior Planner

C. Kristen Barisdale, GSP Group Inc. (Applicant), Jason Wigglesworth, Transportation Planner,
Monirul Islam, Transportation Planner

Andrew Pinnell

From: Wang, Shaun <swang@kwhydro.ca>
Sent: Wednesday, October 20, 2021 10:25 AM
To: Andrew Pinnell
Cc: Cameron, Greig
Subject: [EXTERNAL] RE: Follow-up re Dept/Agency Comments - OPA/ZBA (4396 King Street East & 25 Sportsworld Drive)

Andrew,

Kitchener-Wilmot Hydro has the following comments on the proposed development at 4396 King Street East & 25 Sportsworld Drive:

The developer will need to make satisfactory arrangements with Kitchener Wilmot Hydro Inc. for servicing:

1. Kitchener-Wilmot Hydro has existing overhead pole line on Sports world Dr and King St E.
2. Any proposed above grade building façade must have a minimum clearance of 5.5 meters from the center of hydro pole line.
3. To service the site, multiple distribution transformers and HV switchgear may be required. Transformer rooms and HV Switchgear room (pad-mounted transformer / vaulted HV switchgear as an alternative) will be required on the property, as per Kitchener-Wilmot Hydro standards. Both Transformer room and HV Switchgear room shall be above grade.

Regards,

Shaun Wang, P. Eng.
System Planning & Projects Engineer
Kitchener-Wilmot Hydro Inc.
P: 519-745-4771 x6312
F: 519-745-0643
swang@kwhydro.ca





Andrew Pinnell

From: Jenny Thompson <Jenny.Thompson@enbridge.com>
Sent: Thursday, February 17, 2022 11:23 AM
To: Andrew Pinnell
Cc: David Paetz; Christine Kompter
Subject: [EXTERNAL] RE: Circulation for Comment - OPA/ZBA (4396 King Street East & 25 Sportsworld Drive)

Good morning Andrew,

Thanks for including me.

There are no comments at this time.

Thank you.

Jenny Thompson
Sr Analyst New Business Projects
Construction and Growth

ENBRIDGE
TEL: 519-885-7400 ext. 5067488 | jenny.thompson@enbridge.com
603 Kumpf Drive, Waterloo, ON N2V 1K3
enbridge.com
Safety. Integrity. Respect. Inclusion.

Please note that effective January 4th 2022, until further notice, I cannot receive calls at the office number above. Please call 226-898-9051 or send an e-mail to this address. Thank you.

Andrew Pinnell

From: Johnston, Jeremiah (MTO) <Jeremiah.Johnston@ontario.ca>
Sent: Wednesday, January 4, 2023 10:26 AM
To: Andrew Pinnell
Cc: Secord, David (MTO); McIver, Maureen (MTO)
Subject: MTO Comments: Official Plan Amendment Application OPA21/009/K/AP & Zoning By-law Amendment Application ZBA21/014/K/AP (4396 King Street East & 25 Sportsworld Drive)
Attachments: 2022.05.24 2020-104 Design Brief.pdf; Dept-Agency Circulation Letter_4396 King St E 25 Sportsworld Dr.pdf

Hello Andrew,

The Ministry of Transportation (MTO) has completed a review of the proposed Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) for the properties located at 4396 King Street East & 25 Sportsworld Drive. The site has been considered in accordance with the Public Transportation and Highway Improvement Act (PTHIA), MTO's Highway Corridor Management Manual (HCMM) and all related guidelines and policies. MTO has no requirement or comments on the OPA or ZBA, however the following outlines our comments on the site overall:

The property is located in close proximity to Highway 8, a **Class 1A – Provincial Freeway** and designated as a **Controlled Access Highway** (CAH). As such, all requirements, guidelines and best practices in accordance with this classification and designation shall apply.

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

Building and Land Use Permit

MTO Building and Land Use Permit(s) will be required. As a condition of MTO permits, the following shall be provided;

- Site Plans, Site Grading Plans, and Site Servicing Plans shall be submitted to MTO for review and approval;

Traffic Impact Study

MTO will require the owner to submit a Traffic Impact Study to MTO for review and approval, indicating the anticipated volumes of traffic and its impact upon the provincial highway network, inclusive of the intersections which form the interchange of Highway 8 and Sportsworld Drive.

- The TIS will be prepared by a Registry, Appraisal and Qualification System (RAQS) qualified transportation consultant in accordance with MTO TIS Guidelines attached.
- The MTO list of Prequalified Engineering Service Providers (ESPs), completing Traffic Impact Analysis is publicly available on [MTO Technical Documents](#) website, under Qualifications.

- MTO will be available to review the TIS scope of work once prepared, to ensure MTO concerns are addressed.
- Should Highway improvements be identified as warranted and as a condition of MTO permits, the improvements will be designed and constructed to the standards and approval of MTO at the cost of the developer.
- MTO suggests the owner engage in pre-consultation with MTO to discuss the existing and proposed trip distribution in tabular and a diagram with the volumes distributed in the network.

The pre consultation process may begin via this website;

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

MTO Sign Permit

- MTO Sign Permit(s) will be required for all existing and proposed signage visible from Highway 8. A MTO sign permit will be required prior to installation, this is inclusive of temporary (including contractor or construction related) signs and permanent signs.

General Comments

Should you have any questions about the above, please contact me directly by email.

Thank you,

Jeremiah Johnston Corridor Management Planner
 Corridor Management Section
 Ministry of Transportation Operations Branch West
 659 Exeter Road, London, ON N6E 1L3
 M: (226)-980-6407

Andrew Pinnell

From: Jennifer Passy <Jennifer.Passy@wcdsb.ca>
Sent: Wednesday, November 24, 2021 9:10 AM
To: Andrew Pinnell
Cc: Planning; Jordan Neale
Subject: [EXTERNAL] Replacement - Circulation for Comment - OPA/ZBA (4396 King Street East & 25 Sportsworld Drive)

Andrew,

The Waterloo Catholic District School Board is in receipt of the information in support of the Official Plan Amendment and Zoning By-Law Amendment for 4396 King Street East & 25 Sportsworld Drive.

The application proposes to significantly alter the fabric of this historically commercial area of the City. The Planning Around Rapid Transit Stations (PARTS) background report dated December 2013 identified the Sportsworld Draft Station Area (MTSA) as a future priority for study. Further exploration of the status of this plan has confirmed that the work on this MTSA is not yet underway. While ideally the proposed redevelopment would be considered within the context of a detailed MTSA, WCDSB are aware that the City of Kitchener Official Plan provides policy support for the review of development applications in advance of Station Area Plans where such development will support the planned function of a MTSA.

At this time there are Official Plan Amendment and Rezoning applications only in support of redevelopment of the subject property to permit the development of an 8-storey apartment building and 30-storey mixed use commercial podium with two residential towers. The property is located at the corner of King Street East and Sportsworld Drive, which are both designated as Regional Roads.

The board has reviewed the road cross sections for the proposed Phase 2 iON construction through this area. The nature of proposed development, future generation of school-aged students combined with legal and practical matters related to student transportation will necessitate the board, city, region and developer working together to review opportunities and constraints at the site plan level to ensure necessary infrastructure or other improvements are available to support yellow-bus transport of future students.

The following comments are offered at this time, and the board reserves the right to offer further input on areas of interest to the board at the time of site plan approval:

- a) Education Development Charges shall be collected prior to the issuance of a building permit(s).
- b) The developer and the Waterloo Catholic District School Board shall reach an agreement regarding the supply and erection of a sign (at the developer's expense and according to the Board's specifications) affixed to the development sign advising prospective residents about schools in the area.
- c) The developer shall enter into an agreement with the City of Kitchener to be registered on the title to the Property that provides:

"All agreement of purchase and sale or leases for the sale or lease of a completed home or a home to be completed on the Property must contain the wording set out below to advise all purchasers of residential units and/or renters of same."

"In order to limit liability, public school buses operated by the Student Transportation Services of Waterloo Region (STSWR), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up students, and potential busing students will be required to meet the bus at a congregated bus pick-up point."

- d) The developer co-ordinate and reach an agreement with the Waterloo Catholic District School Board and Student Transportation Services of Waterloo Region regarding the provision and maintenance of infrastructure for school bus pick-up and drop-off locations.

Jennifer Passy, BES, MCIP, RPP
Manager of Planning
Waterloo Catholic District School Board
480 Dutton Drive
Waterloo, ON N2L 4C6
O: 519-578-3677 X2253
C: 519-501-5285



**Waterloo Catholic
District School Board**
Quality, Inclusive, Faith Based Education

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From: Ron Hallman [REDACTED]
Sent: Monday, October 18, 2021 12:42 AM
To: Andrew Pinnell
Cc: BVrbanovic@regionofwaterloo.ca
Subject: [EXTERNAL] 4396 King St E & 25 Sportsworld Dr.

Greetings Mr Pinnell,

I should preface my strongest concern, regarding this proposed development, with a very brief introduction of my life experience. I am a retired (30 yrs) police officer from Waterloo Regional Police. I spent many of those years investigating (and assisting) serious and fatal collisions while assigned to our Traffic Branch.

Mark my words, if this development is allowed to proceed as planned, without major rerouting of the commercial motor vehicle (Amazon & transport trucks) from the Maple Grove/Fountain area, it will have fatal results. I beg of you; go to that Tim Horton's parking lot and sit and watch that intersection for no more than half an hour on any given day, and then imagine injecting 300 bicycles and several hundred pedestrians to the mix. You should certainly see what I mean. If you're not immediately convinced, please walk across the intersection from all 4 corners. If you feel "safe" while crossing that intersection, then you and I come from different planets.

Surely you noticed the traffic study from the developers, identifying that the roads in the area can handle the development, "EXCEPT" for the intersections closest to the building! This is a transportation hub, not a residential hub. If we want to turn King/Sportsworld into a downtown setting, then we must first remove the majority of the commercial traffic from it. You realize that King St is, by far, the most direct route to the west bound 401 for the majority of central Kitchener and definitely for the entirety of the Maple Grove/Fountain industrial basin?

I get that the ION is going directly down the centre of King St and I see the logic in it bringing people into that area to work and then home again. But I do NOT see the logic in trying to turn that transportation hub into a residential hub.

The building will have a drastic shortage of parking. Where will the overflow park? I'll answer that for you; Costco.

The issues I have already addressed are my biggest concerns. An additional issue I'm sure I could get used to (but don't want to) is having a massive high rise building overlooking my backyard (I guess that officially makes me a NIMBY). I live on Edgehill Dr. I have worked all my life to afford the means to raise my children on a street that feels like cottage country. We are all on wells and septic, no sidewalks, no street lights (for half the length), still enjoying rural mail delivery. How in the world does a high rise apartment building fit into that landscape?

Thank you for reading this far. I'll say it one more time, without any hyperbole; if this project proceeds as it is, someone is going to get killed at that intersection. Please help to prevent that.

Respectfully, Ron Hallman [REDACTED]

From: Marijan B [REDACTED]
Sent: Monday, October 18, 2021 4:20 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 4396 King St E and 25 Sportsworld Dr

Dear Mr. Pinnell,

I am writing to you as a resident of the Deer Ridge subdivision adjacent to the planned highrise development proposed for 4396 King St E and 25 Sportsworld Dr.

I'll be frank, I'm having a hard time comprehending how this proposal is even being entertained.

We are talking about an area with no grocery store, no green space, no parks, no recreation...and A LOT of traffic.

There is traffic from Challenger, Toyota, current residents in the neighborhood, Costco, the list goes on. Rush hour is already crazy.

I also have some serious concerns that the residents of the highrise development will just use our neighborhood bringing in an incredible amount of foot traffic to an already busy trail system.

As a side note, but also a valid concern, I lived in the grand river woods development in Cambridge just down king street near fountain Street. It is a cautionary tale of what happens when you build higher density housing near Conestoga College. The townhomes there are 90% Conestoga College students. It was unbearable living there. People on the streets at all hours drinking alcohol, street racing, vandalism, violent crime (there was a homicide there last fall before I moved). Someone even took out the stop sign in front of my home there and drove over my lawn! It would be naive to think investors won't scoop up these apartments and fill them to the rafters with international students. Conestoga College increased its international student intake considerably over the past 5 years. I believe the number sits at about 10,000 and is increasing all the time. Not a single purpose built residence was ever built that is proportional to this increase. They will end up in this development. They will end up in our neighbourhood.

As a member of Deer Ridge, and I'm sure my neighbours will agree, we pay some of the highest property tax in the region. Why? Because it's a beautiful neighbourhood surrounded by nature. Please don't ruin it.

Sincerely,
Marijan Berecic

From: Renée Ruszer [REDACTED]
Sent: Monday, October 18, 2021 3:46 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 4396 King St E at 25 Sportsworld Dr, Kitchener

Dear Mr. Pinnell,

I am writing to you as a resident of the area in which Commercial Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener,

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an already overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what is the city thinking??!!

There is no LCBO, beer store, regular grocery store, drug store, daycare, parks or open green spaces nearby. This will push foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life. The roads in the area are already overburdened, can you imagine what 580 more cars per day will do to the South end of Kitchener? And make no mistake, the building may have 300+ bicycle parking spaces, you will not be able enforce people to use them. The majority of those residents will be using their cars to go to work, school, shopping, etc...

We are Not in favour, we OPPOSE this development and OPPOSE the changing of the zoning of the neighbourhood. Please record our sentiments accordingly.

Renee Ruszer
[REDACTED]

Sent from my iPhone

From: Elkin Castano [REDACTED]
Sent: Monday, October 18, 2021 8:39 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 4396 King St East development

Hello,

As feedback, this proposed development is risky and must add restless. High density, low parking ratio, no green space, and poor surrounding infrastructure (schools, to begging with) make this idea bizarre. It might work for the core are of KW. Perhaps only the 8 floor building with the rest of the space used for communal enjoyment will work better, but not as profitable....and this project is clearly designed to squeeze dollars not to bring quality of living to the inhabitants.

Best regards,

Elkin Castano
Deer Ridge resident.

Sent from [Mail](#) for Windows

From: [REDACTED]
Sent: Monday, October 18, 2021 8:40 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 4396 King St East rezoning.

Andrew:

So please let me understand this. You want to put approximately 2000 more people on one of the busiest intersections in Kitchener???? The infrastructure is zero to support such a move. Extremely busy roads which will only get busier with the coming of a train driving in the same space. Poor school access. Poor shopping access. Nowhere close to add such infrastructure...and you think this is a good idea. You must live in Listowel where people don't worry about stuff like that. Only good that comes from this is more revenue for the city to squander on other ridiculous projects that have equally as little foresight. Ahhhhhhhhhhhhhhh yes, but that's what politicians do with other people's money right Andrew? Only problem is you just railroad this stuff through. The builder gets richer. And the infrastructure will follow. Not. If building stuff in the sky for people to live in is pertinent and it likely is, then there is lots of better placed sky!! Just imagine.

Bill Dow

From: Frank Ruszer [REDACTED]
Sent: Monday, October 18, 2021 3:01 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 4396 King St. E development

Dear Mr. Pinnell,

I am writing to you as a resident of the area in which Commercial Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener,

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an ready overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what is the city thinking??!!

There is no LCBO, beer store, regular grocery store, drug store, daycare, parks or open green spaces nearby. This will push foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life. The roads in the area are already overburdened, can you imagine what 580 more cars per day will do to the South end of Kitchener? And make no mistake, the building may have 300+ bicycle parking spaces, you will not be able enforce people to use them. The majority of those residents will be using their cars to go to work, school, shopping, etc...

We are Not in favour, we OPPOSE this development and OPPOSE the changing of the zoning of the neighbourhood. Please record our sentiments accordingly.

Thank you,

Frank Ruszer

From: John Hossack [REDACTED]
Sent: Monday, October 18, 2021 3:38 PM
To: Andrew Pinnell
Cc: John Gazzola; Christie & Matt Girdler; John & Sharan Mellor; Jack & Lurdes Jordao
Subject: [EXTERNAL] 4396 King St. E., Kitchener
Attachments: [IMG_1625.heic](#)

Good afternoon Andrew
My name is John Hossack.
I am a Deer Ridge resident.
I am Writing today, to voice my concern of the plan for the above Kitchener address.
I tried the phone number attached to the article with your name.
Your number is not reachable, otherwise I would have called you, I also tried via the city of Kitchener website with no luck.
This is the first I have heard of this proposal, and have received no prior notification as a local resident.
Therefore I've had no opportunity to voice my concerns and the deadline is today!
Please ensure my comments are attached to this proposal, I will keep record of this email as I want it entered before the deadline passes.

King and Sportsworld is the busiest intersection at the entry point to the city of Kitchener from the 401.

We are already at gridlock in this location,
due to business decisions to appease local business 22 years ago and we continue to struggle to access local roads.

At that time businesses were up in arms about the loss of business due, to a westbound ramp that was planned for westbound 401 traffic

Hence today's congestion!

It is insane to think we can accommodate such a structure with so many units in this area.

Until a west bound (401) on ramp is built to relieve traffic in this area you can't possibly be serious?

Also the local ambulance station (Fountain Street and Cherry blossom) response times would be seriously impeded.

Until the necessary infrastructure is built and in place, this proposal but should be Shelved.

Pioneer Tower /Deer Ridge area residents

safety (approximately 3000) would be seriously at risk!

Please respond to this email, as I would like a receipt of your acceptance of this email.

Thank you

Regards

John Hossack
[REDACTED]

Sent from my iPhone

From: Bridget Coady [REDACTED]
Sent: Monday, October 18, 2021 1:21 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 4396 King St. E

Hello Andrew,

My family lives in the Edgehil/Settlers Grove/Deer Ridge community and have reservations regarding the amount of residential units proposed in this development. This existing residential community is grossly underserved for community park land and amenities (not to mention kids are 100% bussed) as it is and any new residents will need to cross a major arterial to seek green space. Please note that one of the community parkettes in our community will be taken off line for a year or two as the new trunk sewer from the East Side lands will be constructed through it.

I don't believe this location should be considered for major residential. While Im aware that arterial commercial does not produce the densities required to support rapid transit, office commercial does, and this location should be developed more as office and service commercial it is currently designated- as the "gateway" to support the nearby east side lands. NOT Residential. This and any future mixed use development in this commercial node would never be able to be considered a complete community and any future residents would not have great quality of life....given the lack of community supports and amenities. Yes it may produce some more residential units for the housing supply, but to what end? Are we just throwing up units to meet provincial targets or are we thoughtfully planning for a world class community?

Thanks for your consideration.

The Rowbotham Family.

Sent from my iPhone

From: ross evans [REDACTED]
Sent: Sunday, October 24, 2021 8:58 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 4396 King St. note

Andrew,

I hope this email does not find you too late in the discovery process of this new development proposal. I live on [REDACTED] a block from this new development and I'd like to add my feedback on the project. I know its along the ION Path but its also likely the most busiest corner in Kitchener, with all vehicles coming and going from Kitchener to Cambridge and EVERY vehicle coming and going to the 401 London direction. Currently this is an extremely busy corner and with the new commercial industrial parks north of Toyota being planned (6,000acres) this is going to get worse. My street, Edgehill Drive is already being used as a by-pass for the Deer Ridge residents and many time their speeds far succeeds the posted limits. If this project was to increase over 600 new units which would increase the amount of people entering this already busy intersection, our quiet Edgehill drive would be extremely busy.

The second thing is where are these people going to walk their dogs, ride their bikes or simply walk for exercise.. We have no parks in the area and therefore our road again would get inundated with more foot, bike and vehicle traffic all of which is not designed for. This intersection is not designed for all the additional traffic your planning on adding.

I reviewed the recent long-term plans for the 401 intersections for 401 west to and from London and NOTHING is on the books at this time to add this and therefore that traffic would be rammed into this intersection that already TODAY this stretch of King street is extremely congested and rush hours its even worse. I'd like to see traffic studies and projected traffic studies from the new commercial units already approved **plus** this new project.

And finally to build a project with 30 stories in this area is not consistent with the short term or long term plans of this area. There are no buildings in this area higher than the local hotel at 8-10 stories, so these buildings would be massive on this little corner of King and Sportsworld. This is not a down town core area and should not have a building of this height approved for the area.

Thank you Andrew for your time to review this letter of concern for the new development project at King and Sportsworld in Kitchener.

Sincerely
Ross Evans

[REDACTED]

From: Lurdes Jordao [REDACTED]
Sent: Monday, October 18, 2021 4:56 PM
To: Andrew Pinnell
Cc: John Gazzola
Subject: [EXTERNAL] 4396 King St; Kitchener

Hello; My name is Lurdes Jordão and I live on Deer Ridge Drive. For the past 22 years we have lived quietly and in peace in our neighbourhood. I am also the president of Settler's Grove Community Association And represent 273 households and we are voicing our concerns and are completely 100% against this development. There are already concerns of increased crime and traffic with past developments. This project does not benefit the well being of our residents. We would like you record the 273 households against this project.

Further more; we have come to know about this project today. There was no advance communication of this project and advance warning só residents can attend a meeting would have been appreciated.

Our association is interested in submitting an appeal against this project!

**NOTICE OF DEVELOPMENT
APPLICATION** in your neighbourhood
4396 King Street East & 25 Sportsworld Drive



We Want to Hear from You!
please provide comments by:

October 18, 2021

For more information about this
matter, including information about
appeal rights, visit:

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

or contact:



Mix of
Land Uses



Max Height
30-storeys



616 Dwelling
Units

City of Kitchener

Andrew Pinnell, Senior Planner

519-741-2000 x7668

andrew.pinnell@kitchener.ca

200 King St. W., Kitchener On N2G 4G7

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. The Official Plan Amendment requests to designate the property from Commercial Campus to Mixed Use with a Specific Policy Area. The amendments would permit a mixed-use development with 616 dwelling units and 1,378 m² of commercial space and 300+ secure bicycle parking spaces.

Sent from my iPhone

From: Ashley Berkel [REDACTED]
Sent: Tuesday, October 19, 2021 12:24 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 4396 King Street East & 25 Sportsworld Drive

Dear Mr. Pinnell.....

I am writing to you as a resident of the area in which Commerical Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener,

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an already overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what would the city be thinking?

There is no LCBO, beer store, regular grocery store, daycare, parks or open green spaces nearby. It will only push non-resident foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life.

We are NOT in favour. Please record our sentiments accordingly.

With respect
Ashley Berkel
[REDACTED]
[REDACTED]
[REDACTED]

From: Bruce and Kimberley Cushing [REDACTED]
Sent: Sunday, October 17, 2021 9:33 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 4396 King Street East and 25 Sportsworld Drive

Monolithic eye sore of colossal proportions, that is what I would call this.

I was walking around the Pioneer Tower today, a historical landmark.

Standing at the base having climbed it many times to view the Grand River Valley hoping to glimpse a bald eagle that nest there.

I live in Grand Hill and have on occasion see one fly over my house.

As I turned, I was ashamed to think that just a few blocks someone wants a 30-story tower. Wow what a view that will be from the top of historical landmark that has ties back to the founding of Kitchener.

One of the most valuable neighbourhoods in the city and you step out your front door or be resting in your backyard and you see this monolithic eyesore, only one property away for some people on Edgehill.

One that will create a shadow like a giant sundial as the sun moves through the sky.

Standing at the corner of King and Sportworld Drive and you can't see a skyscraper anywhere.

It just does not fit in. Where is the midrise development, why does it have to go to 30 storeys?

Even 10 storeys would be a sudden step up when single family homes are less than 100m away.

Building and intensifying along the LRT is creating a steel and glass wall that is splitting the city east and west sides.

Just look at the insane development in Waterloo, and what percentage of those units are still unoccupied.

Which for some reason has attracted a large number of crows?

Urban planning should involve attractive and welcoming transitional zones. Not a sudden monolith that doesn't fit in with even the property across the street.

If one tower goes to 30 storeys, then so will the others. How welcoming will Sportworld Crossing be surrounded by towers on the west side, mid-day sun on the patio of Moose Winooski's, nope.

Development should be greening the street, not hardening the street to the edge of the road and going 99m vertical.

What is missing here is a total vision of what the street could and should look like 25 years from now.

Otherwise, you get the disaster that is King Street in Waterloo where you have concrete jungle that is one street, blocking sun, unwelcoming, and really architecturally a dog's breakfast.

As for the bike parking, seriously the building will be next to neighbourhoods where the average vehicle is north of 60 grand.

Plus, the LRT is not designed for bicycle loading, not like Vancouver is. People are not going to bike north on King St to get to... the Charcoal Steakhouse, or Pepsi Pizza.

There are no grocery stores, beer store, LCBO within walking distance. Occupants are not going to bike or LRT to get grocs.

I know you could argue if you build, they will come. There is not enough land between King St and the expressway to house these other anchor stores.

Imagine approaching Kitchener from the west on the 401, looking out at the Grand River Valley and then seeing the great wall of Kitchener towers that split the city, a mistake Waterloo made.

This application is all about immediate profit, not the long-term vision of Kitchener, or its residents. The sales pitch will be the view of the valley at the expense of those who have carefully manicured their properties and have been paying a hefty tax bill all along. Intensifying along the LRT involves a plan, not bending over for developers short term profits.

Bruce

From: Lindsey Schmalz [REDACTED]
Sent: Monday, October 18, 2021 1:45 PM
To: Andrew Pinnell
Subject: [EXTERNAL] 4396 King Street East Development Idea

Hello Mr. Pinnell,

I am contacting you today about the future development on 4396 King St E in Kitchener. I am a resident of the Deer Ridge community and I strongly appeal your decision to erect an enormous sky scraper in our community.

Due to how close to the existing buildings would be to h the proposed building there is a concern for safety. There is also ergonomic means that must be considered, as well as traffic and means of vehicular egress.

I am an architecture student and I understand how land is valuable and buildings have to be vertically built, however please reconsider this horrendous design you have put together.

Have you considered 4607 King St East, it is only slightly further down the road and would not be an eye sore for the residents of our community. 4585 King St East is currently occupied, however your current plan does require you to purchase land and evict multiple businesses. It is still in close proximity to the 401 and the 7/8 Expressway as well as other amenities.

Thank you for your time and consideration.

Sincerely,
Lindsey Schmalz
[REDACTED]

From: [REDACTED]
Sent: Monday, October 18, 2021 5:47 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Against the Proposed Development at 4396 King Street East & 25 Sportsworld Drive

Dear Mr. Pinnell.....

I am writing to you as a resident of the area in which Commerical Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener,
We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an ready overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what would the city be thinking?

There is no LCBO, beer store, regular grocery store, daycare, parks or open green spaces nearby. It will only push non-resident foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life.
We are NOT in favour.

Please record our sentiments accordingly.

With respect

From: Steve Capling [REDACTED]
Sent: Monday, October 18, 2021 10:43 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Application for development - 4396 King St. East and 25 Sportsworld Dr.

Dear Mr. Pinnell,

As a resident of one of the communities adjacent to the area in which Commerical Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener...

We wish to express deep concern for the proposed 30-story, 616 dwelling proposed development and how it will impact an already very busy and mixed-used area.

Putting a residential high rise development on the corner of what is already an overburdened intersection that sees regular congestion with all the local business traffic, Challenger Motor Freight traffic, Toyota plant traffic, Loblaws Distribution traffic, Costco traffic, Home Depot traffic, GO and GRT Transit traffic not to mention the Hwy 8 on/off ramps, and is set to create a plethora of additional issues on these roads as well as the nearby community.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location.

This seems a bit ludicrous in theory alone.

There is no LCBO, beer store, regular grocery store, daycare, parks or open green spaces nearby and it will push non-resident foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the limited green space and recreational infrastructure in those areas and will negatively impact our quality of life.

We are NOT in favour. Please record our sentiments accordingly.

Steve Capling & Connie Arnold
[REDACTED]
[REDACTED]
[REDACTED]

From: Scott Reiner [REDACTED]
Sent: Monday, October 18, 2021 3:03 PM
To: Andrew Pinnell
Cc: Jill Reiner
Subject: [EXTERNAL] Commercial Campus - 4386 King St E

Dear Mr. Pinnell

I am writing to you as a resident of the area in which Commerical Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener,

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an already overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what would the city be thinking?

Where are all of the Bike paths for these 300+ cyclists that will be putting their lives in peril riding on King or SportsWorld drives?

There is no LCBO, beer store, regular grocery store, daycare, parks or open green spaces close or part of the development to support this much of an influx of people. It will only push non-resident foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life.

We are NOT in favour. Please record our sentiments accordingly.

Best regards,

Scott & Jill Reiner

From: Mike Mooney [REDACTED]
Sent: Monday, October 18, 2021 12:21 PM
To: Andrew Pinnell
Cc: Michael Mooney
Subject: [EXTERNAL] Commercial Campus Development COM-4

Dear Mr. Pinnell.....

I am writing to you as a resident of the area in which Commerical Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener,

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an ready overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what would the city be thinking?

There is no LCBO, beer store, regular grocery store, daycare, parks or open green spaces nearby. It will only push non-resident foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life.

We are NOT in favour. Please record our sentiments accordingly.

With respect

Michael Mooney
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Carole Rothwell [REDACTED]
Sent: Monday, April 4, 2022 1:54 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Deer Ridge area condo updates

Hello Andrew


I live in Deer Ridge and attended the zoom meeting on Thursday. Could you please add my email to the list to receive updates.

Unlike many others, I think it is progress and am supportive trusting the project is well managed. It seems to be heading in the right direction.

My email is [REDACTED]

Thank you.

--



CAROLE ROTHWELL • [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Vishal Mandal [REDACTED]
Sent: Friday, April 1, 2022 11:39 AM
To: Andrew Pinnell
Subject: [EXTERNAL] Deer Ridge-Add email address please

Hi Andrew,

Trust all is well.

Please add my email address for Deer Ridge surrounding related development as per yesterday's meeting.

[REDACTED]

Thank you for your time.

Best regards
Vishal

Sent from [Mail](#) for Windows

From: Sonika Mandal [REDACTED]
Sent: Friday, April 1, 2022 11:37 AM
To: Andrew Pinnell
Subject: [EXTERNAL] Deer Ridge-Add email address please

Hi Andrew,

Trust all is well.

Please add my email address for Deer Ridge surrounding related development as per yesterday's meeting.

[REDACTED]

Thank you for your time.

Best regards
Sonika

From: Sandra Vink [REDACTED]
Sent: Monday, October 18, 2021 11:07 AM
To: Andrew Pinnell
Subject: [EXTERNAL] Development application 4396 King St East and 25 Sportsworld Dr. Kitchener

Dear Mr. Pinnell:

I wish to comment on the proposed Zoning By-law Amendment and proposed development at this location. I am a resident and property owner nearby on Edgehill Drive, and I have the following concerns.

1. Traffic at the intersection of King St East, Sportsworld Dr and Baxter Pl is already heavy and dangerous for vehicle traffic, bicycles and pedestrians, due to there being no direct connection to and from HWY 401 West. This volume will only increase even without the proposed development, and there is no plan to remedy this for many (30-40) years in the future, according to my most recent information.
2. The very nearby intersection of Baxter Pl and Pioneer Tower Dr is busy and confusing to most travelling through it currently, including vehicles, bicycles and pedestrians. It includes close access to 2 retail plazas. Illegal U-turns, blocking of the intersection because of the traffic lights on King St, and failure to stop from Pioneer Tower Dr are frequently observed. Higher traffic volumes from this development will exacerbate these problems.
3. Some traffic will divert to Edgehill Dr in order to avoid the traffic on King St East. Such drivers are likely to travel above the non-posted speed limit. Edgehill Dr is currently a sleepy and quiet residential street, with children, bicycles, dog walkers and elderly people strolling, and without sidewalks or streetlights in some areas. This is a dangerous situation, and discourages the healthy outdoor lifestyle residents try to maintain, and chose to live in the area to enjoy.
4. There are significantly fewer parking spots for this development than there are living units. I don't know what provisions have been made for visitor and retail parking, if any. I have some personal experience with this arrangement as it occurred at the much smaller development at 49 Queen St East in (Hespeler) Cambridge. The lack of space for parking at that location caused disputes and aggressive behavior over parking in unauthorized spots, and illegal parking on adjacent streets and private property. This development must provide adequate parking for its own requirements rather than relying on trespassing to service its residents and guests.
4. Edgehill Drive is serviced by rural postal delivery, therefore has mail boxes at the end of the driveways and delivery by car. Urban residents are unfamiliar with this mode of delivery. When cars or delivery vans park close to the mail boxes, the letter carrier is unable to deliver, and residents do not receive their mail. There is the potential for this to happen frequently, since parking from this development will overflow onto the few adjacent residential streets, most likely Edgehill Drive. Please refer to the following:

Canada Post Corporation Act (R.S.C., 1985, c. C-10)

Delay of mail

- **50 (1)** Every person commits an offence who, without reasonable cause, refuses to permit or delays permitting any mail or mail conveyance to pass on or use any road, ferry or other route or mode of transport access to which is under his control.
- **Marginal note: Reasonable cause**
(2) For the purposes of subsection (1), collecting toll, ferriage or other charge for the use of any route or mode of transport is deemed not to be reasonable cause.
- 1980-81-82-83, c. 54, s. 44

5. There are no parks or green spaces in the area, since the decommissioned school property was redeveloped by the City of Kitchener into single family homes at Pioneer Grove Ct a few years ago. Although some provisions are included in the development for this need, pedestrians and dog walkers will spill onto Edgehill Dr and Pioneer Tower Dr for exercise. Pioneer Tower Dr has no sidewalks in places, and as mentioned previously, Edgehill Dr has no sidewalks and in some areas no streetlights. Parking is unlimited, and likely will be used by overflow from the development. Edgehill Dr was not designed for these volumes of use, and is subject to congestion currently when service vehicles are parked. Both new residents and old are endangered by the City of Kitchener increasing the volume of users and failing to address these traffic issues.

6. Edgehill Dr is a small side street lacking in most of the amenities larger and more central streets are provided with. As mentioned, there are no sidewalks and in some places no street lights. The street is old, and accommodates only two direction travel with no posted speed limits or parking. It has a tar and gravel surface, replaced approximately 5 years ago. There are no curbs or storm sewers, instead ditches and culverts at the driveways. Cars frequently park with two wheels on the grass, causing damage to the turf , especially in wet weather. It does not have the capacity to absorb increased use safely.

Please consider the above issues as planning on this site progresses. I would appreciate being included in the dialogue and receiving information releases pertaining to it.

Thank-you,

Sandra Vink

--

Sandra

From: [REDACTED]
Sent: Monday, October 18, 2021 3:11 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Development application at king & sportsworld dr

Good afternoon Mr. Pinnell,

As a resident of the area in which there has been an application for develop at 4396 King St E at 25 Sportsworld Dr, Kitchener, I am writing to you with major concerns.

Having a high rise residential development will lead to many issues for local residents, as well as commuters. This will create even more traffic on an already congested area in Kitchener. I am also very concerned for the foot and bicycle traffic this could cause heading towards Preston, an area that has no actual sidewalk or bike path. This is very dangerous around the 401 on/ off ramps and under the bridge. My next concern is the lack of green space. There is absolutely no green space, parks, etc provided for this development. This will cause a significant impact on my community, which is not designed for 600+ residents. Our neighbourhoods were designed for what has been built here. If there is going to be a development, it should be on the development to provide adequate green space for their residents. If there is no green space provided this will also lead to a significant increase in foot traffic across king st and Sportsworld Dr., an EXTREMELY busy intersection. My last concern in regards to this development is the lack of amenities located near by. There is no grocery store, pharmacy, LCBO, Beer store, etc. that would be needed for this kind of development. Please note: by grocery store and pharmacy I list that as ones with extended hours, the pharmacy in the area and Costco do not provide you with the same hours as a regular grocery store or larger pharmacy would. These are essential for a development of this size and type (lack of transportation for many).

We are not in favour of this development!

Thank you,
Jamie Kelly

From: Thien Nguyen [REDACTED]
Sent: Monday, October 18, 2021 1:53 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Development Application Concern

Hi Andrew,

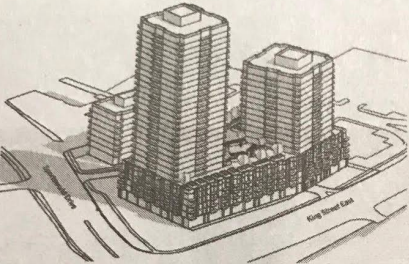
I just received this notice and have some concerns with this development in a highly congested area.

Are the neighbourhoods going to be able to put forth their concerns in a public forum before this gets approved?

Please let me know,

Thanks,
Thien.

NOTICE OF DEVELOPMENT APPLICATION in your neighbourhood
4396 King Street East & 25 Sportsworld Drive



We Want to Hear from You!
please provide comments by:
October 18, 2021

For more information about this matter, including information about appeal rights, visit:
www.kitchener.ca/planningapplications
or contact:

City of Kitchener
Andrew Pinnell, Senior Planner
519-741-2000 x7668
andrew.pinnell@kitchener.ca
200 King St. W., Kitchener On N2G 4G7

Concept drawing

Mix of Land Uses Max Height 30-storeys 616 Dwelling Units

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. The Official Plan Amendment requests to designate the property from Commercial Campus to Mixed Use with a Specific Policy Area. The amendments would permit a mixed-use development with 616 dwelling units and 1,378 m2 of commercial space and 300+ secure bicycle parking spaces.

From: Eric Heutschi [REDACTED]
Sent: Monday, October 18, 2021 7:10 PM
To: Andrew Pinnell
Cc: Mollie Weichel
Subject: [EXTERNAL] Development at 4396 King St E at 25 Sportsworld Dr, Kitchener,

Dear Mr. Pinnell,

We are writing to you as a residents in the area in which Commercial Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener.

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an already overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what would the city be thinking?

There is no LCBO, beer store, regular grocery store, daycare, parks or open green spaces nearby. It will only push non-resident foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life.

We are NOT in favour. Please record our sentiments accordingly.

Thank you,

Eric Heutschi and Mollie Weichel

From: Craig Wilson [REDACTED]
Sent: Monday, October 18, 2021 4:49 PM
To: Andrew Pinnell; John Gazzola; Mayor
Subject: [EXTERNAL] Development at 4396 King Street

Dear Mr. Pinell,

I have only become aware today of this proposed zoning change and proposed for 4396 King St East development. As far as I am aware, none of the residents of the Grand Hill Village, which is in the vicinity of this development, have been informed of this proposal. Additionally, I understand that the residents of Deer Ridge Drive may have not been aware till today either. This is hardly consulting widely in the adjacent communities.

I am a long time resident of Grand Hill Village and served on the joint committee of planners and residents when the Deer Ridge community was under consideration. One of the major criteria that was used at that time was the concept of 'Transition'. There was to not to be a sudden increase in intensity that would have a serious impact on existing communities. I am very concerned that this proposal violates that concept and will impose on the existing communities an inner city high rise concept that is not acceptable in our area.

I think it is important that you set up a committee that will consist of representatives from the Deer Ridge, Grand Hill Village and Pioneer Tower communities as well as the developer and city planners to discuss the future developments for our area. The approach you currently are taking is undemocratic and contradicts the examples that was et some 20 years ago when the Deer Ridge community was being planned

I am copying this letter to Mayor Vrbnovich and our councillor John Gazzola so they are informed of the opposition of one citizen.

Yours truly

Craig Wilson

[REDACTED]

[REDACTED]

**NOTICE OF DEVELOPMENT
APPLICATION** in your neighbourhood
4396 King Street East & 25 Sportsworld Drive



Concept drawing



Mix of
Land Uses



Max Height
30-storeys



616 Dwelling
Units

We Want to Hear from You!
please provide comments by:

October 18, 2021

For more information about this
matter, including information about
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planningapplications](http://www.kitchener.ca/planningapplications)

or contact:

City of Kitchener
Andrew Pinnell, Senior Planner
519-741-2000 x7668
andrew.pinnell@kitchener.ca
200 King St. W., Kitchener ON N2G 4G7

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. The Official Plan Amendment requests to designate the property from Commercial Campus to Mixed Use with a Specific Policy Area. The amendments would permit a mixed-use development with 616 dwelling units and 1,378 m² of commercial space and 300+ secure bicycle parking spaces.

From: gordon.n gordon.n [REDACTED]
Sent: Monday, October 18, 2021 3:47 PM
To: Andrew Pinnell; John Gazzola; Mayor
Subject: [EXTERNAL] Development at 4396 King Street

Dear Mr. Pinell,

I have only become aware today of this proposed zoning change and proposed for 4396 King St East development. As far as I am aware, none of the residents of the Grand Hill Village, which is in the vicinity of this development, have been informed of this proposal. Additionally, I understand that the residents of Deer Ridge Drive may have not been aware till today either. This is hardly consulting widely in the adjacent communities.

I am a long time resident of Grand Hill Village and served on the joint committee of planners and residents when the Deer Ridge community was under consideration. One of the major criteria that was used at that time was the concept of 'Transition'. There was to not to be a sudden increase in intensity that would have a serious impact on existing communities. I am am very concerned that this proposal violates that concept and will impose on the existing communities an inner city high rise concept that is not acceptable in our area.

I think it is important that you set up a committee that will consist of representatives from the Deer Ridge, Grand Hill Village and Pioneer Tower communities as well as the developer and city planners to discuss the future developments for our area. The approach you currently are taking is undemocratic and contradicts the examples that was et some 20 years ago when the Deer Ridge community was being planned

I am copying this letter to Mayor Vrbanovich and our councilor John Gazzola so they are informed of the opposition of one citizen.

Yours truly

Gordon Nicholls

[REDACTED]

[REDACTED]

Jennifer Leat

NOTICE OF DEVELOPMENT APPLICATION in your neighbourhood
4396 King Street East & 25 Sportsworld Drive

We Want to Hear from You!
please provide comments by:

October 18, 2021

For more information about this matter, including information about appeal rights, visit:
www.kitchener.ca/planningapplications
or contact:

City of Kitchener
Andrew Pinnell, Senior Planner
519-741-2000 x7668
andrew.pinnell@kitchener.ca
200 King St. W., Kitchener On N2G 4G7

Concept drawing

Mix of Land Uses

Max Height 30-storeys

616 Dwelling Units

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. The Official Plan Amendment requests to designate the property from Commercial Campus to Mixed Use with a Specific Policy Area. The amendments would permit a mixed-use development with 616 dwelling units and 1,378 m² of commercial space and 300+ secure bicycle parking spaces.

Jennifer Leat



From: Colin Yee [REDACTED]
Sent: Friday, April 1, 2022 10:47 AM
To: Andrew Pinnell
Subject: [EXTERNAL] Development Sportsworld and King St

Hi Andrew,

I was present yesterday for the Zoom meeting regarding this development.

Is this the applicant's website?

<https://www.gspgroup.ca/>

Thanks,

Colin Yee

From: Claudia K [REDACTED]
Sent: Thursday, March 31, 2022 8:36 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Follow up - Sportsworld developments

Hi Andrew,

I would like to reiterate the need for addressing traffic concerns, and creating a plan that doesn't disrupt the community, before implementing these projects.

It appears that the City is willing to overlook real challenges with the current traffic state to move forward with its own agenda for diversification and growth.

Claudia

From: Slobodan Martinovic [REDACTED]
Sent: Monday, October 18, 2021 5:10 PM
To: Andrew Pinnell
Subject: [EXTERNAL] FW: Notice of development application concerns

Dear Mr. Pinnell.....

I am writing to you as a resident of the Deer Ridge area in which Commercial Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener.

We wish to express a deep level of concern for how the proposed 30 story, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of all ready overburdened intersection, busy with Amazon, Loblaw distribution, Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic, not to mention the Hwy 8 on/off ramps, and the exit for the 401 toward London is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what would the city be thinking?

There is no regular grocery store, no daycare, no Beer store neither LCBO, no parks or open green spaces nearby. It will only push non-resident foot and bicycle traffic into the adjacent neighborhoods (our area) thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, also increasing crime that will negatively impacting our quality of life.

We are AGAINST this application. Please record our sentiments/concerns accordingly.

With respect

Slobodan Martinovic
[REDACTED]

From: Don Nguyen [REDACTED]
Sent: Monday, October 18, 2021 1:17 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Fwd: 200 king street development ?

> Hi,
>
> I have just been told about this development at 200 king street that I would like more information and
do not currently agree with the proposed plan .
>
> Don
> - grand hill resident
>
> Sent from my iPhone

From: Lori Wilson [REDACTED]
Sent: Monday, October 18, 2021 3:14 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Fwd: Proposed development

> Dear Mr. Pinnell,

>

> I am writing as a resident of the area in which Commerical Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener.

>

> We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

>

> Dropping a high rise residential development onto the corner of an ready overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

>

> That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what would the city be thinking?

>

> There is no LCBO, regular grocery store, daycare, parks or open green spaces nearby. It will only push non-resident foot and bicycle traffic into the adjacent neighbourhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life.

>

> We are not in favour. Please record our sentiments accordingly.

>

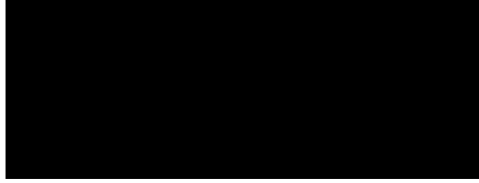
> With respect

> Lori & Stephen Cook

the areas to probe and what to look for so that you get a complete picture of the property and community you're considering.

Kind Regards,

Ciril Nemec



From: Dana Mousa [REDACTED]
Sent: Monday, October 18, 2021 3:13 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Fwd: Zoning By-law Amendment

From: Dana Mousa [REDACTED]
Date: October 18, 2021 at 2:59:41 PM EDT
To: Andrew.Pinnell@kitchener.ca
Subject: Zoning By-law Amendment

Dear Mr. Pinnell.....

I am writing to you as a resident of the area in which Commerical Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener,

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an ready overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what would the city be thinking?

There is no LCBO, beer store, regular grocery store, daycare, parks or open green spaces nearby. It will only push non-resident foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life.

We are NOT in favour. Please record our sentiments accordingly.

Thank you,

Dana Mousa



From: Sunny Ng [REDACTED]
Sent: Monday, October 18, 2021 1:08 PM
To: Andrew Pinnell
Subject: [EXTERNAL] High rise building on King St

Hello Andrew,

I just received notification from my neighbour today that the city is planning on building a large high rise at King St and Sportsworld.

I am a resident of the Deer ridge community just across the street from this proposed site. I am most disappointed that I did not receive notification of this myself in advance. Me, along with many of my neighbours did not receive the letter or plan information. We are all very concerned about the impact this will have on the local traffic and population density. What are the proposed changes for things such as green space or schools or other infrastructure that would be needed for the increase in population this high rise would bring?

I would like to formally write to ask the pause this development or to cancel it so that all residents in the neighbourhood have been given the opportunity to review and understand the impacts.

Thank you,
Sunny Ng
[REDACTED]

From: Judy Bayly-Hanna [REDACTED]
Sent: Friday, March 25, 2022 10:38 AM
To: Craig Dumart; Andrew Pinnell
Cc: John Gazzola
Subject: [EXTERNAL] High Rise Developments at 4396 and 4220 King St East in Kitchener

Dear Sirs,

As a resident of Grand Hill Drive for almost 30 years I consider myself very fortunate to be enjoying such a beautiful part of Kitchener. Although the area has changed, grown, developed considerably during this time, it remains a lovely combination of city/country living.

The most recent commercial developments along King St East/Highway 8 have resulted in a huge increase in traffic and congestion along Highway 8 as well as Deer Ridge Drive. We already experience traffic congestion and frequent speeding along Deer Ridge leading to Grand Hill.

The introduction of 2 high rise buildings in this area is of great concern to all of us. Both in terms of our clean water supply (as we all use well water and septic systems) and the social and physical implications of a large increase in population in a relatively small area without green space.

I am not against low rise apartment buildings but let's keep them below 8-9 stories.

Will a water study be done?

Will a traffic study be done?

We look forward to discussing these issues further at the March 31st Zoom meeting.

Thank you for considering my thoughts,

Judy Bayly-Hanna

From: Hyacinth Easo [REDACTED]
Sent: Monday, October 18, 2021 4:29 PM
To: Andrew Pinnell
Subject: [EXTERNAL] New developement Sports World

Hello Mr. Pinnell,

As a family living in close proximity to Sports World Drive I wanted to reach out to express concern for the proposed application for commercial building (mixed use area) for development at 4936 King St East and Sportsworld Drive.

This is already a very high traffic area whereby adding 616 dwellings could cause further congestion with direct impact on nearby residential areas.

I hope you will take into consideration I would NOT be in favor of this commerical development,

Sincerely,
Hyacinth Easo

From: Christie & Matt Girdler [REDACTED]
Sent: Monday, October 18, 2021 2:23 PM
To: Andrew Pinnell
Subject: [EXTERNAL] New development proposal near Costco

Dear Mr. Pinnell.....

I am writing to you as a resident of the area in which Commerical Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener, and only today have I been made aware of a proposal! I live in deer Ridge and did not receive this flyer until a digital copy was sent to me by an associate.

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an ready overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what would the city be thinking?

There is no LCBO, beer store, regular grocery store, daycare, parks or open green spaces nearby. It will only push non-resident foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life.

We are NOT in favour. Please record our sentiments accordingly.

With respect,

Christie Girdler

**NOTICE OF DEVELOPMENT
APPLICATION** in your neighbourhood
4396 King Street East & 25 Sportsworld Drive



Concept drawing



Mix of
Land Uses



Max Height
30-storeys



616 Dwelling
Units

We Want to Hear from You!
please provide comments by:

October 18, 2021

For more information about this
matter, including information about
appeal rights, visit:

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

or contact:

City of Kitchener
Andrew Pinnell, Senior Planner
519-741-2000 x7668
andrew.pinnell@kitchener.ca
200 King St. W., Kitchener On N2G 4G7

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. The Official Plan Amendment requests to designate the property from Commercial Campus to Mixed Use with a Specific Policy Area. The amendments would permit a mixed-use development with 616 dwelling units and 1,378 m² of commercial space and 300+ secure bicycle parking spaces.

From: [REDACTED]
Sent: Monday, October 18, 2021 1:36 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Notice of Development Application 4396 King Street East

Mr. Pinell

I apologize for this very brief email but I just found out about this Notice for Development application today.

I live in the Settler's Grove neighbourhood and I can't stress my concerns and disagreement with this proposal strongly enough.

A 30 story apartment complex is entirely inconsistent with the commercial and residential buildings in the area.

Traffic flow in the vicinity of King Street and Maple Grove can be severely congested and this will only exacerbate it, making it even more difficult for the people who already live here to access their neighbourhoods.

You are looking to put a residential building in the middle of a commercial plaza.

I am definitely not in favour of this development.

Scott Warnez



Virus-free. www.avg.com

From: MJ [REDACTED]
Sent: Monday, October 18, 2021 2:55 PM
To: Andrew Pinnell
Cc: marie-josee guerin
Subject: [EXTERNAL] Notice of development application concerns

Dear Mr. Pinnell.....

I am writing to you as a resident of the Deer Ridge area in which Commerical Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener.

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an ready overburdened intersection, busy with Amazon, Loblaw distribution, Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic, not to mention the Hwy 8 on/off ramps, and the exit for the 401 toward London is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what would the city be thinking?

There is no regular grocery store, no daycare, no Beer store neither LCBO, no parks or open green spaces nearby. It will only push non-resident foot and bicycle traffic into the adjacent neighborhoods (our area) thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, also increasing crime that will negatively impacting our quality of life.

We are AGAINST this application, NOT in favour. Please record our sentiments/concerns accordingly.

With respect
Marie-Josée Guerin
Deer Ridge resident

Sent from my iPad

From: Margaret Gadsby [REDACTED]
Sent: Monday, October 18, 2021 9:10 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Notice of Development Application response

For the proposal at 4396 King St and 25 Sportworld Drive

This proposal is just too big! I also remain very angry that notice of this proposal has not been well circulated to our community.

I and my husband object strongly
Margaret Gadsby
Brad Fairley

Sent from my iPad

From: Tanya Staples [REDACTED]
Sent: Wednesday, October 20, 2021 10:23 AM
To: Andrew Pinnell
Subject: [EXTERNAL] Notice of Development Application

Andrew, I trust this message finds you well.

My husband and I only received the flyer for the 4396 King Street East & 25 Sportsworld Drive development on the 18th of October, 2021 – hence the delay in our response.

We do not outright disagree with this development as we know cities need to grow. That being said IF access to Edgehill Drive at Baxter cannot be blocked off from the King Street access we would not support this build. We would propose that the access to Edgehill be blocked off right on Baxter at the Pipers Arms plaza.

Edgehill drive is not a city street, but rather much more like a rural road. There are no sidewalks, minimal street lights and the residents have turned down/refused to have sidewalks and city services brought in for more than 30 years. The additional traffic would be dangerous as children roam free on our streets. Further our street cannot support residents from 616 dwellings as there is no where for them to walk other than our street and that needs to be preserved. I suspect this will also devalue our properties as it will not longer be a hidden gem, but rather fully exposed and explored.

The difference between Pioneer Tower Road and Edgehill Drive is beyond striking. Edgehill is a classic example of “country in the city” and I would be shocked if my neighbours would support such a development. My husband and I are simply trying to compromise and be reasonable.

Thanks in advance for your time
Take care
Tanya

[REDACTED]

[REDACTED]

[REDACTED]

From: Jeffrey Dow [REDACTED]
Sent: Monday, October 18, 2021 12:55 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Notice of Development King and Sportsworld

Hi Andrew,

Hope all is well. My name is Jeffrey Dow and I am a local CPA and realtor here in KW. I have lived in Deer Ridge for quite some time now, growing up and now as an adult. I saw this in the paper and I think it's a bit sneaky each resident in Deer Ridge did not receive this notice.

Could you please provide some information on appeal rights for this building? I am not sure if you live in the area, but the traffic is already very dense already. Adding another 616 units (1500+ people to the area) someone is going to get hurt. Between the Costco, Home Depot and other businesses in the area, this doesn't make a lot of sense. That corner might be one of the most dangerous in KW.

There is very minimal green space in this area and it is not accessible for those on bicycles. This building will likely become an additional residence building to Conestoga college and I am worried it is going to diminish the area for a number of reasons.

Any additional information you can provide would be appreciated.

Thanks,

Jeffrey Dow CPA, CMA, MAcc
[REDACTED]

From: Susan Gignac [REDACTED]
Sent: Monday, October 18, 2021 1:02 PM
To: Andrew Pinnell
Subject: [EXTERNAL] OPPOSITION TO PROPOSAL OF 4396 KING ST E. & 25 SPORTSWORLD DRIVE

Dear Mr. Pinnell:

Firstly, I want to tell you how shocked I am that I was not made aware of this proposal to my home address. I reside in

Deer Ridge and would have anticipated some responsibility on the City of Kitchener to inform our area of this. Instead, I find out today which is the day you would like comments made by.

Let me say this. You should notify everyone in our community and surrounding area of this proposal and minimally a meeting to discuss. Trying to just sweep this under the carpet quickly is frankly insulting.

To propose this type of density within that area is absolutely ridiculous. This needs to be delayed/postponed for further inquiry.

Thank you
Susan Gignac

From: Catherine Hale [REDACTED]
Sent: Tuesday, April 5, 2022 8:48 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Fwd: Request and Comments re: King & Sportsworld Development

Hi Andrew,

As a business owner across from the proposed sight on King Street at Sportsworld Drive, I listened to the virtual meeting held last week. Please include me in your email updates.

I read an article written by a U of W professor specifically about the many high rise towers going up and proposed in the City of Kitchener. I believe it was in The Record late last week; I will forward it to you when located. It spoke to the option of "Urban Village", including residential buildings with low height restrictions, including green space and creating a community. As a participant so wisely commented in the Q & A session we need to do what is right for future generations, not just ourselves.

As a mature resident, I have seen developers become richer and communities cluttered with high rise buildings, when the official plan is not followed.

My store is located on King Street and I have "weathered the storm" of the road construction/utilities being relocated thus far and know that the summer will see the widening of the road and the centre medium installed for the future ION. I see the traffic during all times of the day and know that four lanes will not support the development being proposed. To stop traffic for a school bus along Sportsworld Drive or King Street will cause delays in both directions, resulting in frustrated single car and commercial truck drivers and therefore ultimately collisions. Please send me the link to the traffic study that was completed.

I have forwarded the following primarily as I wanted you to view the sentence in bold within this paragraph:

KWAR is optimistic Waterloo Region will be bold about housing in their official plan update

Ending exclusionary zoning to allow for gentle density in our neighbourhoods is critical to filling the lack of "missing middle" supply for family-sized households.

While Minister Clark states that some municipalities (such as Toronto and Mississauga) were not ready, KWAR is optimistic that the Region of Waterloo (ROW) will take a more progressive view toward increasing density. On the development side, the Waterloo region has been exceeding density targets set by the province. At KWAR's recently held [Where Do We Grow From Here](#)

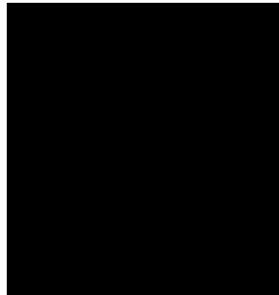
[Symposium](#) we learned from the ROW's Commissioner, Rod Regier the Region is proposing policies for the ROW official plan that would see a tiered approach to missing middle housing by allowing 4 units and up to 4 storeys, as-of-right, on all land currently zoned residential and on any new greenfield land (residential); and **allow a range of 8 to 12 storeys, along specific corridors, such as the ION corridor.**

Thank you Andrew.

Take good care.

All the best,

Catherine Hale



KITCHENER-WATERLOO HOME SALES UP IN MARCH, AVERAGE PRICE DIPS FROM FEBRUARY

By [KWAR](#)

[In Market Updates](#)
[Comments](#)

PLUS: Statement from KWAR President on the New More Homes for Everyone Act

KITCHENER-WATERLOO, ON (April 4, 2022) —The 725 residential homes sold through the Multiple Listing Service® System (MLS® System) of the Kitchener-Waterloo Association of REALTORS® (KWAR) in March 2022 is a decrease of 27.1 per cent compared to March 2021, which continues to hold the record for most home sales in a single month. On a month-over-month basis, sales in March were up 19.4 per cent compared to February 2022. The previous ten-year average number of residential sales for March is 599.

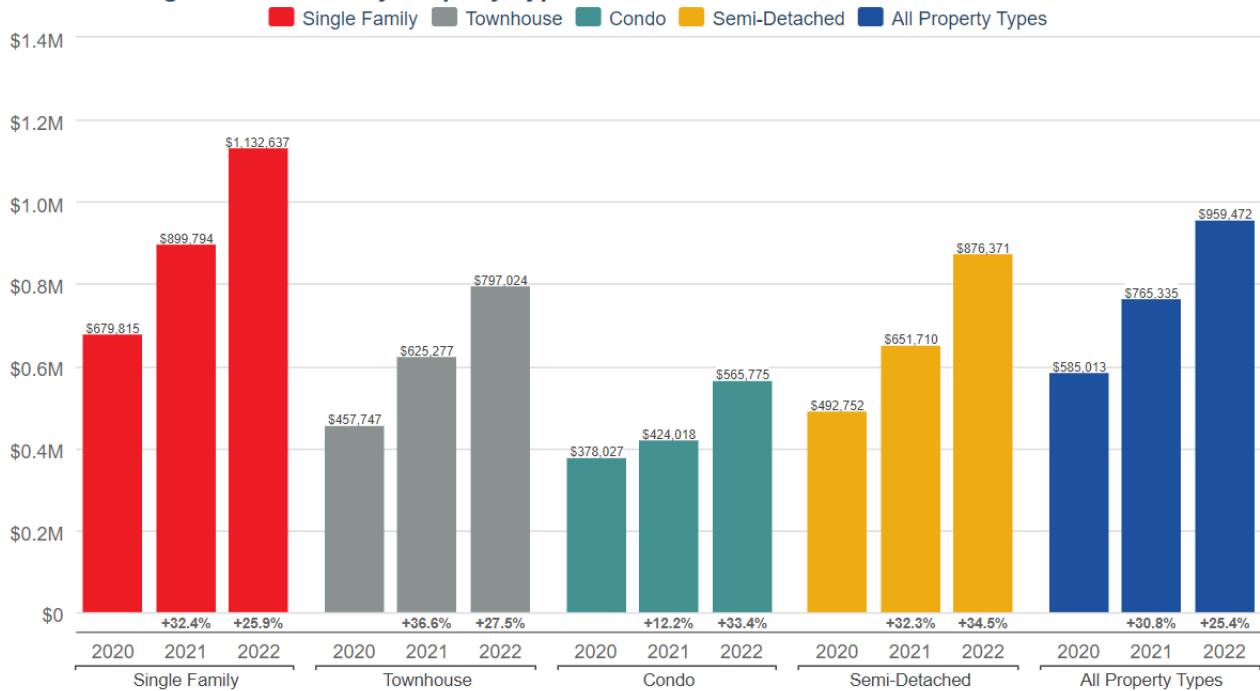
“The skyrocketing prices of the last two months took a bit of a breather in March, with the overall average price dipping five per cent compared to what we saw in February,” said Megan Bell, President of KWAR. “While it is too soon to draw conclusions from just one month of home sales, I know many will be comforted to see a leveling off on the average price, no matter how incremental.”

Total residential sales in March included 416 detached (down 29.7 per cent from March 2021), and 114 condominium units (down 9.5 per cent). Sales also included 64 semi-detached homes (down 17.9 per cent) and 131 townhouses (down 33.8 per cent).

In March, the average sale price for all residential properties in the Kitchener-Waterloo area was \$960,181. This represents a 25.5 per cent increase over March 2021 and a 4.6 per cent decrease compared to February 2022.

- - - The average price of a detached home was \$1,132,637. This represents a 25.9 per cent increase from March 2021 and a decrease 6.4 per cent compared to February 2022.
 - - The average sale price for an apartment-style condominium was \$565,782. This represents an increase of 33.4 per cent from March 2021 and a decrease of 1.2 per cent compared to February 2022.
 - - The average sale price for a townhouse was \$796,696. This represents a 27.4 per cent increase from March 2021 and a decrease of 7.6 per cent compared to February 2022.
 - - The average sale price for a semi was \$876,371. This represents an increase of 34.5 per cent compared to March 2021 and a decrease of 5.0 per cent compared to February 2022.

March Average Sales Price - By Property Type



Kitchener-Waterloo Association of REALTORS®
Each data point is one month of activity. Data is from April 4, 2022.

KWAR cautions that average sale price information can be useful in establishing long-term trends but should not be used as an indicator that specific properties have increased or decreased in value. The MLS® Home Price Index (HPI) provides the best way to gauge price trends because averages are strongly distorted by changes in the mix of sales activity from one month to the next.

The MLS® HPI composite benchmark price for all residential properties in Kitchener-Waterloo was \$960,100 in March. This represents a 29.6 per cent increase over March 2021 and a 1.5 per cent decrease compared to February 2022.

- - - The benchmark price for a detached home was \$1,046,200. This represents a 28.1 per cent increase from March 2021 and 4.0 per cent decrease compared to February 2022.
 - - The benchmark price for an apartment-style condominium was \$484,000. This represents a 32.9 per cent increase from March 2021 and a 4.2 per cent increase compared to February 2022.
 - - The benchmark price for a townhouse is \$765,500. This represents a 41.3 per cent increase from March 2021 and a 4.9 per cent increase compared to February 2022.

MLS® Home Price Index

[Click here to learn more](#)

HPI or Benchmark Price

(Applies to all tabs)

☐ HPI

☒ Benchmark Price

Adding labels

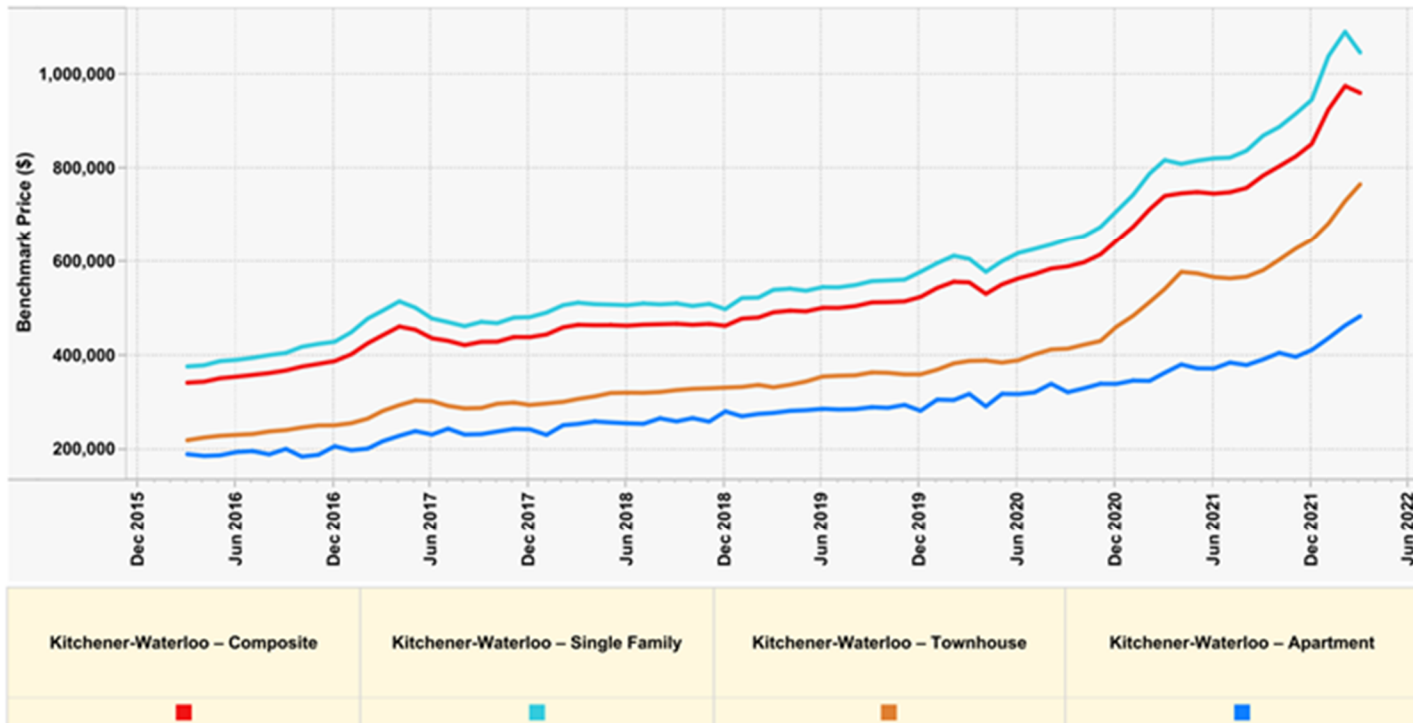
Hold Ctrl (Cmd) and select points on the chart to show multiple date/value labels

Property Type (Applies to all tabs)
Multiple values

Area/Property Type Selection (Applies to all tabs)
Multiple values

Benchmark Price Performance over Time

Select Date Range:
March 2016 to March 2022
and Null values



Note: Areas with insufficient sales are not included in the HPI. Contact your local REALTOR® for exclusive and in-depth neighbourhood level price information.

Source: Kitchener-Waterloo Association of REALTORS®

“Even though the average price decreased across all property types on a month-to-month basis, the MLS® HPI showed continued monthly gains for both townhouse and apartment property types,” notes Bell. “As the province feels its way out of the pandemic, we are beginning to see some very preliminary signs of a potential cooling. We are not seeing quite as many multiple offers and some offers are coming in with conditions. Of course, when we say cooling, we’re talking about a market that has been scorching hot which is why we are pleased to see this happening.”

There were 1,131 new listings added to the MLS® System in KW and area last month, a decrease 16.8 per cent compared to the record topping number of listings added in March of last year, and a 28.0 per cent increase compared to the previous ten-year average for March.

The total number of homes available for sale in active status at the end of March was 441, an increase of 1.1 per cent compared to March of last year, and 59.0 per cent below the previous ten-year average of 1,072 listings for March.

The number of months of inventory nudged up to 0.7 months in March from 0.5 months in February. Inventory has been under the one-month mark since October 2020. The number of months of inventory represents how long it would take to sell off current inventories at the current rate of sales.

The average number of days to sell in March was 8 days, the same as it was in March 2021. The previous 5-year average is 16 days.

The More Homes for Everyone Act

Statement from KWAR President Megan Bell

Last week the Government of Ontario introduced a new bill, the More Homes for Everyone Act to address the province's housing affordability crisis.

While we welcome several aspects of the proposed More Homes for Everyone bill, such as measures to support more timely municipal decision making and developing policies and tools to support multi-generational homes in existing neighbourhoods—bolder actions to increase supply were notably missing.

Ontario's Housing Affordability Task Force had recommended limiting exclusionary zoning and allowing "as of right" residential housing up to four units and up to four storeys on a single residential lot. Instead, the government has committed to the Task Force's recommendations as part of a "long term roadmap".

KWAR is optimistic Waterloo Region will be bold about housing in their official plan update

Ending exclusionary zoning to allow for gentle density in our neighbourhoods is critical to filling the lack of "missing middle" supply for family-sized households.

While Minister Clark states that some municipalities (such as Toronto and Mississauga) were not ready, KWAR is optimistic that the Region of Waterloo (ROW) will take a more progressive view toward increasing density. On the development side, the Waterloo region has been exceeding density targets set by the province. At KWAR's recently held [Where Do We Grow From Here Symposium](#) we learned from the ROW's Commissioner, Rod Regier the Region is proposing policies for the ROW official plan that would see a tiered approach to missing middle housing by allowing 4 units and up to 4 storeys, as-of-right, on all land currently zoned residential and on any new greenfield land (residential); and allow a range of 8 to 12 storeys, along specific corridors, such as the ION corridor.

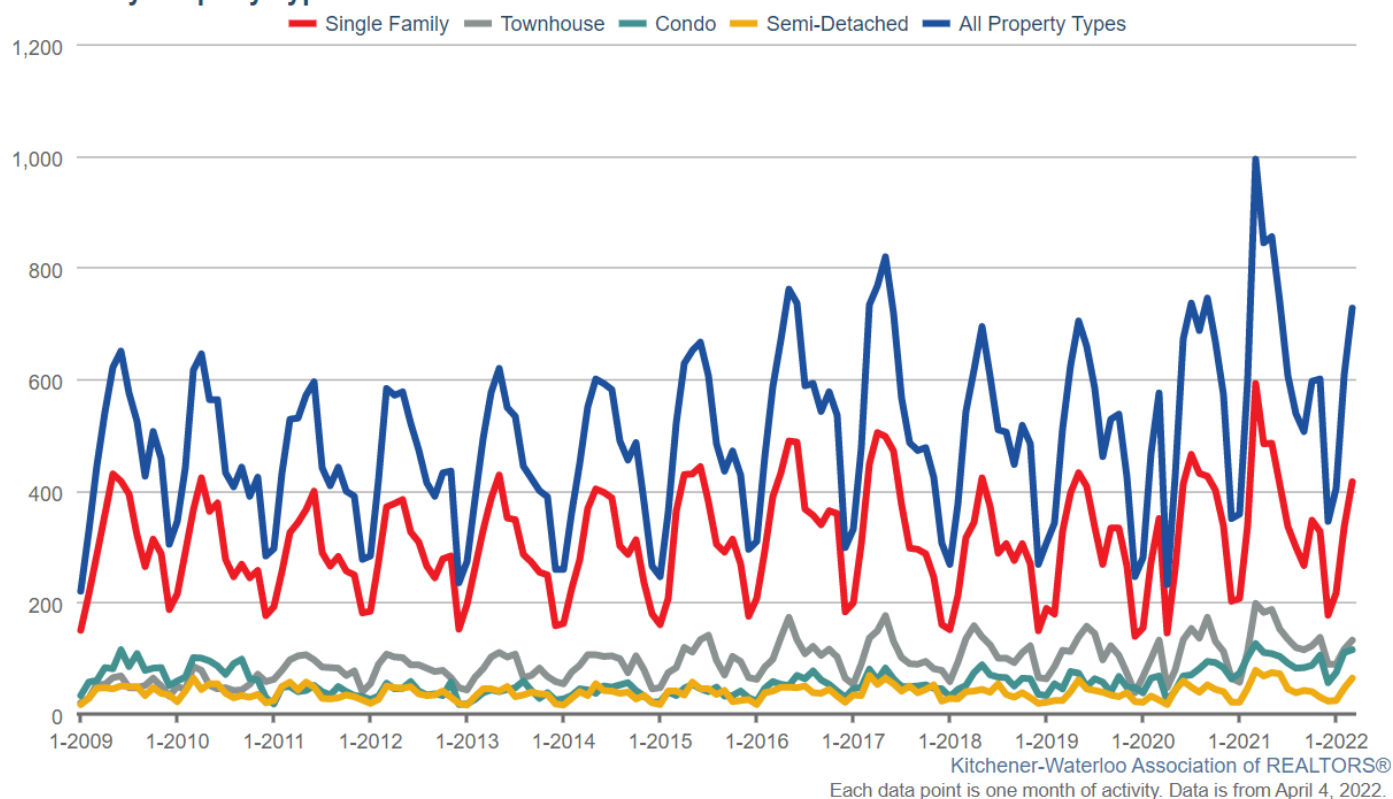
KWAR encourages the Region of Waterloo to stay the course on its bold proposals for its Regional Official Plan and create ways to bring a broad range of housing options to our community.

Those requiring specific information on property values should contact a local REALTOR®. Working with a Realtor is the best way to get a complete picture of the property and community you are considering.

View our HPI tool here to learn more: <https://kwar.ca/hpi-dashboard>

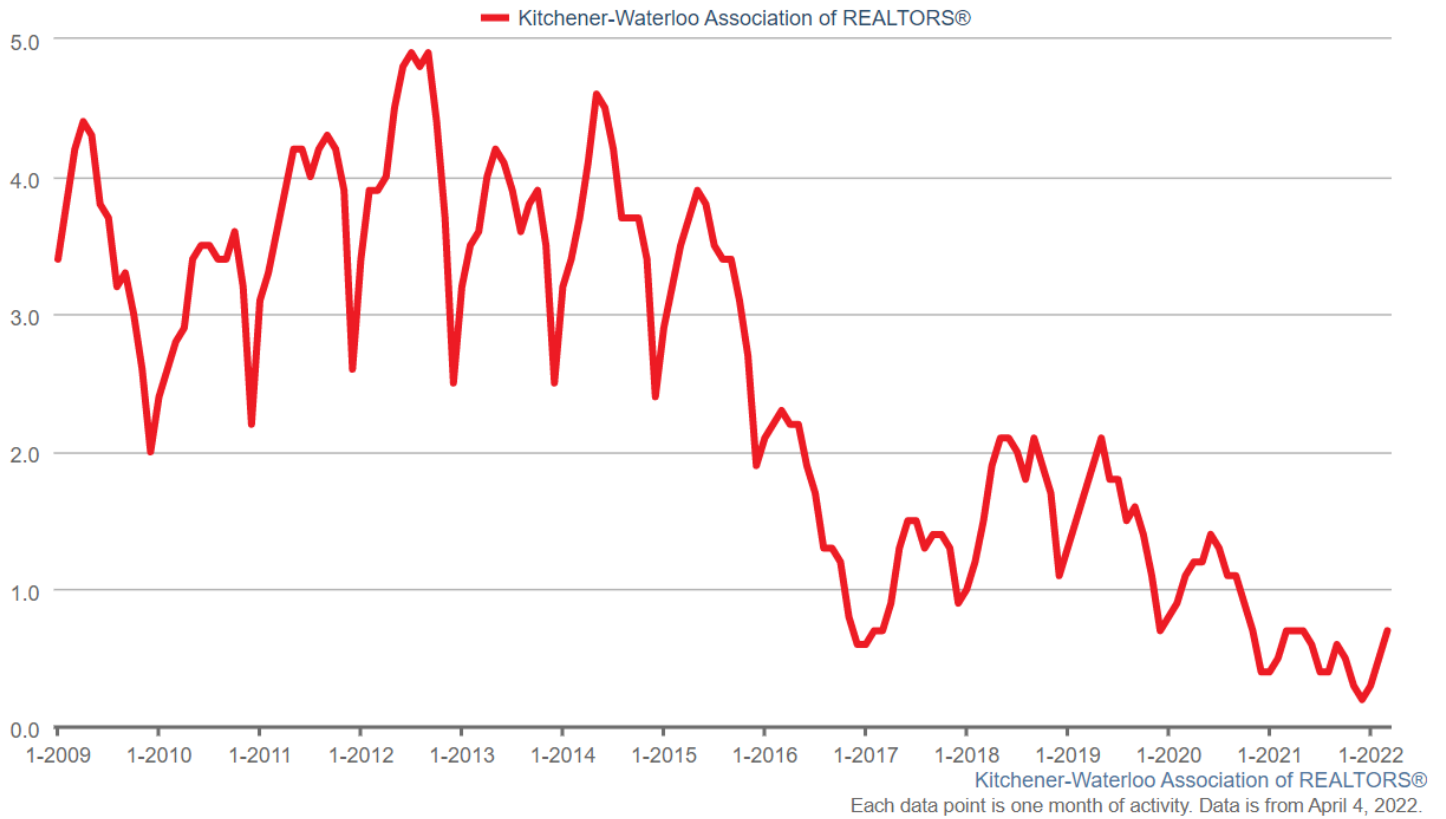
Historical Sales By Property Type

Sales - By Property Type



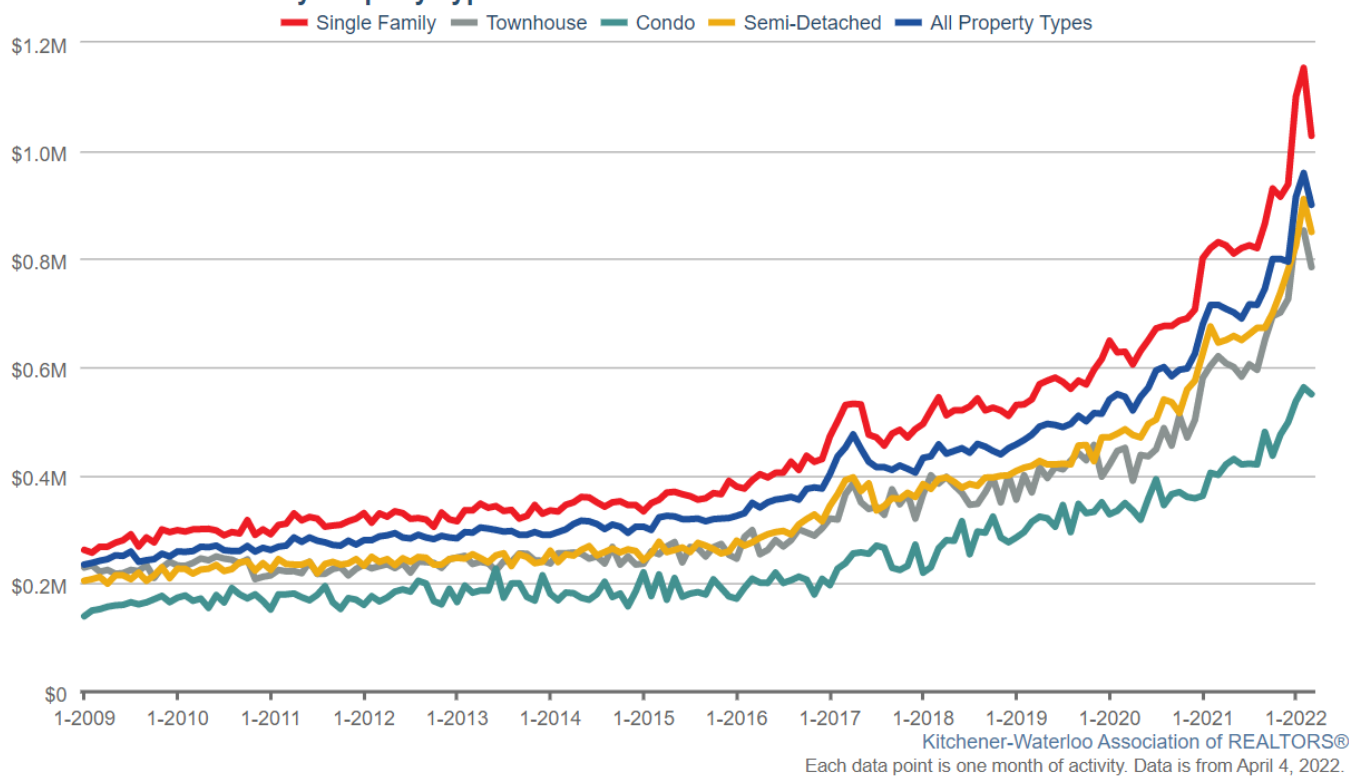
Months Supply of Homes for Sale

Months Supply of Homes for Sale



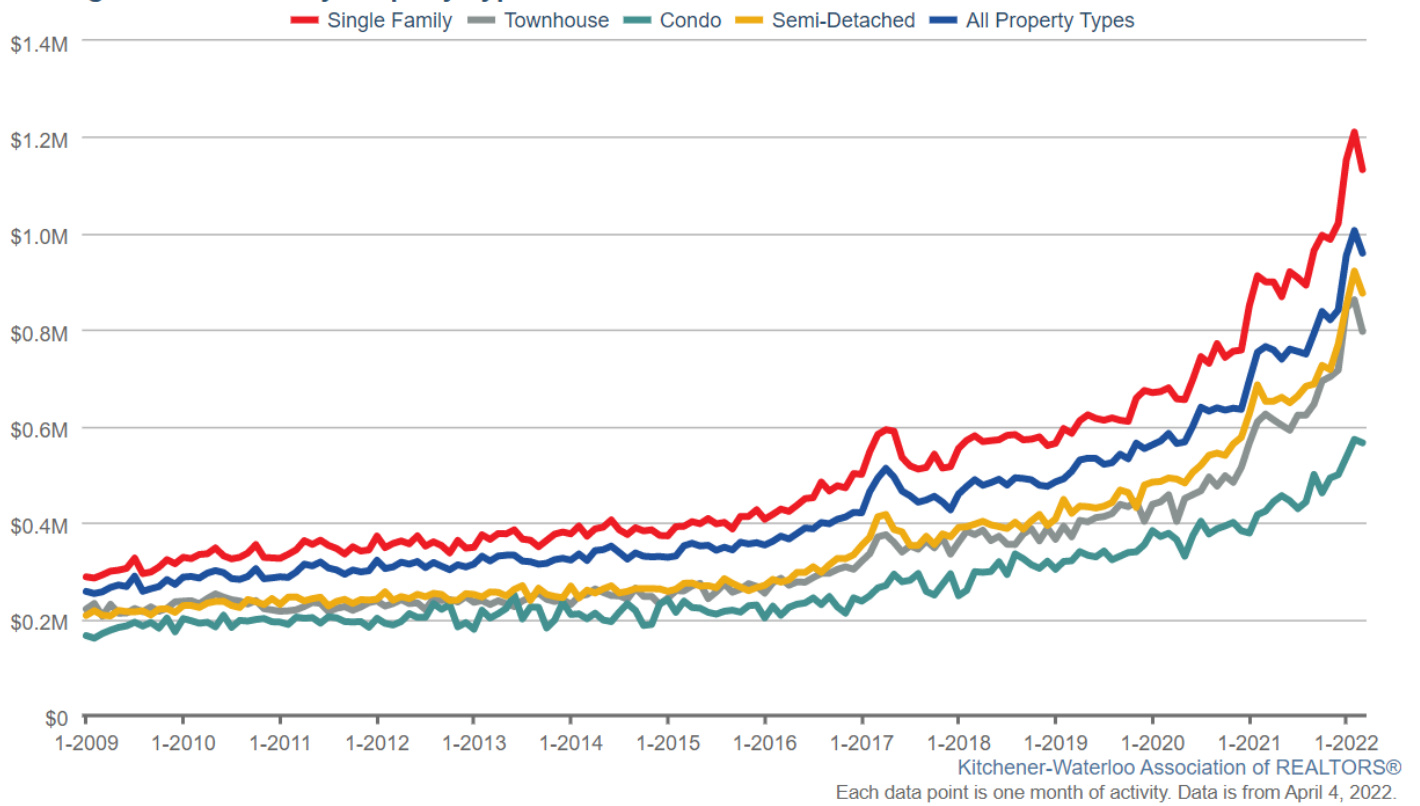
Historical Median Sales Price – By Property Type

Median Sales Price - By Property Type



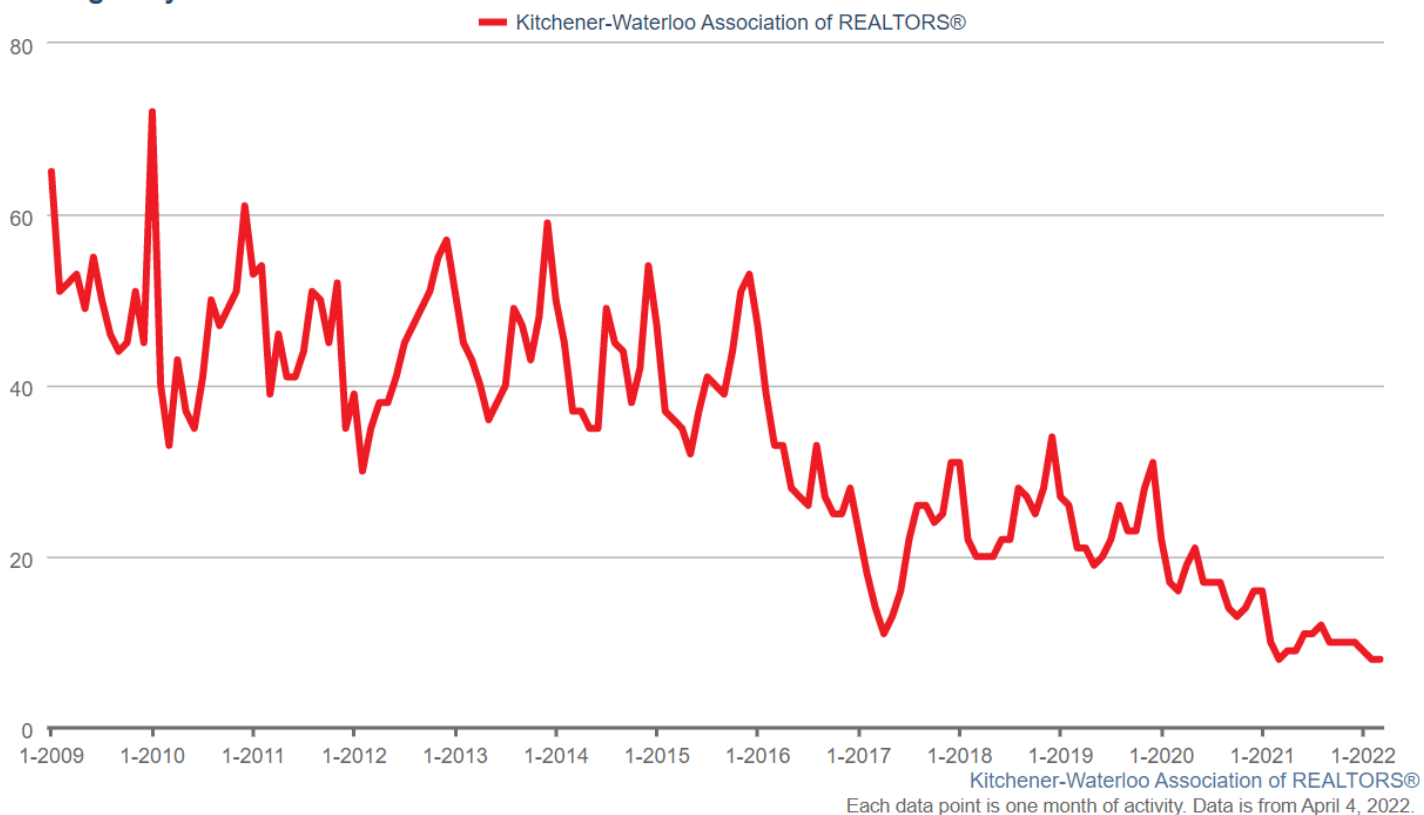
Historical Average Sales Price – By Property Type

Average Sales Price - By Property Type



Average Days on Market Chart

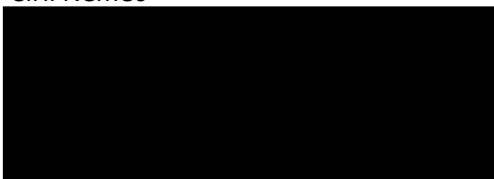
Average Days on Market



KWAR cautions that average sale price information can be useful in establishing long term trends but should not be used as an indicator that specific properties have increased or decreased in value. The average sale price is calculated based on the total dollar volume of all properties sold. Months Supply is the inventory of homes for sale at the end of a given month, divided by the average monthly closed sales from the last 12 months Those requiring specific information on property values should contact a local REALTOR®. REALTORS® have their fingers on the pulse of the market. They know the questions to ask, the areas to probe and what to look for so that you get a complete picture of the property and community you're considering.

Kind Regards,

Ciril Nemec



From: Karen Marshall [REDACTED]
Sent: Sunday, October 24, 2021 7:16 AM
To: Andrew Pinnell
Subject: [EXTERNAL] Opposition to Zoning Change Proposal at Sportsworld Drive and King

Dear Mr. Pinnel,

I am writing today in opposition to the zoning change proposal for the development at Sportworld Drive and King Street for the following reasons:

1. It will result in additional traffic congestion, which is already pretty heavy. In addition, until an exit ramp between Highway 8 and the 401 westwards is finished there is literally no more capacity for traffic along King Street towards the 401 exit.
2. A high rise building is not in keeping with the rest of the area which is all low rise and will significantly impact the character of the area. This area is not meant to be a city centre-type environment.
3. This zoning change will be the gateway to future zoning changes and further high rise developments. I have seen all too well what has happened in areas such as North York and in Mississauga...which is why I left.

I am also concerned with what little information was made available to our community with respect to this proposal. I would request that you contact me directly with any future dates for Information/Feedback sessions as I fully intend to be an active voice of opposition going forward.

Thank you for your consideration,

Karen Marshall
[REDACTED]

From: Dianne Beletz [REDACTED]
Sent: Monday, October 18, 2021 4:34 PM
To: Andrew Pinnell
Cc: Dianne Beletz
Subject: [EXTERNAL] Proposed Development 4396 King St. East, Kitchener

Dear Mr. Pinnell.....

I am writing to you as a resident of the area in which Commerical Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener.

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an ready overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what would the city be thinking?

There is no LCBO, beer store, regular grocery store, daycare, parks or open green spaces nearby. It will only push non-resident foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life.

We are NOT in favour. Please record our sentiments accordingly.

With respect,
Dianne Beletz
Deerridge Neighbourhood

From: fbeletz [REDACTED]
Sent: Monday, October 18, 2021 4:45 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Proposed development 4396 king street east.

Dear Mr. Pinnell

First of all I am very disturbed that the city of kitchener did not formally circulate such a notice to at least the residents of the deerridge area as it will greatly affect us on a very personnel level and affect our quality of life given that we are essentially an island of residents.

I am deeply disturbed that there is no planning of any greenspace for such as development and that the intended greenspace will likely be to utilize what is present for the deerridge and area. Those areas were established yes for other people as well as deerridge residents but I suspect only in the deerridge development plan for those immediate residents. to add such a population and expect it to blend into what has been assigned for a landlocked upper level residential area will be problematic selfish as that may sound. There needs to be more green space added to the area if this is at all even remotely considered.

Also if this goes ahead which it should not, will the city undertake major roadway expansions to allow for all the current and growing 401 london bound traffic and all the added traffic from 600 units and the expected regular growth.

and now all the other stuff too below. ...

I am writing to you as a resident of the area in which Commerical Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener,

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an ready overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what would the city be thinking?

There is no LCBO, beer store, regular grocery store, daycare, parks or open green spaces nearby. It will

only push non-resident foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life.

We are NOT in favour. Please record our sentiments accordingly.

With respect

Frank Beletz

[REDACTED]

[REDACTED]

Sent from my Galaxy

From: [REDACTED]
Sent: Monday, April 18, 2022 3:40 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Proposed Development at - 4396 King St. E. & 25 Sportsworld Dr.

Hi Andrew,

My apologies for missing your April 14th deadline in voicing any concerns regarding the above noted development and planning application.

I attended the March 31st on line two hour public information meeting and listened to everyone's presentation, as well as the concerns expressed by the public regarding the overall height of the towers and proposed residential density at this confined retail commercial location.

Please keep me informed on the progress of your staff report for this application, and let me know if any additional public meetings will be scheduled to address the public's concerns expressed in the above noted March 31st meeting.

Thank you for your kind consideration in this matter.

Best Regards,
Tony Bocchino
[REDACTED]

From: NANCY WOOLNER [REDACTED]
Sent: Monday, October 18, 2021 7:26 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Proposed King/Sportsworld development

Dear Mr. Pinell...

As a long time resident of the area, I am quite concerned about the rather large proposed development in the vicinity of our neighbourhood. Some of my concerns are lack of green space, limited parking, increased traffic in the area.

I feel the the city is running roughed shod over the affected residents and the city should allow more time for consulting the affected neighbourhoods.

Regards

Nancy Woolner

From: Ken Osborne [REDACTED]
Sent: Friday, April 8, 2022 2:54 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Re: 4396 King Street East & 25 Sportsworld Drive

Further Clarification: on this Development required.

Does this development have a name?

Could you provide me with the name of the Developer? And contact information?

I would like to know the upcoming planning and city/regional council events scheduled for this development.

Do you know the distance from the or **4396 King Street East & 25 Sportsworld Drive development to the Grand River Valley and then to the Grand River?**

Because of a lack of green space parks:

Have you projected the additional walking, bicycle and car traffic on Edgehill Drive and Pioneer Tower Road coming from the residents of these towers? The residents will need to get out of their units for air and exercise. Need I say recreate? And a reminder there are no sidewalks or bicycle paths on these streets.

If the questions here and their implied concerns are too much for you to handle or outside your scope, I would appreciate it if you would please forward them on to a proper liaison to be answered.

Sincerely
Ken Osborne
[REDACTED]



Virus-free. www.avast.com

From: Bill Dow [REDACTED]
Sent: Monday, November 1, 2021 7:46 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Re: Comments regarding 4396 King Street East & 25 Sportsworld Drive (Official Plan Amendment and Zoning By-law Amendment)

My address s [REDACTED].

Sent from my iPhone

On Oct 19, 2021, at 5:50 PM, Andrew Pinnell <Andrew.Pinnell@kitchener.ca> wrote:

Hello,

Thank you for your comments regarding the subject development applications. So far, I have received a significant amount of feedback from the community regarding these applications.

Your comments may be considered and summarized, as part of the planning process, in the following ways:

- In the preparation of a 'What We Heard' summary report;
- As part of my Planning analysis; and
- In a recommendation report to Council.

Here are the next steps in the planning process:

<image001.jpg>

I will reach out to you with the details of the upcoming Neighbourhood Meeting, when it is scheduled.

I can confirm that I have added you to the circulation list and you will receive further updates regarding these applications. *However, I request that you please provide me with your mailing address as well.*

Learn more about the project, share your thoughts and understand your appeal rights, visit www.kitchener.ca/planningapplications.

Sincerely,

Andrew Pinnell, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
519-741-2200 x7668 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

<image003.png>

From: S Capling [REDACTED]
Sent: Friday, October 22, 2021 8:59 AM
To: Andrew Pinnell
Subject: [EXTERNAL] Re: Comments regarding 4396 King Street East & 25 Sportsworld Drive (Official Plan Amendment and Zoning By-law Amendment)

Hi Andrew,

Thank you for the expedient response.
I look forward to being included in the planned neighbourhood meeting.

I included my address in my initial email but here it is again for quick reference.

[REDACTED]

regards,
Steve Capling

On Tue, Oct 19, 2021 at 5:50 PM Andrew Pinnell <Andrew.Pinnell@kitchener.ca> wrote:

Hello,

Thank you for your comments regarding the subject development applications. So far, I have received a significant amount of feedback from the community regarding these applications.

Your comments may be considered and summarized, as part of the planning process, in the following ways:

- In the preparation of a 'What We Heard' summary report;
- As part of my Planning analysis; and
- In a recommendation report to Council.

Here are the next steps in the planning process:



I will reach out to you with the details of the upcoming Neighbourhood Meeting, when it is scheduled.

I can confirm that I have added you to the circulation list and you will receive further updates regarding these applications. *However, I request that you please provide me with your mailing address as well.*

Learn more about the project, share your thoughts and understand your appeal rights, visit www.kitchener.ca/planningapplications.

Sincerely,

Andrew Pinnell, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
519-741-2200 x7668 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca



From: Susan Leat [REDACTED]
Sent: Sunday, April 3, 2022 4:57 PM
To: Andrew Pinnell
Subject: [EXTERNAL] RE: Development at 4396 King Street

Hi Andrew

You suggested at the Public meeting last Thursday that I could request a breakdown of how many people (and percentage) were against the proposed development, so I am taking you up on that offer. So I would like to know the number and percentage of people who expressed that they were against this development AS IT IS PROPOSED including all those who were obviously against, even though they may not have specifically stated this.

Thanks in anticipation

Regards

Jennifer.

Fri 22/10/2021 10:27 AM

Thank you for meeting with me by phone just now. I appreciate better where you are coming from. It was particularly useful to know about the feedback that you have received so far and that the Information session is still an opportunity for feedback.

So I understand that all the individual verbatim feedback comments will be included anonymously in the Staff report and that this will be made public and you will send me a copy and/or let me know when and where it is available. And I will look out for the Information Session, and I am also on the list to be notified about this.

Regards

Jennifer

From: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Sent: 20-Oct-21 9:51 AM
To: Susan Leat [REDACTED]
Subject: RE: Development at 4396 King Street

Hi Susan,

How does Friday at 9:00am sound?

Thanks,

Andrew Pinnell, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
519-741-2200 x7668 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca



From: Susan Leat [REDACTED]
Sent: Wednesday, October 20, 2021 9:37 AM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Subject: [EXTERNAL] RE: Development at 4396 King Street

Hi Andrew

I would be more than happy to discuss with you, but unfortunately, 3.30 this afternoon doesn't work for me. I can do anytime tomorrow or Friday, if you would like to suggest a time.

Jennifer

From: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Sent: 19-Oct-21 5:54 PM
To: Susan Leat [REDACTED]
Cc: John Gazzola <John.Gazzola@kitchener.ca>; Garrett Stevenson <Garrett.Stevenson@kitchener.ca>
Subject: RE: Development at 4396 King Street

Hi Susan,

Thanks for your comments. We have received a significant amount of feedback from the neighbourhood. I should let you know that the October 18th 'deadline' is not the end of the public consultation process by any means. We have to put a date on the postcard / newspaper notice in order to propose a target for residents to get back to us by.

I would be happy to discuss this application with you later tomorrow afternoon. Could I call you at 3:30pm? If so, what number should I call you on?

Thanks,

Andrew Pinnell, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
519-741-2200 x7668 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca



From: Susan Leat [REDACTED]
Sent: Monday, October 18, 2021 1:33 PM
To: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>
Subject: [EXTERNAL] Development at 4396 King Street
Importance: High

Dear Mr. Pinell,

I have only just become aware (within the last hour) of this proposed zoning change and development. As far as I am aware, none of the residents of the Grand Hill Village, which is in the vicinity of this development, have been informed of this proposal. And as President of the GHVA, I have also not been informed. Additionally, I understand that the residents of Deer Ridge Drive may have not been aware till today either. This is hardly consulting gathering widely.

I see that the deadline for comments is TODAY. As President of the Grand Hill Village Association, I am asking for an extension of this Stage 1 deadline, so that we have time to study this and make our comments. I think another 2 weeks would be reasonable.

Jennifer Leat



Jennifer Leat

From: Martha Holt [REDACTED]
Sent: Monday, October 18, 2021 4:06 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Re: Notice of Development Application, 4396 King St. E. & 25 Sportsworld Drive

Dear Mr. Pinnell.....

I am writing to you as a resident of the area in which Commerical Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener,

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an already overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. We are firmly against the development getting approval.

There is no LCBO, beer store, regular grocery store, daycare, parks or open green spaces nearby. It will only push non-resident foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life.

We are NOT in favour. Please record our sentiments accordingly.

With respect,

Martha Holt and Brad Lewis
[REDACTED]

From: [REDACTED]
Sent: Friday, October 8, 2021 11:32 AM
To: Andrew Pinnell
Subject: [EXTERNAL] RE: Question from Bob McColl

Hi Andrew,

Thanks for the link. I did take a look, but there isn't a whole lot of information there. A couple of my neighbours have contacted me with concerns about this project.

First is traffic. The King/Sportsworld/Baxter/Pioneer Tower Rd. intersection is the primary entrance/exit to our community. And it is already a complicated intersection. Will there be a traffic impact study regarding this intersection?

Second is ground water. Almost all of the homes in the Pine Grove neighbourhood are still on private wells. Will there be a Hydrogeologic Impact study on the effect this project will have on our drinking water?

If I understand correctly, the next step will be a public meeting/consultation. Can you inform me as to what format that will be and when it will occur?

Wishing you and your family a "Happy Thanksgiving"

Cheers,
Bob

From: Andrew Pinnell [<mailto:Andrew.Pinnell@kitchener.ca>]
Sent: Thursday, October 07, 2021 5:54 PM
To: [REDACTED]
Cc: Garrett Stevenson; Brian Bateman
Subject: RE: Question from Bob McColl

Hi Bob,

The development proposal you likely saw was for 4396 King St E & 25 Sportsworld Drive. More information regarding this Official Plan Amendment and Zoning By-law Amendment can be found on our [Kitchener Planning Applications webpage](#). Please let me know if you have any specific questions.

Thanks,

Andrew Pinnell, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
519-741-2200 x7668 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca



From: Brian Bateman <Brian.Bateman@kitchener.ca>
Sent: Thursday, October 7, 2021 12:23 PM
To: [REDACTED]
Cc: Andrew Pinnell <Andrew.Pinnell@kitchener.ca>; Garrett Stevenson <Garrett.Stevenson@kitchener.ca>
Subject: RE: [EXTERNAL] Question from Bob McColl

Hi Bob,
I will ask Andrew Pinnell to send that to you.
Brian

From: [REDACTED]
Sent: Thursday, October 7, 2021 12:05 PM
To: Brian Bateman <Brian.Bateman@kitchener.ca>
Subject: [EXTERNAL] Question from Bob McColl

Hello Brian,

A few weeks ago there was a City notice in the Record concerning a proposed development at the corner of King St and Sportsworld Dr. I clipped it out of the paper so I could follow up on it later. Unfortunately, I have misplaced that clipping.

Can you send me the link to info concerning this project?

Cheers,
Bob

From: Scott Cook [REDACTED]
Sent: Monday, October 18, 2021 2:36 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Re:4396 King Street - Potential Development

Dear Mr. Pinnell

I am a concerned resident writing regarding the proposed development of a 30 story high apartment building at 25 Sportsworld Drive-4396 King Street Kitchener. My wife and I wish to object strongly to this development.

The reasons we are opposed to the 616 unit apartment building are as follows:

1.
 1. Highway safety - traffic going to and from the 401 nearby is already strained and dangerous
 2. Traffic generation from the development itself - this is already a busy corner. Dropping a 616 unit building will make this intersection impossible to navigate. Deer Ridge is already difficult to access during peak hours.
 3. Layout and density of building - There are no regular grocery stores, daycares, schools, parks nearby. This will push non-resident foot/bike traffic into the adjacent neighbourhood overburdening our scant green space.
 4. Road access - the intersections going around Deer Ridge and the commercial buildings on King are already overburdened. We have major concerns about access for emergency vehicles being able to access our neighbourhood during both the building phase and completion phase.

Please ensure that our remarks have been formally registered in objection to this project.

Sincerely,

Scott Cook and Alison Delicaet

From: VPS [REDACTED]
Sent: Tuesday, October 19, 2021 7:44 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Re Application for development at 4396 King St E at Sportsworld Dr, Kitchener

Dear Mr. Pinnell,

I am writing to you as a resident of the area in which Commercial Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener,

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an already overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of people and traffic, it's already insane busy as it is.

We are NOT in favour. Please record our sentiments accordingly.

With respect,

Chad Kreutzweiser
[REDACTED]

From: Marcel Portelance [REDACTED]
Sent: Monday, October 18, 2021 1:33 PM
To: Andrew Pinnell
Subject: [EXTERNAL] regarding 4396 king street east and 25 sportworld dr

Andrew this subject of new construction of new buildings on this site has just been brought to my attention .

Now I am all in for new development but:
I would like to voice my concerns on a couple of very important matters.

1) What will be done to reduce the traffic on King street east. We already have a large congestion of traffic on King st trying to go west on the 401 and then the same congestion coming back from traffic coming from the west 401. This will now become even worse from both the new developments planned in the same area and of course the ION.

I think that the city should be planning and implementing traffic reduction in this area first and foremost. Why has the highway 8 exit and entrance from the 401 west not been planned and implemented as of yet . This would eliminate most, if not all, traffic congestion in this area. All vehicle and transport truck traffic coming from 8 west and from sportsworld dr wanting to go west on the 401 would be removed and the same with the 401 east traffic exiting to come into Kitchener/Waterloo. I just can't imagine trying to navigate King street with all this new traffic and with an ION train on top of that causing more backups everyday .

2) I am all in for WELL PLANNED new development but 30 storeys is too much for this area.

Andrew, I live in the Edgehill area and have seen first hand the ever increasing traffic on king street with all the new development that has taken place over the past 20 years. Please note it is not the new development that I resent IT IS the lack of proper traffic planning and road construction that I have a major concern with.

Something has to be done before more is added.

Appreciate hearing back from you on this matter.

Regards
Marcel

From: Carrie Mountford [REDACTED]
Sent: Monday, October 18, 2021 3:40 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Response for 4396 King St E & 25 Sportsworld Dr Development

Dear Mr. Pinnell,

I am writing as a current resident, tax-paying citizen of the area of the proposed development at 4396 King St E and 25 Sportsworld Dr.

I wish to express extreme concern for the proposed 30 storey, 616 dwelling development, and the impact that it would have on this area, which is already extremely busy, and under current strain. Placing a building of that size into that location further burdens an already overwhelmed intersection, which already sees significant traffic from all freight traffic and vehicles going to the 401 West bound from highway 8, in addition to all traffic from businesses and industrial facilities in the area (e.g. Toyota Manufacturing, Challenger Motor Freight, Amazon Warehouse, GP Transit to name a few). This intersection already has significant issues with traffic flowing through it, at any given point each day for the current residents of the area. Allowing a high-density residential structure would further increase the strain and negatively impact the safety of this intersection.

The intersection currently is not conducive to pedestrians nor bicycle traffic, nor safe. With the significant increase in the population of both with the proposed development, the current busing system would also be burdened.

The area is also a food desert - there is no proper grocery store, amenities, other than a membership required store.

The proposed development and space leave no room for the creation of green space. That area already is lacking in green and recreational infrastructure; a development that large will push those residents into adjacent neighbourhoods, disrupting and overburdening the scant amounts of green space in the immediate surrounding areas, furthering the negative impact of the quality of life to the current residents of the area.

On behalf of myself and my household, we are adamantly NOT in favour of the proposal. Please record our sentiments accordingly.

Regards,
Carrie Mountford

From: Kyle Loveless [REDACTED]
Sent: Saturday, April 2, 2022 8:46 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Support for 4396 King St. E. and 25 Sportsworld Dr

Hi,

Just writing in as a Kitchener resident, who supports building lots of dense housing quickly - and support these developments.

While there maybe concerns about traffic, we need to start requiring non-car solutions (like the planned LRT) - rather than building out.

Thanks!

Kyle

From: Mike and Jen Hughes [REDACTED]
Sent: Thursday, October 28, 2021 10:33 AM
To: Andrew Pinnell
Cc: Michael Hughes1
Subject: [EXTERNAL] Urban Design Report - 4396 King St

Hello, I'm a resident of Kitchener's Deer Ridge neighbourhood. I'm writing to indicate that I don't support the zoning of a 30 storey building at 4396 King Street.

I do NOT think that the zoning should be changed for the following reasons:

1. The intersection at Sportworld Drive and King Street is already over-congested. And until an exit ramp between Highway 8 and the 401 westwards is built, there is NO MORE capacity for traffic along King Street between the off-ramp of Hwy 8 and the exit to the 401 in the London direction. My daughter walks across this intersection to get to work at Moose Winooski's and it's very, very busy. Driving her to school from that intersection takes ages for the light to change. And, with the LRT scheduled to go through that area, we will have even more congestion. We chose this area for the "quick" access to the 401. However, whenever visitors come to our home, they comment on the requirement to add more time to their travel time to visit us to account for the long wait to enter and exit our development. Several people from KW and other areas of Ontario have told me that they have never seen such a long wait at lights to exit a development ever. We also have a long wait at the only other exit point from our neighbourhood (traffic light at Deer Ridge and King St).

2. It will change the character of this area of Kitchener. It is not meant to be a city centre-type environment. It was agreed when the Deer Ridge area was developed that the area would not be impacted in terms of the character of the area. A thirty storey building is not compatible with the rest of the area which is all low rise and it will impact the character of the area. The fact that it is all low-rise around it can be seen from the developers own proposal at [https://app2.kitchener.ca/.../634205 Urban%20Design...](https://app2.kitchener.ca/.../634205%20Urban%20Design...). There is NO OTHER high rise in the area.

3. This zoning change will lead to a precedent of further high-rise development, which is NOT consistent with the area. It is NOT a city centre.

Thanks so much for your consideration.

Sincerely,
Jennifer and Michael Hughes

From: Mohanad Shaqo [REDACTED]
Sent: Monday, October 18, 2021 3:00 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Zoning By-law Amendment

Dear Mr. Pinnell.....

I am writing to you as a resident of the area in which Commerical Campus has made an application for development at 4396 King St E at 25 Sportsworld Dr, Kitchener,

We wish to express a deep level of concern for how the proposed 30 storey, 616 dwelling proposed development would impact this already very busy and mixed used area.

Dropping a high rise residential development onto the corner of an ready overburdened intersection, busy with Challenger Motor Freight traffic, Toyota plant traffic, Costco traffic, GO Transit and other bus traffic (whoever picked up Greyhound's slack), not to mention the Hwy 8 on/off ramps, is a recipe for DISASTER.

That location is NOT conducive to a sudden influx of pedestrian and bicycle traffic, not to mention the strain it would place on the local transit utilization from that location. Politely stated, what would the city be thinking?

There is no LCBO, beer store, regular grocery store, daycare, parks or open green spaces nearby. It will only push non-resident foot and bicycle traffic into the adjacent neighborhoods, thereby disrupting and overburdening the scant green space and recreational infrastructure in those areas, negatively impacting our quality of life.

We are NOT in favour. Please record our sentiments accordingly.

Thank you,

Mohanad Shaqo
[REDACTED]

From: M R [REDACTED]
Sent: Monday, October 18, 2021 2:12 PM
To: Andrew Pinnell
Subject: [EXTERNAL]

Hello Andrew,

I am contacting you regarding the Notice of Application for 4396 King Street East Kitchener.

I would like to inform you that the City of Kitchener did not send any information regarding this development to our neighbourhoods. There were no notices sent to Deer Ridge, Grand Hill Village or Settlers Grove. As these subdivisions are largely affected by this development, I find the City's lack of notification unprofessional. This is on the City's website: "Depending on the renovation or new development, public information may be available to you and you will be made aware of projects happening in your neighbourhood."

This rule was clearly not followed, it appears that you were trying to approve this development without hearing from anyone in our neighbourhoods.

My family and I oppose this development, and do not wish to change the neighbourhood zoning by-law. We live at [REDACTED]

We would like to also receive any further notifications of public consultations regarding this project, as well as any other projects in our neighbourhood.

Thank you,

Melinda Ruszer
Frank Ruszer
Renee Ruszer

Kieran Luckhai

From: R. Bruce Connell [REDACTED]
Sent: Wednesday, April 6, 2022 7:17 PM
To: Andrew Pinnell
Subject: [EXTERNAL] Re: 4396 King St E & 25 Sportsworld Dr - Neighbourhood Meeting Survey and Presentation Materials

Hello Andrew:

We missed the meeting as we are still visiting friends in Kauai (Hawaii) and did not have internet access at that time.p

We are very concerned about, and vehemently opposed, to the city approving those proposed high rise buildings along King Street East in Sportsworld!

In addition to the important concerns about traffic, is the total **absence of nearby parkland.**

We back onto small Kuntz Park with a view of the Memorial tower. The parking lot there is already becoming overused at times and our fear is that the residents of these new buildings will discover that Kuntz Park is their nearest outdoor recreation area. That parking lot is also used by trail users to access the Walter Bean trail, and there are already times when cars end up parking illegally along the access road that leads to that very small parking lot.

Please express our serious concerns to city council in the hope that those highrise tower projects can either be significantly downsized, somehow have parkland or at least a children's playground area added, or be entirely rejected.

Thanks, Bruce and Maeve Connell
[REDACTED]

Dr. Bruce Connell, C.Psych.
Psychologist, private practice
[REDACTED]

On Apr 6, 2022, at 4:22 AM, Andrew Pinnell <Andrew.Pinnell@kitchener.ca> wrote:

You don't often get email from andrew.pinnell@kitchener.ca. [Learn why this is important](#)

Hello,

Thank you for participating in the virtual Neighbourhood Meeting for the Official Plan Amendment and Zoning By-law Amendment applications for **4396 King Street East & 25 Sportsworld Drive** held on **March 31, 2022**. It was good meeting with you.

Here are the next steps:

<image010.jpg>

I have attached the presentation from this meeting. A YouTube link to the recording of the meeting can be found [here](#). These materials will also be uploaded to the Kitchener Planning Applications website in the next few days (www.kitchener.ca/planningapplications).

We know it is important for community members to be involved in decisions that affect them. In order to better serve the community, we would like to understand who currently participates in City-led engagement activities related to development services (e.g. urban planning, transportation planning, engineering, economic development). Please complete a short survey: <https://www.engagewr.ca/engagement-survey-planning>. We will use this information to help develop new engagement strategies that reach all members of our community.

In the coming days, I will be preparing a "What We Heard" summary from the meeting. I will email this to you when it is available.

Thank you for your participation at the meeting and for your comments and questions on these applications. I will evaluate the comments received to date and will be in touch on the next steps for engagement.

If you have any additional (new) comments, please let me know by April 14, 2022.

Sincerely,

Andrew Pinnell, MCIP, RPP

Senior Planner | Planning Division | City of Kitchener
519-741-2200 x7668 | TTY 1-866-969-9994 | andrew.pinnell@kitchener.ca

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<Neighbourhood Meeting Presentation_4396 King St E_For Website.pdf>

REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: March 6, 2023

SUBMITTED BY: Stevenson, Garrett – Interim Director of Planning, 519-741-2200 ext. 7070

PREPARED BY: Stevenson, Garrett – Interim Director of Planning, 519-741-2200 ext. 7070

WARDS INVOLVED: All Wards

DATE OF REPORT: February 23, 2023

REPORT NO.: DSD-2023-084

SUBJECT: Significant Planning Applications Update - Quarterly Report

RECOMMENDATION:

For Information

BACKGROUND:

Planning staff provide a quarterly update report every March, June, September, and December of each year of all current significant development applications. It is important to be providing greater transparency on significant development applications with the community and Council.

REPORT:

Attached to this report, the Significant Planning Applications Quarterly Report (Q1 2023) provides a summary of the current Planning applications under review at the time of the preparation of this report.

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

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

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

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

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.

PREVIOUS REPORTS/AUTHORITIES:

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

APPROVED BY: Garrett Stevenson – Interim Director, Planning

ATTACHMENTS:

Attachment A – Significant Planning Applications Quarterly Report (Q1 2023)

Current Significant Development Applications**Subdivision (SA), Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA)****WARD 1**

528 LANCASTER ST W	
Proposal: A development with 5 multiple residential buildings of varying heights (i.e., 26, 20, 20, 16, and 10 storeys), and commercial uses on the ground floor of the 16-storey building.	
File Number: OPA21/010/L/AP	Description: The main purpose of the Official Plan Amendment is to re-designate the whole of the lands to Mixed Use and modify the Specific Policy Area to allow a maximum floor space ratio (FSR) of 5.8 and a maximum building height of 83m (26 storeys).
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA21/015/L/AP	Description: The main purpose of the Zoning By-law Amendment is to re-zone the whole of the lands to MIX-2, and to modify the site-specific provisions to allow an FSR of 5.8, a building height of 83m (26 storeys), a parking rate of 0.72 spaces per unit, among other requests for relief.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: January 20, 2022
Owner: 528 LANCASTER STREET WEST INC, 550 LANCASTER INC	Applicant: MHBC PLANNING
Update Since Last Quarterly Report: Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting. A Zoning By-law application has been received for 26 Bridge Street to allow multiple dwellings and the existing buildings are proposed to be moved to that location.	

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

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: The property municipally addressed as 507 Frederick Street is designated as Commercial and the four Becker Street properties (triangle shaped property and 40, 44, and 48 Becker Street) are designated as Low Rise Residential in the City's Official Plan. A portion of lands form part of a Community Node in the City's Urban Structure. The application proposes to amend the land use designation of 40, 44, and 48 Becker Street, as well as the triangle-shaped portion of land), from Low Rise Residential to Commercial. Further, the application proposes to add Specific Policy Area 58 in the Official Plan to permit a crematorium/cremator use on all lands.
Application Type: OPA	Status: The Statutory Public Meeting for this application was held by the Planning and Strategic Initiatives Committee meeting on January 9, 2023. This application has now been referred to Kitchener City Council on March 20, 2023 at 7:00pm.
File Number: ZC17/010/F/GS	<p>Description: The property addressed as 507 Frederick Street is zoned as COM-2 (General Commercial), and a small portion previously addressed as 36 Becker Street is zoned as MIX-1, in Zoning By-law 2019-051. 40, 44, and 48 Becker Street are zoned as Residential Five (R-5) in Zoning By-law 85-1 and RES-4 in Zoning By-law 2019-051. The triangle-shape piece of land is zoned as Residential Six (R-6) with Special Use Provision 362U, which permits a funeral home, in Zoning By-law 85-1. These lands are zoned as Low Rise Residential Five (RES-5) with Site Specific Provision 205 in Zoning By-law 2019-051. The application proposed to amend both zoning by-laws so that all lands are zoned as COM-2 – the same zoning as the existing funeral home property. Additionally, Site Specific Provision 367 in the Zoning By-law will;</p> <ul style="list-style-type: none"> • permit a crematorium/cremator use on the lands 56 metres from a residential property • legalize the retention of existing residential dwellings, • permit a building with no setback to Becker Street, • allow a building within the required Driveway Visibility Triangles along Becker Street, • permit a reduced on-site vehicle parking rate of 1 space per 25 square metres of floor area, • allow for tandem parking for employees • define Frederick Street as the front lot line, and • prohibit certain sensitive land uses until a Record of Site Condition is completed and a Ministry Acknowledgement Letter is provided.
Application Type: ZBA	Status: The Statutory Public Meeting for this application was held by the Planning and Strategic Initiatives Committee meeting on January 9, 2023. This application has now been referred to Kitchener City Council on March 20, 2023 at 7:00pm.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: November 23, 2021
Owner: Henry Walser Funeral Home LTD	Applicant: GSP GROUP INC.
Update Since Last Quarterly Report: The Statutory Public Meeting for this application was held by the Planning and Strategic Initiatives Committee meeting on January 9, 2023. This application has now been referred to Kitchener City Council on March 20, 2023 at 7:00pm.	

26 STANLEY AVENUE & 31 SCHWEITZER STREET

Proposal: The Site is proposed to be developed with a residential subdivision consisting of 42 single detached dwelling lots, 12 semi-detached dwelling lots (total of 24 dwellings) and a 5-unit street-townhouse block totaling 71 residential units. The Proposed Development will be accessed by a future municipal road connecting to Stanley Avenue.

File Number: 30T-21201	Description: A residential plan of subdivision consisting of single detached dwellings, semi-detached dwellings, and townhouse dwellings, totaling 72 units.
Application Type: SA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA21/19/S/BB	Description: To rezone the Site from Residential Four (R-4) and Residential Five (R-5) to the Low Rise Residential Five (RES-5) Zone with a Site-Specific Provision to permit a maximum building height of 12.5 metres.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Brian Bateman	Neighbourhood Meeting Date: May 31, 2022.
Owner: Newo Holdings Limited	Applicant: GSP Group Inc.
Update Since Last Quarterly Report: A Neighbourhood Meeting was held on May 31, 2022 and Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting.	

67-71 NELSON AVE

Proposal: The Site is proposed to be developed with a private road with 23 single detached dwelling condominium units with a maximum building height of 11.0 metres. 23 private, at-grade parking spaces are proposed within garages. Nineteen (19) of the condominium units will front onto the proposed private condominium road while four (4) of the units will front onto Nelson Avenue. To facilitate the proposed development, the applicant is proposing to purchase a portion of the right-of-way lands that extend from Tagge Street from the City.

File Number: ZBA22/011/N/AP	Description: Proposing to rezone the property from Residential 3 (R-3) to Residential 4 (RES-4) to permit a private road with 23 single detached dwelling condominium units with a maximum building height of 11.0 metres. 23 private, at-grade parking spaces are proposed within garages. To facilitate the proposed development, the applicant is proposing to purchase a portion of the right-of-way lands that extend from Tagge Street from the City.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: September 20, 2022
Owner: 2415274 Ontario Inc.	Applicant: MHBC Planning Inc.
Update Since Last Quarterly Report: A Neighbourhood Meeting was held on September 20, 2022 and Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting.	

26 BRIDGE STREET	
Proposal: To relocated two dwellings with heritage status from 544 and 546 Lancaster St W to the subject property and used as a single-detached and a duplex.	
File Number: ZBA22/011/N/AP	Description: To add site-specific zoning to allow 2 dwellings on the one lot; allow for a reduced side yard setback of 0.7 metres, rather than the required 1.2 metres; and allow for a reduced rear yard of 7.0 metres, rather than the required 7.5 metres. This would allow the relocation of two dwellings with heritage status to be relocated from 544 and 546 Lancaster St W to the subject property and used as a single-detached and a duplex.
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: 550 Lancaster Inc.	Applicant: MHBC Planning Inc.
Update Since Last Quarterly Report: The applications are under review in conjunction with Applications OPA21/010/L/AP and ZBA21/015/L/AP.	

WARD 2

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

7 MORRISON RD	
Proposal: A stacked townhouse development with 32 units and 45 parking spaces.	
File Number: OPA22/013/M/BB	Description: To redesignate the property with a Special Policy Area to permit an increased maximum floor space ratio from 0.6 to 0.9.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA22/024/M/BB	Description: To increase the floor space ratio, reduce parking, increased building height and reduced rear yard setback in order to develop the property with 32 unit stacked townhouses.
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 29, 2022
Owner: Klondike Homes Ltd	Applicant: MHBC Planning
Update Since Last Quarterly Report: Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting.	

WARD 4

448 NEW DUNDEE RD	
Proposal: A condominium development with 24 single detached houses with frontage onto a private condominium road.	
File Number: ZBA20/003/N/AP	Description: the application requests to change the zoning from R-1 Zone (allows single detached dwellings on lots with a min. lot area of 4,000 m2 and min. lot width of 30 m2) to R-6 (allows single detached dwellings on lots with a min. lot area of 235 m2 and min. lot width of 9 m2).
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Andrew Pinnell	Neighbourhood Meeting Date: November 25, 2021.
Owner: HAYRE PROPERTIES INC	Applicant: GSP Group Inc.
Update Since Last Quarterly Report: Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting. Additional technical study is underway.	

86 PINNACLE DR	
Proposal: A 3.5 storey 16-unit multiple residential building.	
File Number: ZBA19/003/P/KA	Description: To change the zoning to Residential Six (R-6) to permit a multiple residential dwelling.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Katie Anderl	Neighbourhood Meeting Date: January 10, 2023
Owner: A & F GREENFIELD HOMES LTD	Applicant: IBI Group
Update Since Last Quarterly Report: A revised development concept was received and shared with the community through a second Neighbourhood Meeting and on-site meeting. Planning Staff and the Applicant are considering input provided on the revised concept.	

1000 NEW DUNDEE RD	
Proposal: A 127 unit Common Elements Condominium townhouse development which also includes private amenity space and a private SWM pond.	
File Number: 30T-22202	Description: The draft Plan of Subdivision (30T-22202) would create two blocks. Block 1 is planned to be developed with the subject townhouses. Block 2 contains Blair Creek, associated wetlands and a buffer and is proposed to be zoned Natural Heritage Conservation and dedicated to the City of Kitchener.
Application Type: SA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA22/021/N/KA	Description: To change the zoning to Residential Six (R-6) to permit a multiple residential dwelling.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Katie Anderl	Neighbourhood Meeting Date: December 1, 2022
Owner: Cachet Developments (New Dundee) Inc	Applicant: Glen Schnarr & Associates Inc
Update Since Last Quarterly Report: Planning Staff and the Applicant are considering input provided at the second Neighbourhood Meeting.	

WARD 4 – New Applications

404-430 NEW DUNDEE RD	
Proposal: The proposed development intends to establish ten (10) stacked townhouse buildings containing a total of 160 residential dwelling units on the subject lands. Each building would contain sixteen (16) dwelling units. Access to the property is proposed through one full-movement access driveway from New Dundee Road that would connect to the internal private road system. Parking is provided at a rate of 1.15 spaces per dwelling unit, for a total of 186 parking spaces. All parking spaces are surface level, and secure indoor bicycle storage spaces are to be provided throughout the site. The proposed residential development also includes a central common amenity area.	
File Number: OPA22/014/N/BB	Description: To add a special policy area to the Low Rise Residential designation such that the subject lands be permitted a maximum Floor Space Ratio (FSR) of 0.9 and a density exceeding 30 units per hectare
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA22/025/N/BB	Description: The Zoning by-law amendment is proposing re-zoning the subject lands from R-1 in By-law 85-1 to RES-5 in By-law 2019-051 with a site-specific provision for FSR, building height, parking, and visitor parking.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Brian Bateman	Neighbourhood Meeting Date: January 19, 2022
Owner: Klondike Homes Ltd.	Applicant: MHBC Planning
Update Since Last Quarterly Report: Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting.	

WARD 5

161 GEHL PL	
Proposal: A new community with up to 235 residential dwelling units and open space blocks.	
File Number: OP18/006/G/GS	Description: Proposing amendment to the Rosenberg Secondary Plan to revise land use designations for various lands to implement the proposed plan of subdivision.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA18/007/G/GS	Description: The proposed amendment to the Zoning By-law is to apply new zoning to the lands to implement the Rosenberg Secondary Plan (also proposed to be amended) to implement the proposed plan of subdivision.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: 30T-18202	Description: A proposed Plan of Subdivision with up to 235 residential units and open space blocks.
Application Type: SA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: N/A
Owner: 2079546 ONTARIO LIMITED	Applicant: SGL PLANNING & DESIGN INC
Update Since Last Quarterly Report: No update at this time.	

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: Katie Anderl	Neighbourhood Meeting Date: TBD
Owner: FREURE DEVELOPMENTS LIMITED	Applicant: MHBC PLANNING LTD
Update Since Last Quarterly Report: No update at this time. Archeological assessment work continues.	

2219 OTTAWA ST S & 808 TRUSSLER RD

Proposal: A new community with 240-409 new residential units including single detached, street townhouses & multiple dwellings. Institutional uses, a multi-use trail, a stormwater management system, parkland and open space blocks for the conservation of natural features on the property are also proposed. The existing buildings on the property will be demolished for the proposed development with the exception of the Shantz House, which will ultimately be designated a heritage property.

File Number: OPA22/009/O/AP	Description: The lands are currently designated Low Rise Residential, Natural Heritage Conservation and Mixed Use. The amendment proposes to align the proposed land uses with the proposed Plan of Subdivision. A Mixed Use land use designation is proposed on Blocks 11 and 12 to accommodate higher density multiple-residential developments. The Natural Heritage Conservation designation is proposed to apply to lands on which environmental features are located. Blocks 15, 16 and 18 are proposed to be designated as Open Space. Blocks 15 and 16 are proposed to be public parks, totaling 0.478 hectares of parkland. Block 18 is proposed to accommodate the stormwater management pond.
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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: ZBA22/016/O/AP	Description: The Subject Lands are currently zoned Agricultural (A-1) in Zoning By-law 85-1. The amendment proposes to bring the lands into Zoning By-law 2019-051 and apply the following zoning categories; RES-5 Low Rise Residential Five Zone with Site Specific Provisions, INS-1 Neighbourhood Institutional Zone with Site Specific Provisions, OSR-1 Recreation Zone, OSR-3 Open Space: Stormwater Management Zone, and NHC-1 Natural Heritage Conservation Zone.
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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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File Number: 30T-22201	Description: The plan of subdivision includes single detached, street townhouses & multiple dwellings along with parkland open space & stormwater management facilities.
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Application Type: SA	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: TBD
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Owner: Kitchener Trussler Holdings Inc.	Applicant: Polocorp Inc.
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Update Since Last Quarterly Report: The initial circulation of the notice of application is completed and a Neighbourhood Meeting will be held this year.

490 HURON RD	
Proposal: The development proposal includes three multiple residential apartment buildings and commercial development along Huron Road and a combination of structured and surface parking. Full build out of the subject lands is anticipated to occur in phases. Vehicular access to the proposed development is proposed from both Huron and Strasburg Roads with two accesses from Huron Road and one access from Strasburg Road.	
File Number: OPA22/012/H/CD	Description: The purpose of the OPA is to amend the existing special policy area for the subject lands to allow for a maximum height of 17 storeys within the portion of the site that is designated 'Mixed Use'.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA22/019/H/CD	Description: To amend the site specific zoning regulations for the portion of the lands zoned MIX-3 to permit the ground floor of any building located within 25 metres of the Strasburg Road street line to have a minimum height of 4.5 metres, that no minimum or maximum percent of non-residential gross floor area be required, to permit a maximum building height of 17 storeys and 53 metres, to permit a maximum FSR of 3, and that no minimum Ground Floor Street Line Façade Width as a Percentage of the Width of the Abutting Street Line shall apply.
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: 2517293 Ontario Inc.	Applicant: MHBC Planning Ltd.
Update Since Last Quarterly Report: The initial circulation of the notice of application is completed and a Neighbourhood Meeting will be held this year.	

WARD 5 – New Applications

265 COTTON GRASS STREET	
Proposal: A 28 unit stacked townhouses building.	
File Number: OPA22/015/C/KA	Description: Proposing to add a site-specific policy to permit a multiple dwelling whereas the applicable Commercial land use designation only permits dwelling units if they are located above ground floor commercial uses
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: BA22/026/C/KA	Description: The applicant is proposing to change the designation and zoning to permit the lands to be developed with a 28 unit stacked townhouse.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Katie Anderl	Neighbourhood Meeting Date: January 31, 2023
Owner: Schlegel Urban Developments	Applicant: GSP Group
Update Since Last Quarterly Report: Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting.	

1385 BLEAMS RD	
Proposal: 8 townhouses dwellings and one dwelling is retained.	
File Number: ZBA23/001/B/BB	Description: The applicant is proposing to change the A-1 zoning to Res-6 to allow for a medium rise residential development.
Application Type: ZBA	Status: The application has been circulated and a virtual Neighbourhood Meeting scheduled for March 9, 2023.
Staff Contact: Brian Bateman	Neighbourhood Meeting Date: January 31, 2023
Owner: Ioan Solomes	Applicant: Polocorp Inc.
Update Since Last Quarterly Report: The application has been circulated and a virtual Neighbourhood Meeting scheduled for March 9, 2023.	

WARD 6

1257 OTTAWAT STREET SOUTH	
Proposal: The Site is proposed to be developed with a 3-storey, 20 unit multiple dwelling building.	
File Number: ZBA22/009/O/ES	Description: The application proposes to rezone the subject lands from R-3 in Zoning By-law 85-1 and RES-2 in Zoning By-law 2019-051 to RES-5 in Zoning By-law 2019-051 with site specific provisions for increase in Floor Space Ratio. This would facilitate the redevelopment of the site that is proposing to remove the 2 existing single detached homes and replace it with a 3-storey, 20 unit multiple dwelling building.
Application Type: ZBA	Status: This application is under appeal.
Staff Contact: Eric Schneider	Neighbourhood Meeting Date: November 8, 2022
Owner: Yuliya Dotsenko, Ihor Dotsenko	Applicant: Patterson Planning Consultants
Update Since Last Quarterly Report: This application was approved by Council and has been appealed.	

WARD 8

400 WESTWOOD DR	
Proposal: To demolish the existing house and create four new lots for single detached dwellings.	
File Number: ZBA21/012/W/ES	Description: To rezone the developable portion of the lands to site specific Residential Four (R-4).
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Eric Schneider	Neighbourhood Meeting Date: January 13, 2022
Owner: NASIR BROMAND, ZAKIA BROMAND	Applicant: IBI GROUP
Update Since Last Quarterly Report: A Neighbourhood Meeting was held with the community on January 13, 2022. Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting.	

WARD 9

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-eight storeys along the rail line. In total, approximately 2818 residential units are proposed in various forms throughout the site.	
File Number: OP19/002/C/GS	Description: An Official Plan Amendment is requested to implement new land use permissions for the proposed development. The existing land use designation for the subject lands is General Industrial with a site-specific policy in the Mill Courtland Woodside Park Secondary Plan. An amendment is requested to change the land use designations to Mixed Use, High Density Multiple Residential, and Neighbourhood Park.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA19/005/C/GS	Description: The proposed subdivision application contains two medium density residential blocks, a high-density residential block, a medium density mixed use block, a mixed-use employment block, a park block, a street townhouse block, and two future development blocks. Road widening blocks are proposed along Courtland Avenue East. The blocks are arranged along a new proposed road to be named Olde Fashioned Way, running parallel to Courtland Avenue East from Palmer Avenue to Borden Avenue South. Palmer Avenue and Kent Avenue are proposed to be extended through the site to intersect with the proposed road.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: 30T-19201	Description: The Zoning By-law Amendment proposes to implement the proposed land use designations with corresponding zoning. The proposed zoning is Medium Intensity Mixed Use Corridor Zone MU-2 (a medium intensity mixed use zone that permits residential and commercial uses), Residential Nine R-9 (a high-rise residential zone), and Public Park Zone P-1 (a zone that is applied to public park spaces).
Application Type: SA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Craig Dumart	Neighbourhood Meeting Date: Jul 15, 2019. August 24, 2022.
Owner: 321 COURTLAND AVE DEVELOPMENTS INC	Applicant: GSP Group Inc.
Update Since Last Quarterly Report: A second Neighborhood Meeting was held on August 24, 2022 to update the community on changes to the application. Updated information has been posted to the City's website.	

1001 KING STREET E & 530-564 CHARLES STREET E	
Proposal: A 30 storey building that is 92.0 metres in height with 461 square metres of commercial space and 486 residential units.	
File Number: OPA22/001/K/KA	Description: The requested Official Plan Amendment, proposes a special policy area for the subject lands on Map 10 of the King Street East Secondary Plan to permit a maximum Floor Space Ratio of 8.27.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA22-001/K/KA	Description: The main purpose of the Zoning By-law Amendment is to add Special Provisions to the existing High Intensity Mixed Use Corridor Zone (MU-3) to permit a maximum floor space ratio of 8.27 instead of 4.0; a dwelling unit to be located at grade (along Charles Street for live work units) in a mixed use building; and a parking rate of 0.54 spaces per unit, visitor parking at 4% of required parking, and to permit parking for a Plaza complex to be 0.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Katie Anderl	Neighbourhood Meeting Date: March 23, 2022
Owner: King-Charles Properties	Applicant: MHBC PLANNING
Update Since Last Quarterly Report: A Neighbourhood Meeting was held with the community on March 23, 2022. Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting.	

459-509 Mill Street	
Proposal: The proposed development is comprised of 6 towers (ranging from 11 to 32 storeys in height) including up to 1500 residential units and 2013 square metres of commercial space. The Site fronts on to Mill Street and is located adjacent to the Mill ION station. Parking is provided through an underground parking structure and a podium parking structure. The Site will also include over 1200 bicycle parking spaces.	
File Number: OPA22/008/M/CD	Description: The proposed Official Plan Amendment redesignates the Site from General Industrial Employment to Mixed Use with a Special Policy Area to permit an increase to the permitted Floor Space Ratio. The proposed amendment proposes a maximum FSR of 7.0 whereas the existing maximum FSR is 5.0.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA22/015/M/CD	Description: The application proposes to remove the site from Zoning By-law 85-1 and add it to Zoning By-law 2019-051 and zone as "Mixed Use Three (MIX-3) Zone". The proposed site specific Zoning By-law regulations include a reduction to minimum rear yard from 7.5 metres to 5.5 metres for the building podium; a reduction to minimum rear yard from 7.5 metres to 2.5 metres for the building tower; and a reduction to minimum interior side yard from 4.0 metres to 0 metres for the building podium.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Craig Dumart	Neighbourhood Meeting Date: January 24, 2023.
Owner: Polocorp Inc.	Applicant: Polocorp Inc.
Update Since Last Quarterly Report: A Neighbourhood Meeting was held with the community on January 24, 2023. Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting.	

130-142 VICTORIA ST S	
Proposal: A 25 storey mixed use building which includes 249 dwelling units and 4 retail units on the ground floor.	
File Number: OPA22/004//V/KA	Description: The applicant is requesting a new Site Specific Policy be added to the current Mixed Use designation to permit a maximum FSR of 12.73.
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA22/006/V/KA	Description: The applicant is proposing to add Special Regulations to the existing MU-1 proposes an FSR of 12.73, a height of about 86 metres, as well as reductions to setbacks and reduced parking.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Katie Anderl	Neighbourhood Meeting Date: July 18, 2022
Owner: 1936026 ONTARIO INC	Applicant: IBI Group
Update Since Last Quarterly Report: A Neighbourhood Meeting was held with the community on July 18, 2022. Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting	

146-162 Victoria Street s, 92-110 Park Street	
Proposal: A 3 tower (38, 36, & 25 storeys), mixed-use development containing 1,124 residential dwelling units, 1,750 square metres of ground-floor commercial space, 3 green roof/outdoor amenity areas on top of a 4-6 storey shared podium, 699 vehicle parking spaces and 675 secure bicycle parking spaces.	
File Number: OPA21/011//V/ES	Description: Proposing a Special Policy Area to increase maximum floor space ratio and allow mixed use development with commercial on the ground floor and residential above.
Application Type: OPA	Status: Under Appeal
File Number: ZBA21/017/V/ES	Description: Proposes to remove the Subject Site from Zoning By-law 85-1 and add it to Zoning By-law 2019-051 as a "Mixed Use Three (MIX-3) Zone" with Special Regulations and Special Use Provisions.
Application Type: ZBA	Status: Under Appeal
Staff Contact: Eric Schneider	Neighbourhood Meeting Date: February 8, 2022
Owner: Innovations Developments Kitchener Ltd	Applicant: GSP Group Inc.
Update Since Last Quarterly Report: The applications were refused by Kitchener City Council and appealed by the Owner. A second Case Management Conference has been scheduled on March 1, 2023.	

WARD 9 – New Applications

130-140 HIGHLAND ROAD WEST & 270 SPADINA AVE.	
Proposal: A seventeen (17) storey purpose built rental apartment building (with a 5-storey podium and a 12-storey tower) with 211 additional units comprised of 1- and 2-bedroom units, as well as 1 and 2 bedrooms with optional dens.	
File Number: OPA22/016/H/BB	Description: Re-designate the subject lands from “Low Density Commercial Residential” and “Medium Density Residential” to “High Density Commercial Residential”
Application Type: OPA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
File Number: ZBA22/028/H/BB	Description: A Zoning By-law Amendment is requested to rezone the lands from the ‘Commercial Residential One Zone (CR-1) Zone’, “Residential Eight Zone” and “Special Regulation Provision 738R” to “Commercial Residential Three Zone (CR-3) Zone” with a site specific regulation to permit a Floor Space Ratio (FSR) of 3.17 and 118 parking spaces are proposed within Phase III bringing the overall total of 281 parking spaces and 404 units for the entire site.
Application Type: ZBA	Status: This application has been circulated and Planning staff are accepting and reviewing comments.
Staff Contact: Brian Bateman	Neighbourhood Meeting Date: February 9, 2023
Owner: 270 Development Inc. (Vive Development Corporation)	Applicant: MHBC Planning
Update Since Last Quarterly Report: A Neighbourhood Meeting was held with the community on February 9, 2023. Planning Staff and the Applicant are considering input provided at the Neighbourhood Meeting	

WARD 10

22 WEBER ST W	
Proposal: A 19-storey multiple residential building with 162 units, including 25 barrier free units. A total of 24 parking spaces are proposed at grade.	
File Number: OPA20/005/W/JVW	Description: The applicant is now proposing to amend the designation to High Density Commercial Residential with a Special Policy Area in order to permit a floor space ratio (FSR) of 7.8.
Application Type: OPA	Status: Under appeal
File Number: ZBA20/013/W/JVW	Description: The subject lands are currently zoned Commercial Residential Three (CR-3) in Zoning By-law 85-1. The applicant is proposing the same base zone with site specific special regulations to permit; an increase in height to 19 storeys, an increase in Floor Space Ratio to 7.8, To require a minimum ground floor façade height of 4.5m, to reduce the required minimum landscaped area required from 10% to 8%, to reduce front and rear yard setbacks, and to reduce the required on-site parking to 24 spaces, including 8 visitor parking spaces.
Application Type: ZBA	Status: Under appeal
Staff Contact: Garrett Stevenson	Neighbourhood Meeting Date: Sept. 8, 2021 & March 3, 2022.
Owner: 30 DUKE STREET LIMITED	Applicant: MHBC PLANNING LTD
Update Since Last Quarterly Report: Council refused the related Heritage Permit Application on August 22, 2022. This appeal was adjourned. This application has been appealed to the Ontario Land Tribunal (formerly LPAT) which has suspended this matter for a period of 6 months. A request for an adjournment was approved by the OLT. The Applicant is directed to provide a written status update to the OLT and parties by no later than July 6, 2023.	