



Planning & Strategic Initiatives Committee Agenda

Monday, April 3, 2023, 7:00 p.m. - 8:00 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.

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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 5:00 p.m. on April 3, 2023, in order to participate electronically.

4.1 Item 6.1 - Chris Pidgeon, GSP Group and Alex Vandersluis, Schlegel Urban Developments Corporation

4.2 Item 6.2 - Pierre Chauvin, MHBC Planning

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 Application OPA22/015/C/KA and Zoning By-law Amendment Application ZBA22/026/C/KA, 265 Cotton Grass Street, Schlegel Urban Developments Corporation, DSD-2023-111, DSD-2023-111 <i>(Staff will provide a 5 minute presentation on this matter.)</i>	30 m	3
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6.2	Official Plan Amendment Application OPA22/013/M/BB and Zoning By-law Amendment Application ZBA22/024/M/BB, 7 Morrison Road, Klondike Homes Limited, DSD- 2023-120, DSD-2023-120 <i>(Staff will provide a 5 minute presentation on this matter.)</i>	30 m	70
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7. Information Items

7.1 None

8. Adjournment

Mariah Blake
Committee Administrator

REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: April 3, 2023

SUBMITTED BY: Garrett Stevenson, Interim Director of Planning, 519-741-2200 x7070

PREPARED BY: Katie Anderl, Senior Planner, 519-741-2200 x7987

WARD(S) INVOLVED: Ward 5

DATE OF REPORT: March 8, 2023

REPORT NO.: DSD-2023-111

SUBJECT: Official Plan Amendment Application OPA22/015/C/KA
By-law Amendment Application ZBA22/026/C/KA
265 Cotton Grass Street
Schlegel Urban Developments Corp.

RECOMMENDATION:

That Official Plan Amendment Application OPA22/015/C/KA for Schlegel Urban Developments Corp. 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-2023-111 as Attachment "A", and accordingly forwarded to the Region of Waterloo for approval; and

That Zoning By-law Amendment Application ZBA22/026/C/KA for Schlegel Urban Developments Corp. be approved in the form shown in the "Proposed By-law" and "Map No. 1" attached to Report DSD-2023-111 as Attachment "B".

REPORT HIGHLIGHTS:

- The purpose of this report is to evaluate and provide a planning recommendation regarding the Official Plan Amendment and Zoning By-law Amendment applications for the subject lands located at 265 Cotton Grass Street. It is planning staff's recommendation that the Official Plan and Zoning By-law Amendments be approved.
- The proposed Amendments support the creation of a 32 unit stacked townhouse development within the Williamsburg Town Centre.
- Community engagement included:
 - circulation of a preliminary notice letter to property owners and residents within 240 metres of the subject site;
 - installation of a large billboard notice sign on the properties;
 - Neighbourhood Meeting held on January 31, 2023;
 - follow up 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 site, those who responded to the circulation; and those who provided comments following the Neighbourhood Meeting;
 - notice of the public meeting was published in The Record on March 10, 2023.
- This report supports the delivery of core services.

EXECUTIVE SUMMARY:

The owner of the subject lands addressed as 265 Cotton Grass Street is proposing to change the Official Plan designation from 'Commercial' to 'Commercial with Specific Policy Area 61', in the City of Kitchener Official Plan (2014), and to change the zoning 'Neighbourhood Shopping Centre Zone (C-2) with Special Regulation Provision 356R' to 'Neighbourhood Shopping Centre Zone (C-2) with Special Regulation Provision 356R and Special Use Provision 483U, Special Regulation Provision 787R, and Holding Provision 99H' to permit a standalone multiple residential dwelling, a reduced setback to Cotton Grass Street, a parking ratio of 1.5 parking spaces/dwelling unit, and to require a Noise Study to the satisfaction of the Region of Waterloo. Staff are recommending that the applications be approved.

BACKGROUND:

The subject lands are located in the Williamsburg Community and were originally approved for development in 2002 through the approval of Plan of Subdivision 30T-96005 and associated Official Plan and Zoning By-law amendments. The Williamsburg Town Centre was conceived as the focus for this community and includes commercial lands, medium density residential lands, and a central park space (Max Becker Commons). This community has been developed by Schlegel Urban Developments Corp, who remain situated and invested in this community. The subject lands are located on a vacant parcel of developable land that fronts onto 'Main Street' (a privately owned 'urban' street) in the Williamsburg Town Centre.

The lands are located in a 'Community Node', designated 'Commercial' and are zoned 'Neighbourhood Commercial Zone (C-2)'. The existing policy and zoning permissions permit a mix of commercial and residential uses, and dwelling units are currently permitted on upper floors of a mixed commercial/residential building and having a maximum Floor Space Ratio of 2.0 and a maximum building height of 15.0 metres. The applicant is proposing a development in keeping with the permitted height and density, however, is requesting special policies and regulations to permit a standalone multiple dwelling with residential units on the ground floor.

REPORT:

The applicant is proposing to develop the subject lands with a 3.5 storey multiple residential development consisting of 2 and 3 bedroom stacked townhouse units. These two floor units are planned to be purpose-built rental.

Site specific regulations are proposed to permit:

- a parking rate of 1.5 parking spaces/dwelling unit
- setback reductions to Cotton Grass Street
- a reduced lot area of 3,400 square metres rather than required 4000 square metres
- permission for a standalone multiple residential building with dwelling units on the ground floor

Through the application review process, staff have worked with the applicant to update the site design in order to create an improved site layout by eliminating a secondary driveway connection to "Main Street". This driveway was determined not to be needed for the appropriate functioning of the site, and a single driveway access to Cotton Grass Street is preferred. The original development concept included a secondary driveway connection to 'Main Street' immediately next to a below grade parking entrance for Building 700 which has been removed. The drive aisle will connect with adjacent commercial parking lots providing for appropriate circulation of the overall block. This design has been reviewed by Transportation Services staff and is supportable and safe. This redesign has allowed for additional landscaped space between the residential building and the adjacent commercial building 700 to the south, and an additional block of residential units, so that 32 units are now included rather than 28 (see Figure 3).



Figure 1 – 265 Cotton Grass Street (Onpoint 2023)



Figure 2 – Williamsburg Town Centre view from north-east (Urban Design Brief 265 Cotton Grass Street, November 2022)

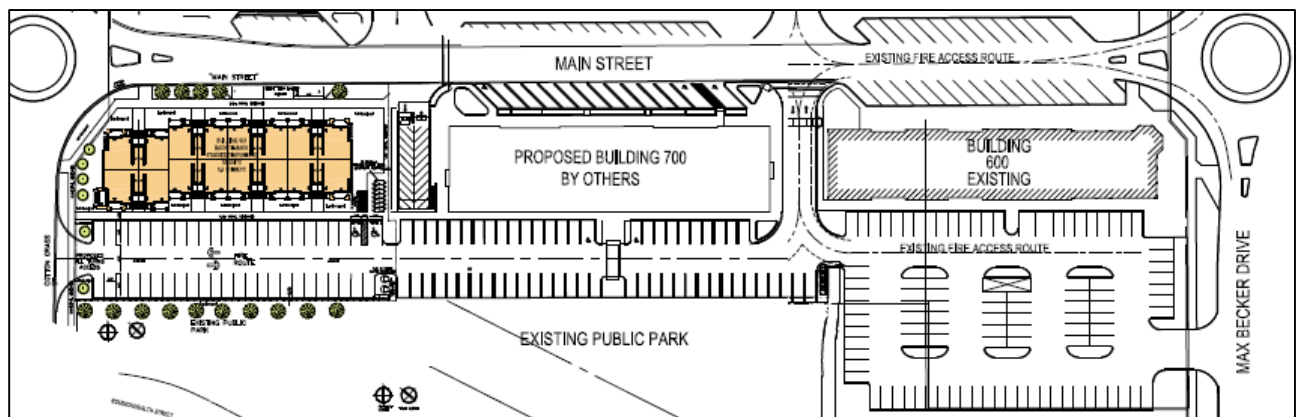


Figure 3 – 265 Cotton Grass in context of Buildings 600 (existing) and 700 (approved) (Conceptual Site Plan, February 2023, 4 Architecture Inc.)

Planning Analysis:

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

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

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

These matters of provincial interest are addressed and are implemented through the Provincial Policy Statement, 2020, as it directs how and where development is to occur. The City's Official Plan is the most important vehicle for the implementation of the Provincial Policy Statement, 2020 and to ensure Provincial policy is adhered to.

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 provision of housing, optimization of infrastructure, transit and active transportation, the proposed designation and zoning facilitate a compact form of development which efficiently uses the lands, is in close proximity to transit options including iXpress and other public transit routes and makes efficient use of both existing roads and active transportation networks. The lands are serviced and are in proximity to commercial and service uses, schools, parks, trails and other community uses. Provincial policies are in support of providing a broad range of housing. The proposed multiple dwelling includes 2 and 3 bedroom ground-oriented rental apartments.

Planning staff is of the opinion that the proposed applications will facilitate the development of the subject property with housing that is compatible with the surrounding community, helps manage growth, 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 have confirmed there is sufficient existing servicing.

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, in order to provide a focus for investments in transit and other types of infrastructure.

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

Policies 2.2.1.4 states that complete communities will:

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

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

The subject lands are located within the City's delineated Built-Up Area, and within a planned mixed-use commercial plaza (Williamsburg Town Centre). Dwelling units are currently permitted to be located on upper floors of commercial buildings and co-location of commercial and residential uses helps support the development of completed communities. The proposed site-specific designation and zoning will support the applicant in delivering a missing-middle, 2 and 3 bedroom, rental housing option in the Williamsburg Town Centre. The location will help make efficient use of existing servicing infrastructure, parks, roads, trails and transit, while also being conveniently located near commercial and service uses, as well as community uses and schools. 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 Designated Greenfield Areas. The subject lands are designated 'Urban Designated Greenfield Areas' in the ROP. This neighbourhood provides for the physical infrastructure and community infrastructure to support the proposed residential development, including transportation networks, municipal drinking-water supply and wastewater systems, and a broad range of social and public health services. Regional policies require Area Municipalities to plan for a range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents. Regional staff have indicated that they have no objections to the proposed applications (Appendix 'D'). Planning staff are of the opinion that the applications conform to the Regional Official Plan.

City of Kitchener Official Plan, 2014 (OP)

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

Urban Structure

The Official Plan establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. 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 identified as being located with a 'Community Node' on Map 2 of the Official Plan and are designated 'Commercial'.

Community Nodes are located along existing or planned transit corridors and provide for commercial uses with a mix of residential and institutional uses necessary to support and complete surrounding residential communities. Applicable land use designations include Commercial, Mixed Use, Medium- and High-Rise Residential. The subject Community Node is located along a transit corridor and is intended to achieve a mix of uses and includes lands that are designated 'Commercial' and 'Medium-Rise Residential'. The proposed development is in keeping with the contemplated uses, height and density of the Community Node.

The Commercial land use designation permits a broad range of uses, including dwelling units on upper floors of buildings also containing other permitted commercial uses. The applicant is proposing to add a Specific Policy Area to the subject lands to permit residential uses to be permitted in a stand-alone building and on the ground floor. Staff is of the opinion that permitted ground floor residential in a stand-alone building on the subject lands will not compromise the planned function of the commercial lands. The proposed building has been designed and is proposed to be located so that it completes 'Main Street' and also providing enhanced elevations along Cotton Grass Street, and additional dwelling units in close proximity to the commercial uses will help to support nearby

restaurants, stores and services. The commercial plaza continues to include vacant commercial pads which could provide for additional commercial or mixed-use development allowing future intensification and infill opportunities.

Urban Design Policies:

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

Streetscape – The proposed building has been oriented with frontage onto “Main Street” of the Williamsburg Town Centre and Cotton Grass Street. The proposed building has been designed and is proposed to be located so that it completes ‘Main Street’ with front doors facing the private road, new parallel parking, and landscaped areas which will help continue the private streetscape which was previously established near Max Becker Drive. The proposal also provides enhanced elevations along Cotton Grass Street, and new street trees and private landscaping will be implemented through the Site Plan process along property boundaries, including the interface with Max Becker Common.

Safety – As with all developments that go through site plan approval, staff will ensure Crime Prevention through Environmental Design (CPTED) principles are achieved and that the site meets emergency services policies.

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

Site Design, Building Design, Massing and Scale – The subject site is designed to have a building that will be developed at a scale that is compatible with the existing and planned surroundings. The 3.5 storey brick building has been designed to complement and continue the vision for a traditional ‘Main Street’ and is in keeping with the architecture and scale of the condominium buildings recently constructed along Commonwealth Street (opposite Max Becker Green), and anticipated future medium rise residential developments north of Cotton Grass Street.

Transportation Policies:

The Official Plan supports an integrated transportation system which incorporates active transportation, allows for the movement of people and goods and promotes a vibrant, healthy community using land use designations and urban design initiatives that make a wide range of transportation choices viable. The subject lands are located in close proximity to several bus routes, include an iXpress stop within about a 2 minute walk. The building has good access to cycling networks and is within walking distance of elementary schools. The location of the subject lands, in the context of the City's integrated transportation system, supports the proposal for residential development on the subject lands.

Housing Policies:

Section 4.1.1 of the City's Official Plan contains policies with the primary objective to provide for an appropriate range, variety and mix of housing types and styles, densities, tenure and affordability to satisfy the varying housing needs of our community through all stages of life. The proposed development increases the range of 2 and 3 bedroom purpose-built rental units available in the city. The proposed development represents ‘missing middle’ housing that bridges the gap between low rise, low intensity dwellings, and high-rise towers. The 2 and 3 bedroom units will appeal to a variety of household needs and directly responds to the need for more affordable housing types and tenures during the current housing crisis.

Official Plan Conclusions

The Official Plan Amendment application requests a Specific Policy Area be added to the subject lands to permit a standalone residential building with ground floor dwelling units. Based on the above-noted policies and planning analysis, staff is of the opinion that the proposed Official Plan Amendment represents good planning and recommends that the proposed Official Plan Amendment be approved in the form shown in Appendix "A".

Proposed Zoning By-law Amendment:

The subject lands are currently zoned 'Neighbourhood Commercial Zone (C-2)' with Special Regulation Provision 356R which limits the maximum gross floor area of a single retail outlet.

The applicant has requested a Zoning By-law Amendment to add a new Special Use Provision to permit a standalone multiple dwelling, and a new Special Regulation Provision to allow a reduced lot area, reduced setbacks and a reduced parking rate to the existing Neighbourhood Shopping Centre (C-2) Zone. In accordance with Regional comments staff recommend that a new Holding Provision be added to require the completing of a Noise Study. The proposed regulations and a brief explanation of the purpose are provided below.

Proposed Special Use Provision 483U: to permit multiple dwelling

The existing C-2 Zone permits a broad range of uses, including dwelling units in a mixed-use building. Staff is of the opinion that permitting a building to be used for 100% residential in the context of a mixed-use plaza will not compromise the planned function of the commercial plaza. While standalone, the multiple dwelling has been designed to complement and contribute to the private urban street, and residential uses will help to support surrounding commercial uses. This permission will only apply to the subject lands and the balance of the plaza will continue to allow for additional commercial development should commercial land needs increase overtime.

Proposed Special Regulation Provision 787R

Lot Area: The minimum lot area shall be 3400 m²

The C-2 Zone includes a minimum lot area regulation of 4000 m². The purpose of this regulation is to provide a sufficient size for a commercial plaza. The subject lands are currently located on a lot having an area of about 14,185 m². Development of the subject lands will be coordinated with the overall Williamsburg Town Centre, and the commercial pads and parcels are part of a Vacant Land Condo. The applicant anticipates that the commercial components of the subject block, which includes commercial Buildings 600 and 700 will also form part of the Vacant Land Condo. Should this occur, the subject parcel will form remnant lands falling outside the condominium and will legally be considered a separate parcel, while benefitting from access easements through the plaza. The proposed regulation ensures the parcel will be a legal size in the future. Future applications will be necessary with respect to the Vacant Land Condominium.

Location of Dwelling Units: The dwelling units are permitted be located in a building not containing commercial uses and may be located on the ground floor.

The existing C-2 Zone permits a broad range of uses, including dwelling units on upper floors of buildings also containing other permitted commercial uses. Staff is of the opinion that permitting ground floor residential in a standalone building on the subject lands will not compromise the planned function of the commercial plaza. The proposed building has been designed and is proposed to be located so that it completes 'Main Street', while also providing

enhanced elevations along all facades. While Main Street is privately owned, it has been developed and planned comprehensively as a pedestrian focussed street and town centre, rather than as an auto-oriented commercial plaza driveway. The proposed multiple dwelling has an urban character and scale and will contribute to the look and feel of both 'Main Street' while providing for a transition to future residential on the north side of Cotton Grass, and the existing park and residential uses to the west. Additional dwelling units in close proximity to the commercial uses will help to support nearby restaurants, stores and services, and are well located to access the existing public park, schools, trails and natural areas. The commercial plaza continues to include vacant pads which could provide for additional commercial, office or mixed commercial/residential development in the future.

Setbacks:

- The minimum setback to Cotton Grass Street shall be 1.95 metres.
- A porch attached to a multiple dwelling shall be set back a minimum of 0.9 metres from Cotton Grass Street, whether or not covered, provided it is not enclosed.
- An architectural screening feature may project up to 0.6 m from the dwelling or porch.

Planning and Transportation Planning staff are of the opinion that a reduced setback to Cotton Grass Street for the building and porch are appropriate. The reduced setback is being requested due to the atypical property line associated with the roundabout's right-of-way. The design of the roadway ensures visibility for vehicle, cyclist and pedestrian movements on the road and on sidewalks. The building has been designed to appropriately address the streets and intersection, and sufficient space remains for landscaping. The proposed architectural screening feature projection will help to screen gas meters from public view. The utilities have been dispersed around the building and screening will be required through the detailed Site Plan review process.

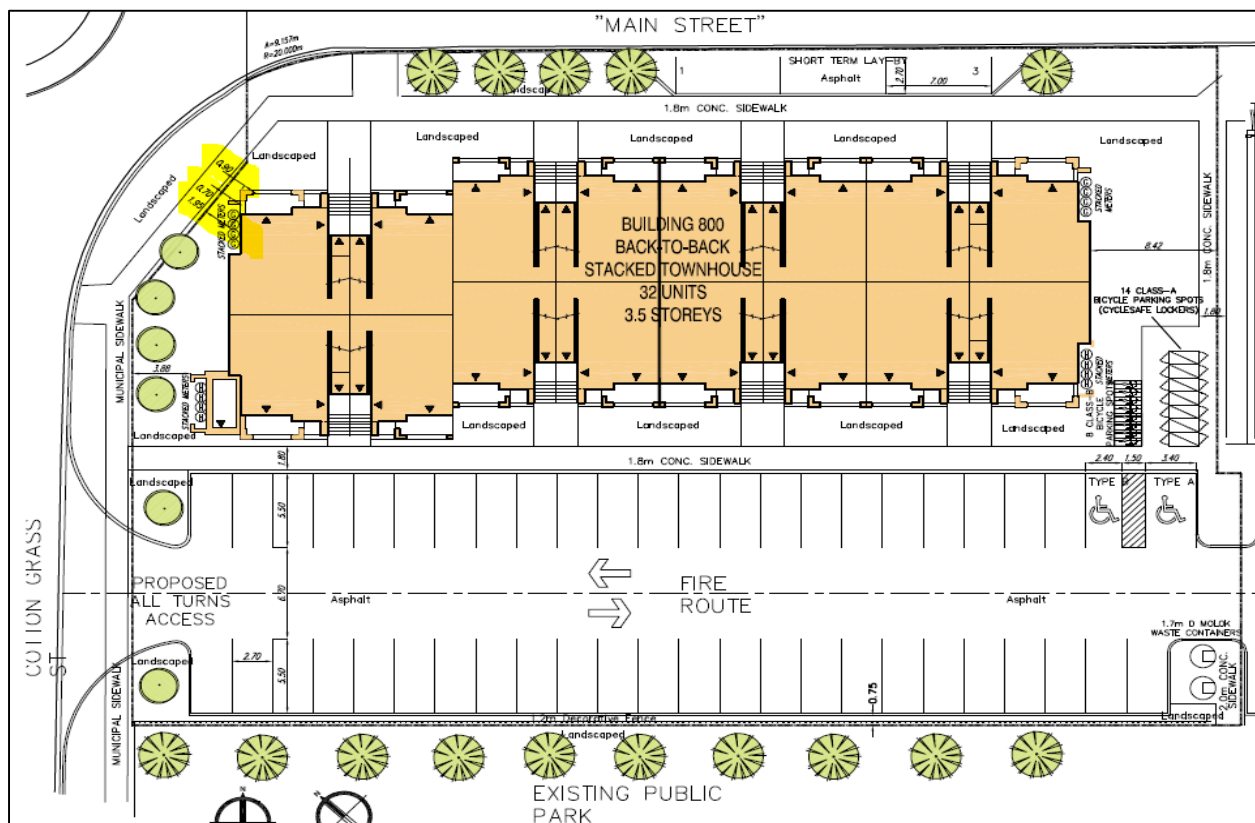


Figure 3 – Conceptual Site Plan (February 2023, 4 Architecture Inc.)

Parking Rate:

- a) That parking be provided at a minimum rate of 1.5 parking spaces per dwelling unit.
- b) That visitor parking be provided at a rate of 15% of required parking
- c) Class A bicycle parking for a multiple dwelling shall be provided at a rate of 0.5 stalls per dwelling unit and 6 Class B bicycle parking spaces shall be for a multiple dwelling.
- d) That a minimum of 20 percent of the parking spaces shall be designed to permit the future installation of electric vehicle supply equipment.

The purpose of this regulation is to provide for a parking rate which is appropriate for the development. The proposed ratio results in a requirement of 48 parking spaces overall and 7 parking spaces being reserved for visitors. The applicant is providing 51 parking spaces, which includes 48 parking spaces in the parking lot, and 3 short-term parallel parking spaces along 'Main Street'. The subject lands have good access to public transit and pedestrian/cycling networks and secure, weather protected bike storage will be provided within the development for residents. Further, the applicant has indicated that they intend to provide unbundled parking, and that there is an existing car share vehicle located in the Williamsburg Town Centre.

Staff also note that the proposed number of parking spaces exceeds the maximum parking ratio of 1.4 parking spaces per dwelling unit permitted by By-law 2019-051. While the new ratio is in effect in many areas of the City, the subject lands continue to be zoned under Zoning By-law 85-1 and have not been incorporated into Zoning By-law 2015-051 yet. Planning and Transportation Services staff is of the opinion that the proposed parking rate of 1.5 parking spaces per dwelling unit will meet parking demands for the subject site.

In addition to the foregoing, staff also recommend that new bicycle parking and electric vehicle parking requirements be added to the special regulation so that parking aligns with the regulations of By-law 2019-051. In addition to the regulations, definitions of Class A and Class B bicycle parking are provided. These definitions are consistent with those contained in By-law 2019-051.

Prohibition of Geothermal System:

The Region of Waterloo has requested that a zoning regulation be added to prohibit geothermal energy systems due to the sensitivity of ground water.

Holding Provision 99H:

Official Plan policies require 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. The City will enact a by-law to remove the holding symbol when all the conditions set out in the holding provision have been satisfied, permitting development or redevelopment in accordance with the zoning category assigned. In accordance with Regional comments, Planning staff are recommending the following Holding Provision as part of the Zoning By-law Amendment:

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

Proposed Zoning By-law Amendment Conclusions

Staff is of the opinion that the proposed Zoning By-law Amendment to change the zoning of the subject lands to 'Neighbourhood Commercial Zone (C-2) with Special Regulation Provision 356R, Special Regulation Provision 787R and Special Use Provision 483U and Holding Provision 99H' represents good planning as it will facilitate the redevelopment of the lands with a multiple dwelling that is compatible with the existing neighbourhood, which will add visual interest at the street level, provide enhanced landscaping that will contribute to the streetscape, and which will appropriately accommodate on-site parking needs. Staff are supportive of the proposed development and recommend that the proposed Zoning By-law amendment be approved as shown in Appendix "A".

Department and Agency Comments:

Circulation of the Official Plan Amendment and Zoning By-law Amendment was undertaken in December 2022 to all applicable City departments and other review authorities. No major concerns were identified by any commenting City department or agency and any necessary revisions and updates were made. Copies of the comments are found in Appendix "D" of this report.

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

Planning Justification Report and Addendum

- Prepared by: GSP Group Inc., November 2022 (updated February 2023)

Urban Design Report and Addendum

- Prepared by: GSP Group Inc. and 4 Architecture Inc, November 2022 (updated February 2023)

Conceptual Site Plan

- Prepared by 4 Architecture Inc., September 2022 (updated February 2023)

Elevations & Floor Plans

- prepared by 4 Architecture Inc., October 2022 (updated February 2023)

Existing Conditions Plan

- prepared by MTE Consultants Inc., September 2022 (updated February 2023)

Preliminary Grading Plan

- prepared by MTE Consultants Inc., September 2022 (updated February 2023)

Functional Servicing and Stormwater Management Report & Plan

- prepared by MTE Consultants Inc., October 5, 2022 (updated November 2022 and February 2023)

Salt Management Plan

- prepared by MTE Consultants Inc., November 29, 2022

Noise Feasibility Study

- prepared by HGC Engineering, February 23, 2023

Risk Management Plan, Section 59 Notice of SPP Compliance and Section 58 Notice of Agreement

- prepared by the Region of Waterloo, November 29, 2022

Community Input & Staff Responses


WHAT WE HEARD



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



Approximately 9 people/households provided comments



A City-led Neighbourhood Meeting was held on January 31, 2023 and approximately 9 different users logged on

Staff received written responses from 9 people/households with respect to the proposed development. These are included in Appendix 'E'. A Neighbourhood Meeting was held on January 31, 2023. In addition, staff had follow-up one-on-one correspondence with members of the public. A summary of what we heard, and staff responses are noted below.

What We Heard	Staff Comment
Loss of open space and parkland	The subject applications affect vacant commercial lands which are located next to Max Becker Commons. In accordance with the City's vacant land requirements, the developer has seeded and maintained the vacant lands for the past 20 years. While the parcel of land may be interpreted as an extension of the park it is privately owned and has been planned and zoned for development since 2002.
Increases to traffic	<p>The subject lands have been comprehensively planned and zoned for a range of uses including residential, commercial, office and service uses. Roads and intersections including Cotton Grass Street, Max Becker Drive and Commonwealth Street have been designed to accommodate traffic generated by the Williamsburg Town Centre. Transportation Services staff are of the opinion that the level of traffic generated by residential uses will likely generate less or a similar amount of traffic as commercial uses.</p> <p>Residents also questioned whether lights might be added to the intersection of Cotton Grass Street and Fischer Hallman Road. This is a regional intersection and at this time the Region does not have plans to install a traffic light at this intersection.</p>
Concern with on-street parking on local roads	Transportation staff comment that on-street parking is available equally to the general public, however is limited to a maximum

	<p>length of 3 hours. Parking is available on many local roads in the area, however, is restricted along park frontages. In addition, several new parallel parking spaces will be added to 'Main Street', which will provide for short-term parking, delivery and drop-offs and visitor parking. The subject lands are somewhat separate from the surrounding neighbourhood, and Transportation Services staff do not expect that there will be a significant impact to on-street parking on nearby local streets as a result of this proposal.</p>
Concern with proposed parking reduction	<p>The proposed parking ratio of the subject lands is in keeping with the parking study completed in support of the parking rates contained in Zoning By-law 2019-051. This Zoning By-law is being applied in phases across the City however has not yet been applied to the subject lands. The Zoning By-law recommends a minimum of 1 parking space per dwelling unit with a visitor parking rate of 0.1 parking spaces per dwelling unit, to a maximum of 1.4 parking spaces per dwelling unit (inclusive of visitor spaces). The applicant is proposing a rate of 1.5 parking spaces per dwelling unit with 15% reserved for visitors. This rate exceeds the maximum permitted by the new Zoning By-law, and staff is of the opinion that the proposed rate is sufficient.</p> <p>The subject lands are also walkable with convenient access to shopping, banks, restaurants, services, parks, schools and community facilities. The lands are within 200 m of several bus routes, including an iXpress Route, and there is an existing Car Share parking stall and vehicle available in the Williamsburg Town Centre. Further, the applicant is proposing to utilize Transportation Demand Management techniques including unbundled parking for residents and provision of secure and weather protected bike storage.</p>
Interface between the parking lot and Max Becker Common	<p>A number of residents raised concerns with the proximity of the proposed parking lot to Max Becker Common from both an aesthetic and safety perspective. Through the review process, the applicant has agreed to update the site design to include additional space between the parking lot and the edge of the park so that a landscaped strip and a fence/physical barrier can be installed. The applicant is proposing a decorative style fence that provides for a positive esthetic along the park boundary, while also providing physical separation and safety. This treatment will be continued along the entire park frontage, including both the parking for the townhouses, as well as the previously approved parking lot for the commercial buildings.</p> <p>In addition, the applicant has agreed to work with staff to incorporate additional trees and plantings into the park where possible. Staff notes that there is a large gas main which is located beneath the park, which may restrict plantings in some areas, however effort will be made to locate trees wherever possible.</p> <p>Residents also suggested flipping the parking so that it was located adjacent to Main Street so that buildings were located</p>

	<p>adjacent to the park. While 'Main Street' is privately owned and operated, it has been a long time vision for Williamsburg Town Centre to create a walkable, urban style street as a focus for the community. The subject proposal, along with the approved office building (Building 700) will help to complete the west side of Main Street. While privately owned and managed, this neo-urban street contributes to the community, by creating a community hub that provides sense of place that is unique. Staff is of the opinion that providing appropriate a landscaped buffer together with a fence will provide appropriate screening and physical separation between the parking lots and Max Becker Common.</p>
Proximity of driveway to roundabout	<p>Concerns were identified with respect to the proximity of the driveway to the Cotton Grass St roundabout. Transportation Services staff has reviewed the proposed driveway location and is of the opinion that it is sufficiently setback from the roundabout for safe traffic movements and visibility.</p>
Plans for Community Garden	<p>Staff received questions about future plans for a community garden in Max Becker Green. Staff of the Neighbourhood Development Office are currently in the early stages of neighbourhood engagement and planning for a community garden in this park. This project may be completed within the next 1 – 2 years if there is sufficient community interest.</p>
Site Design - garbage	<p>Concerns were raised with the location of the deep well garbage system in proximity to the park. Deep well systems are designed to be minimally intrusive. Waste is stored below grade so that odour is minimized and containers are secure and esthetically appealing. Staff is of the opinion that the proposed deep well system is appropriately located.</p>
Integration of residential uses into a commercial area	<p>Concerns were identified with the introduction of residential uses into a commercial plaza. Staff note that dwelling units are already permitted within the existing zoning and designation, however, are currently restricted to upper storeys. Residential uses are compatible with commercial, office and service uses and integration on a site, or within a building is supported. In fact, establishing a mix of uses is encouraged in many areas including Mixed Use Nodes and Corridors throughout the City.</p> <p>The nature of the subject applications is to permit ground floor residential units and units in a standalone building. As previously discussed, the proposed multiple dwelling has an urban character and scale and will contribute to the look and feel of both 'Main Street' while providing for a transition to future residential on the north side of Cotton Grass Street, and the existing park and residential uses to the west. The commercial plaza continues to include vacant pads which could provide for additional commercial, office or mixed commercial/residential development in the future.</p>

Planning Conclusions

In considering the foregoing, staff are supportive of the proposed Official Plan Amendment and Zoning By-law Amendment to permit 265 Cotton Grass Street to be developed with a standalone multiple dwelling. 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. It is recommended that the applications be approved.

STRATEGIC PLAN ALIGNMENT:

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

FINANCIAL IMPLICATIONS:

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

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

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City's website with the agenda in advance of the Council / Committee meeting. A large notice sign was posted on the property and information regarding the application was posted to the City's website in December 2022. Following the initial circulation referenced below, an additional postcard advising of the statutory public meeting was circulated to all residents and property owners within 240 metres of the subject lands, those responding to the preliminary circulation and who attended the Neighbourhood Meetings. Notice of the Statutory Public Meeting was also posted in The Record on March 10, 2023 (a copy of the Notice may be found in Appendix C).

CONSULT – The proposed Official Plan Amendment and Zoning By-law Amendment were circulated to residents and property owners within 240 metres of the subject lands on December 16, 2022. In response to this circulation, staff received written responses from 9 people/households, which were summarized as part of this staff report and are appended in Appendix E. Planning staff also had one-on-one conversations with residents on the telephone and responded to emails.

PREVIOUS REPORTS/AUTHORITIES:

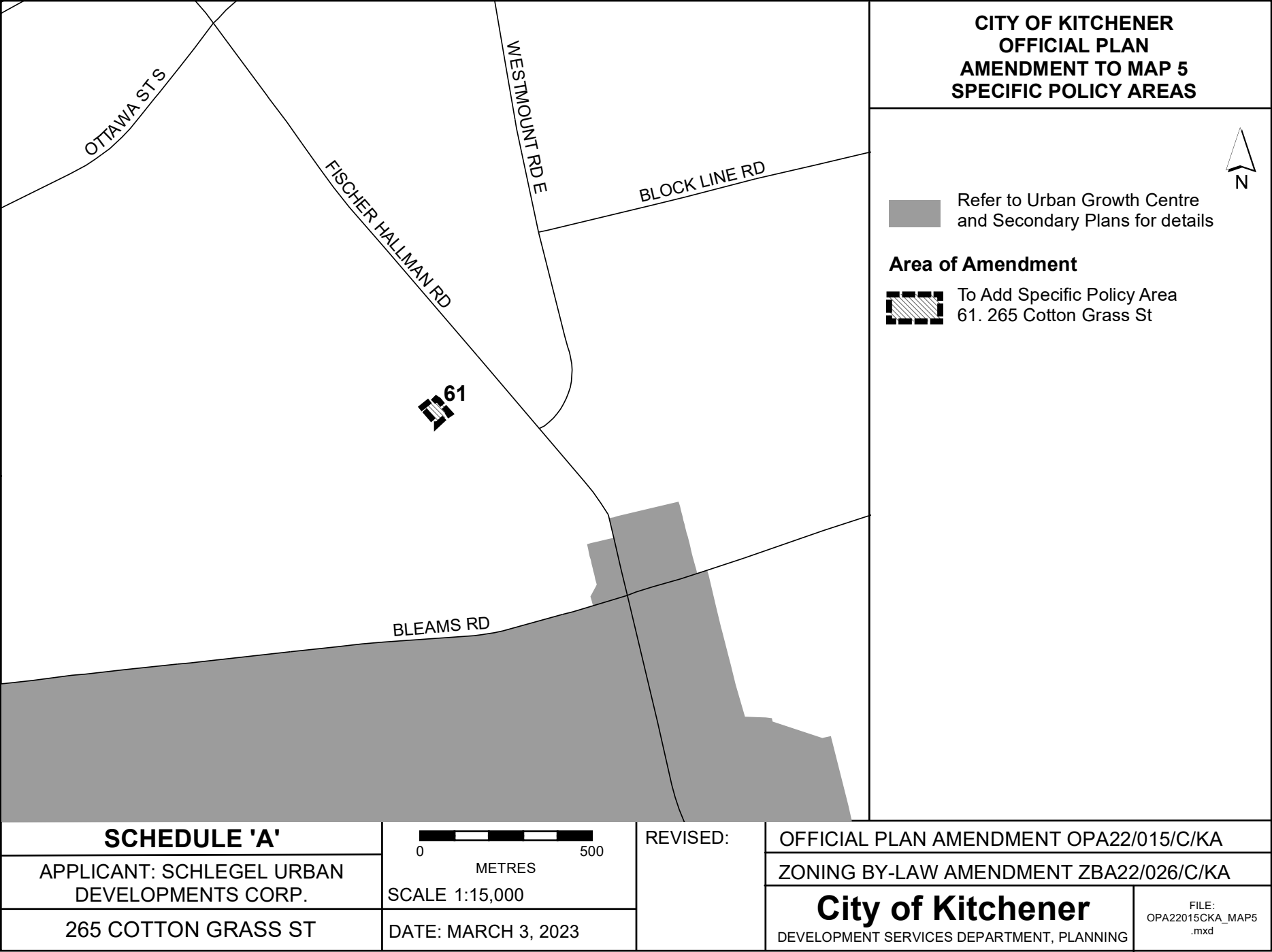
- Planning Act, R.S.O. 1990, c. P.13
- Growth Plan, 2020
- Provincial Policy Statement, 2020
- Region of Waterloo Official Plan
- City of Kitchener Official Plan, 2014
- City of Kitchener Zoning By-law 85-1

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

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

ATTACHMENTS:

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



PROPOSED BY – LAW
_____ 2023
BY-LAW NUMBER ____

OF THE
CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to amend By-law 85-1, as amended, known as
the Zoning By-law for the City of Kitchener
– Schlegel Urban Developments Corp. – 265 Cotton Grass
Street)

WHEREAS it is deemed expedient to amend By-law 85-1 for the lands specified above;
NOW THEREFORE the Council of the Corporation of the City of Kitchener enacts as follows:

1. Schedule Number 66 of Appendix “A” to By-law Number 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 Neighbourhood Shopping Centre Zone (C-2) with Special Regulation Provision 356R to Neighbourhood Shopping Centre Zone (C-2) with Special Regulation Provision 356R and Special Use Provision 483U, Special Regulation Provision 787R, and Holding Provision 99H.
2. Schedule Number 66 of Appendix “A” to By-law Number 85-1 is hereby further amended by incorporating additional zone boundaries as shown on Map No. 1 attached hereto.
3. Appendix “C” to By-law 85-1 is hereby amended by adding Section 483U thereto as follows:
“483. Notwithstanding Sections 8.2 of this By-law, within the lands zoned Neighbourhood Shopping Centre Zone (C-2), shown as affected by this subsection, on Schedule 66 of Appendix “A”, a Multiple Dwelling shall be permitted.”
4. Appendix “D” to By-law 85-1 is hereby amended by adding Section 787R thereto as follows:
“787 i. Notwithstanding Sections 5.6 and 8.2 of this By-law, within the lands zoned Neighbourhood Shopping Centre Zone (C-2), shown as affected by this

subsection, on Schedule 66 of Appendix “A”, a Multiple Dwelling shall be permitted in accordance with the following:

- a. The minimum lot area shall be 3,400 metres squared.
 - b. Dwelling units are permitted to be located in a building not containing commercial uses, and may be located on the ground floor.
 - c. The minimum setback to Cotton Grass Street shall be 1.95 metres.
 - d. A porch attached to a multiple dwelling shall be set back a minimum of 0.9 metres from Cotton Grass Street, whether or not covered, provided it is not enclosed.
 - e. An architectural screening feature may project up to 0.6 metres from the dwelling or porch into a required yard abutting a street.
- ii. Notwithstanding Sections 6.1.2a) of this By-law, within the lands zoned Neighbourhood Shopping Centre Zone (C-2), shown as affected by this subsection, on Schedule 66 of Appendix “A” the following off-street parking regulations shall apply:

Use	Minimum Off-Street Parking Spaces Required
Multiple Dwelling	1.5 spaces per unit
Visitor	15% of required parking

- iii. The following minimum bicycle parking requirements shall apply:

Use	Class A Bicycle Stall	Class B Bicycle Stall
Multiple Dwelling	0.5 per unit without a private garage	6

- iv. A minimum of 20 percent of the parking spaces required for multiple dwellings shall be designed to permit the future installation of electric vehicle supply equipment.
- v. For the purpose of regulation iii. above, a Class A Bicycle Stall shall be a bicycle space which is either in a building or structure or within a secure area such as a supervised parking lot or enclosure with a secure entrance or within a bicycle locker.

vi. For the purpose of regulation iii. above, a Class B Bicycle Stall shall be a bicycle space which is located in accessible and highly visible locations near the entrance of a building and are accessible to the general public.

vii. Geothermal Energy Systems shall be prohibited.”

5. Appendix “F” to By-law 85-1 is hereby amended by adding Section 99H thereto as follows:

“99. Notwithstanding Section 8 of this Bylaw, within the lands zoned C-2 and shown as being affected by this Subsection on Schedule Number 66 of Appendix “A”:

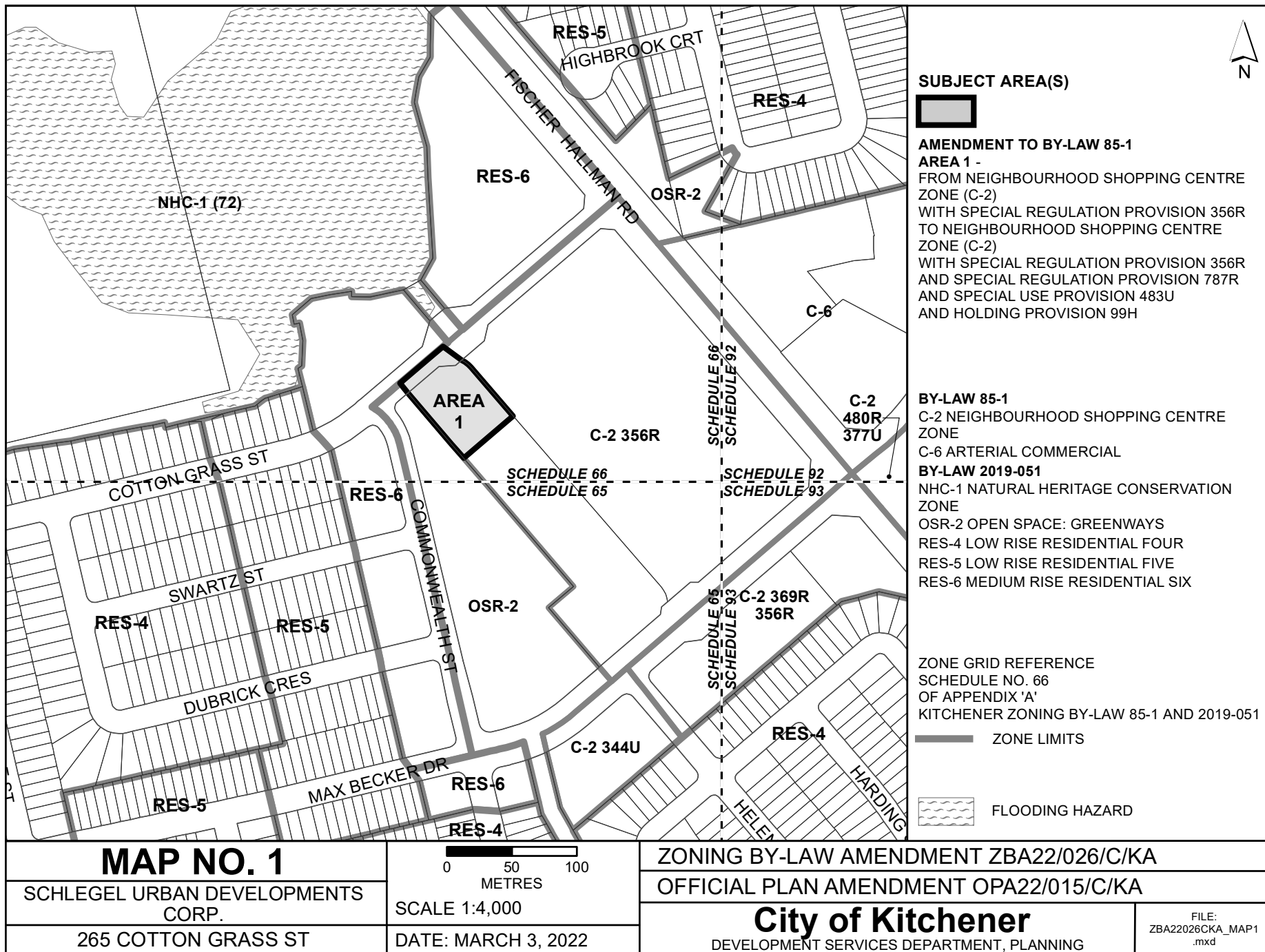
i) No residential use shall be permitted until such time as a Road Traffic, and Stationary Noise Study is submitted and approved to the satisfaction of the Regional Commissioner of Planning, Housing and Community Services, if necessary. This Holding Provision shall not be removed until the City of Kitchener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

6. This By-law shall become effective only if Official Plan Amendment No. __, (265 Cotton Grass Street) 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
265 Cotton Grass Street



Have Your Voice Heard!



Concept Drawing

Date: **April 3, 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:

Katie Anderl, Senior Planner
519.741.2200 x 7987
katie.anderl@kitchener.ca



32 Unit
Stacked
Townhouses



3.5 Storeys



1.5 Parking
Spaces
Per Unit

The City of Kitchener will consider applications to amend the Official Plan and Zoning By-law to permit the property at 265 Cotton Grass Street to be developed with a standalone multiple residential building with a reduced front yard setback and a parking rate of 1.5 spaces per dwelling unit. The applicant is proposing a 32-unit, 3.5 storey stacked townhouse development.

Appendix E – Community Comments

Name	Date	Comment
Suzanne Daniels	02/13/23	<p>Just following up. How long will it be before we hear about the plans to proceed with the stacked Townhouses - 265 Cotton Grass.</p> <p>I have a real concern with regards to the parking being on the Commonwealth St side. When walking to Sobeys - I try to envision the entrance / exit to the proposed parking lot off Cotton Grass and it is way too close to the roundabout. I really think it needs to be on the Sobeys side.</p> <p>I can understand the reasoning behind the initial thoughts of "Main Street" - that's all well and good but this is a commercial area that they want to add Residential to. They don't really mix when you are talking about families / children in a Commercial development parking lot basically. Safer and easier for people that will be living there if they are closer to the park land and not "Main Street". "Main Street" is nice if you live in Streetsville, Ontario as that is how the area was developed many years ago.</p> <p>Thank you for listening.</p>
Suzanne Daniels	02/03/23	<p>There was two more thing with regards to the parking lot for the new residential building.</p> <p>The entrance into and out of the parking lot from Cotton Grass Street - it is too close to the roundabout. This will cause traffic problems especially with cars trying to turn left into the parking lot from Cotton Grass, yes the entrance is on an angle to prevent that but human nature is that we will turn anyway.</p> <p>I don't know if you live in the area but if you watch the way some people drive in this area you would know what I mean.</p> <p>The garbage area in the parking lot - I don't see any concessions for large pieces of garbage meaning any type of furniture. People have left mattresses in the garbage room of our building which they are not supposed to do, but they do. We have notices in our building with regards to calling our waste company for a special pickup. Again human nature being what is they don't call because there is a cost. What has the builder prepared in their plan to combat that type of refuse.</p> <p>Thank you for your time.</p>
Suzanne & David Daniels	02/02/23	<p>Hi Katie</p> <p>I would like to express my concerns about 265 Cotton Grass Street - Stacked Townhouses</p>


		<p>This appears to be a done deal - as per the comments made by the developer at the meeting with regards to the construction timelines. Being in the construction industry myself - I know all about the concerns surrounding the procurement supply chain in this current climate. Therefore, all this development requires now is sign off from the City of Kitchener. Don't get me wrong - I know this will go ahead - and housing is needed.</p> <p>My major concern is the parking lot for many reasons.</p> <ol style="list-style-type: none"> 1. The Parking lot backs onto the Max Becker Common. I would like to see this flipped to the opposite side - meaning on Main Street Side. 2. Safety for the children or anyone in the park. I cannot tell with absolute certainty what the barrier will be between the parking lot and park area. Currently it appears there will only be a curb. If a car for whatever reason crosses that barrier from the residential property into the park, who will assume liability if someone gets injured due to a lack of planning? That goes the same for the commercial building. These 2 parking lots are too close to children playing and people gathering. 3. After reading through most of the documents - the only reason that I see for the parking lots to abut the park is the developer wants to make "Main Street" attractive and landscaped - for whose benefit? Where do the residents on Commonwealth St. come into this equation? All we will see is the ass end of parking lots of both buildings. No beautiful landscapes for us. 4. I see no reason why the parking lot cannot be on the Main Street Side - It's commercial property on 2 sides of the new residence. Why not put the parking lot on the same side as the other parking lots for the rest of the commercial properties. <p>On a separate note, I'm not sure where this new community garden will be put in the park but that will also take away playing space for children and families to run and have fun. I really think this one needs to be studied a little longer. It was really nice to see the 2 movie nights in the park last year for the children in the area. They loved it. This is the only public green space (park area) available in this neighbourhood - Williamsburg.</p> <p>For future - The Borden Wetlands are home to a lot of wildlife - Geese, ducks, osprey, hawks, crows and many other birds, turtles, rabbits, fox and more. The Geese use the corner entrance (Sobey's side) for their flight path into the wetlands. There are also different species of frogs and bullfrogs in there as we can hear them at night in the spring and summer. I have pictures of some of the frogs that I have seen in there. We need to protect our wildlife as much as possible.</p> <p>Thank you in advance for your consideration on this matter.</p>
Suzanne Daniels	01/08/23	<p>I would like to say that my Husband and I oppose the rezoning of 265 Cotton Grass Street to accommodate a 28-Unit Stacked Townhouses.</p>

Appendix E – Community Comments

		<p>This is the only green space in this neighbourhood for children to play and families to gather. I know this because I live at - -----.</p> <p>Since moving here 2 years ago I have seen this green space used by many people from family picnics to movie nights in the park for the local children. This is the only space that children can run and enjoy. I've seen seniors enjoying a gathering on the provided picnic tables.</p> <p>If the builder needs to build - then why not propose the piece of property at the corner of Cotton Grass and Fischer Hallman Rd. This piece of property already has zoning for a building. It may need to be zoned for Residential but in my opinion it is a better option.</p>
Corinne Meiers	02/09/23	<p>Oh my goodness, you are going to be tired of hearing from me, but then I think “what do I have to lose?”.</p> <p>So, just remarking to my husband about a couple of observations made this morning. I noticed a big transport truck just going down Main Street turning right around the roundabout and then parking, with the flashers on, waiting for access into the Sobey's loading dock/delivery area. Never had to think about those big trucks before, but was thinking they will be going by within <u>yards</u> of people's living rooms and bedrooms if the building parking lot is not flipped to the opposite side (park side). Taking in more pollution than they might on a regular residential street, especially one not used by big transport trucks. And then thinking about those trucks, once those other proposed buildings get built on Cotton Grass and Fischer Hallman, having to wait on a two lane road. I am going to assume that those two buildings (on Cotton Grass and Fischer Hallman) will share a driveway access onto Cotton Grass. Think about the traffic jams that could be caused by people coming onto Cotton Grass from Fischer Hallman (where they usually travel at much higher speeds), drivers exiting from the residential buildings onto Cotton Grass about the same time, other drivers rounding from Main Street to head onto Fischer Hallman, and drivers coming down from the other end of Cotton Grass, about the same time and all, possibly (within the realm of probability) encountering a big idling truck. Does the city think they might have to install traffic lights at the intersection with Fischer Hallman in order to have more safety there?</p> <p>And thinking about that young fellow doing that four wheel drift around the roundabout when we had all that ice and snow in January – what if he had really miscalculated (more than he already had) and hit the sidewalk and plowed into the park (where the building is supposed to go)?</p> <p>Yes, I know, lots of “what ifs”, but that's why planning ahead is so critical. Another “two cents” from me – hope some of it makes sense.</p>

Corinne Meiers	02/03/23	<p>Perhaps the last comments from me regarding the amendment to change the proposed building from commercial/residential to all residential (rental) use. (If you get to the end, good for you 😊).</p> <p>One of a number of things that struck me during the Zoom meeting on January 31, 2023 was a rather wistful remark made by Alex Vandersluis about the original intention for the proposed 700 building along Main Street to be used partially for the head offices of Schlegel Urban Developments, with retail/commercial on the main level. My understanding from the meeting was that decades ago this development along Main Street was, essentially, a legacy project for Mr. R. Schlegel. However, due to factors created by the pandemic, significant and likely permanent, changes have had to be made in regards to the commercial elements that would have been part of this Williamsburg development. Therefore, a change in the proposed use of the building at 265 Cotton Grass. I can understand the original hope of Mr. Schlegel's to have an attractive street scape for his Main Street, but could the necessitated changes to his project now incorporate goodwill for the residents of this area, not just the perceived wants/desires of the business people who won't be living there all day and night?</p> <p>It is quite likely that most of those involved in one way or another with this project will take this next comment with some degree of amusement, but perhaps it might make what I am trying to say a little easier to understand. Is anyone familiar with the older movie "Nottinghill"? There is a lovely part in it about a private park, used by the residents who live in buildings surrounding it. I know Max Becker Common is not a private park - don't ever wish it to be. But it was the idea of how people used that park, moved in it, sat in it that has always stayed with me. Try to picture the alternative of switching the parking for both buildings to the Main Street side. The street is already dominated in the middle by the parking lot for Sobey's - not what most people would think as an attractive part/view of a street scape, but it is necessary. The people who live in the rental building would have a safer area for their children to play; the people who work in the office building could have a lovely patio on the park side to eat their lunches and take a break, nicer views from the bosses windows (I understand that Mr. Schlegel enjoys the view of people having a good time in the park - how much nicer it could be!) - AND – bonus (because profit is always king) - more money could be asked of the tenants on the lovelier, quieter park side - win, win. That's the "esthetics" the "good-living" part of it. (Oh, and the building does look esthetically pleasing.)</p> <p>Practically, with financial impact, there would be no need for access onto Cotton Grass before that "small" roundabout, if the building was "flipped". All access for the rental and business buildings would be off a shared drive onto Main Street, just as there now is for the different accesses for Sobey's and other commercial buildings abutting that area. Literally, I saw a young man in January going around that roundabout sideways, three times on the snow and ice, before noticing another driver and finally straightening up and driving right. It is a small roundabout often used by, well, let's just say, not thoughtful people. And with more buildings planned for Cotton Grass and along Fischer-Hallman, that smaller roundabout it going to be used so very much more, very likely by, hopefully, an only incrementally increased amount of not very thoughtful people. It is not what would be considered by most users a safe design and could just be eliminated if the building was flipped. That's the financial aspect of it (see above re: increased rental on park side).</p>
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		<p>But now I come to the very major crux. A bit of a segue here. I was with my grandson for a yoga class at the Community Centre last night and was surprised that Mr. Owodunni apparently had a scheduled meet and greet there as well. Talk about timing! I thought about it for a little bit but then thought “no, I’m going to ask him about this”. He was very gracious and we had a little conversation about my concerns. Funny thing about it though was that other parents/grandparents were there with their children too and immediately some people also picked up on and remarked on the safety issue of having the parking lot adjacent to the park. I know other people, of the few who did attend the Zoom meeting, also brought up their concerns about the parking lot. It was interesting to look at some of the proposed plans in more detail and come to the realization that there likely was not an intention to have a solid perimeter/fencing there - more likely just a walkway into the park fronted by some plantings, perhaps some trees. That’s just not safe enough. People in their cars can make mistakes and children can hit things (windows/cars) with other things - all mistakes, but possibly with very real, perhaps tragic, consequences. And I could mention the around-the-clock noise/disturbance of a residence parking lot abutting a park – that could be lessened greatly by having the parking on the commercial side of the street. With the commercial parking lot at the other end of the park there is a very large berm between the children’s playground and the cars. Why take an unnecessary risk at this end where people will be living in a building (not being a work building like at the other end that has a mainly empty lot at night)? Why not make <i>the choice</i> to put goodwill first?</p> <p>And a little last sideline - I was surprised that the City Planning office would be unaware of a proposed common ground community garden. I would have thought that the city would have had to be advised of the notice for that going out (see Williamsburg Community Garden) and there having to be some prior contact with the city in order to ask the public about it going in somewhere in that smaller and smaller park. I miss my old very beautiful garden and probably would enjoy working in a community garden but I would certainly like to know where it might be placed in this smaller and smaller park.</p> <p>Thank you for any consideration you might give to these comments, for this project, and for any future developments involving where people reside – only wish I could have made them years earlier.</p>
Corinne Meiers	1/30/23	<p>I had sent comments earlier on January 16, which you kindly responded to but, even though these comments are past the deadline for submission, I hope they can be taken into consideration. I have hope that some consideration can be given to the barrier that would be erected at the back of the parking lot for the proposed condo building – that it might be a brick wall. My reason for requesting consideration of this is that the other condo buildings along Commonwealth, built by the same builder, have a sturdy wooden fence which is elevated and protected by a curb barrier and plantings of shrubs and trees. This fence runs along residents who live in homes backing that fence so those residents also have a vested interest in keeping the fence in good shape. However, the fencing or barrier between the parking lot of the proposed building, and the public park, will not have the same vested interest by some of the public in keeping it in good, and attractive, shape. That means the possibility of the residents of the proposed building are more likely to have to invest in damage or reconstruction of said barrier at an earlier date, than might be otherwise expected for the residents who occupy the condos along Commonwealth (raising their monthly condo fees for said repairs). So, I am submitting a picture I took of the brick wall that Sobey’s invested in along their Cottonwood Street access that protects their truck delivery</p>

		<p>access. Admittedly it is much higher than likely would be required for the condo parking lot, but it is sturdier and less likely to be damaged by public park activities (such as the very large ones that have occurred with movie nights and fun fairs in the park).</p>  <p>And, while I'm at it, again, I hope that any of the trees that will be replaced might be replaced with something sturdier than the trees already in the park – they are slowly disintegrating from disease and abuse – broken branches, missing bark, fungus. Maybe some sycamores or maples? Live in hope 😊.</p>
Corinne Meiers	01/16/23	<p>If, for the occupants who presently face Commonwealth Street, the choice is between green space or a building and a parking lot to look at, then obviously the clear first choice is for green space. But if the choice (is there a choice?) is the view of another building then it would have been preferable to look at the front of a building rather than the parking lot behind it. Do they propose to have fencing, and trees or a hedge along any fencing, to eventually soften the view of the building and the parking lot?</p>

		<p>Will there be replacement of some of the city trees that will be cut down on Cotton Grass?</p> <p>AND a major concern with this proposal has to do with the element of danger in accessing and leaving the building. It is clear, when watching the cars, big trucks and pedestrians use the roundabout, that the proposed access driveways on Cotton Grass are too close to the roundabout to be safe, especially for pedestrians. When compared to the roundabout at the other end of the street, at Max Becker (by Remedy RX), that roundabout is further away from the street access and, therefore, safer for all traffic. And anyone who would wish to park in front of the proposed building (say for deliveries to the building residents), it is a concern how that is going to be done safely, and adequately, considering all the traffic for Sobey's and the other commercial buildings along that street. The street is not as wide at the Sobey's end, as it is at Max Becker where they have much safer and more street parking and pedestrian walkways.</p> <p>AND, as a concession to not only the people in the vicinity (who will be affected by the proposed building and parking lot and attendant increased traffic), but to all the many adults, children and animals who presently use that green space, it would be really nice if some decent, sturdier trees were planted in the remaining green space behind the proposed building (even if it is city property) because the adults, children and pets who will live in that building will probably really like having a little green space around them as they will be fronting a busy road. AND there are proposed plans for another building (with attendant parking lot) to be built beside it, which will take away even more green space, increase the usage of an unsafe roundabout even more - plus increased noise and pollution levels.</p> <p>So, because some of the drawings are not to scale, or specific, can it be stated just how much depth will be left to the city/public park green area between the building/parking lot and the sidewalk on Commonwealth?</p> <p>Lastly, there simply isn't adequate park space in this area - not just green space, but safe PARK space that can be used by all sorts of people for all sorts of activities such as we have witnessed - enjoying a serene summer evening in the park with friends or family, having fun throwing a ball, flying a kite, using a picnic table with family and friends for birthdays or other celebrations, walking your dog, spontaneous cricket and soccer matches, early morning Tai Chi, yoga classes, fun fairs with a huge screen set up for an evening movie --- just no-cost-free-for-all-fun. I hope the City planners can see the irreplaceable value in city green - and city trees.</p> <p>Thanks for the opportunity to submit our comments (hopes).</p>
Darlene Hartman	01/04/23	<p>Hello: I would like to speak to the proposed development of stacked townhouses proposed on Cotton Grass St. While I realize that we need more housing do we really need to stuff 28 townhouses in such a small area? When we moved in they said that the park would always be a park and we figured something would be build beside it some day but we thought it would be something smaller, maybe commercial, less intrusive and more in the flavor of the Williamsburg 'small town' flavor. I have to say that I am really not happy about looking out my window and instead of seeing grass and trees my view will be walls and windows and garages with the accompanying paved areas. We hear all the time about global warming and how important it is to keep green space and now they want to build on that tiny space where dogs and children now</p>

Appendix E – Community Comments

		<p>play. I realize that nothing is probably going to stop this development but I would like to ask that you at least soften the blow by either putting in less units and leaving some space around them for some trees and grass or not building them so high and at the very least that you plant some pretty trees or bushes between them and us to soften the look and help the environment.</p>
Dawn Dinnes	01/11/23	<p>When my family and I moved into our house on -----, we fell in love with the neighbourhood. The walkability of the shops, schools, community centre, and professional services all played into our decision to purchase what we hope will be our forever home. The crown jewel in our neighbourhood is Max Becker Common.</p> <p>Max Becker Common provides our neighbourhood with a wide open outdoor space. In the summer, there are always kids and families enjoying picnics, playing soccer or catch, flying kites, and learning to ride their first bicycle. Our wonderful community partners host outdoor events, which are usually well-attended by the families in the area. Just a few days after we moved in, one such event was hosted in the park, and gave my family an opportunity to meet some of our neighbours and to connect with friends we didn't know lived nearby. In the winter, a dedicated group of volunteers sets up and maintains an outdoor skating rink, where residents get some fresh air, and enjoy a classic winter activity. Movie nights in Max Becker Common often see hundreds of people come out, and make donations to support the Food Bank and other charities. The Williamsburg Community Association offers outdoor classes, like Zumba in the Park. During the pandemic, this huge area allowed people to spend time to with their friends and neighbours while maintaining social distancing.</p> <p>The development proposed at 265 Cotton Grass St would effectively shut down this outdoor space. By taking away the open space, and replacing it with stacked townhomes, movie night would be cancelled. Kids would no longer have a space to run and play with their families, or just sit and enjoy the sunshine on warmer days. The loud, fun events that make this community special would give way to homes that likely will not offer much in terms of affordability, or improve the character of the neighbourhood.</p> <p>Ward 5 was the first to offer boulevard parking year-round. With many multi-generational households, many homes in the area have 3 or even 4 cars parked outside. These homes would add an additional burden of 20-50 cars in a neighbourhood where parking is already challenging. To accommodate, this development will, in the words of Joni Mitchell, pave paradise, and put up a parking lot.</p> <p>Please don't take for granted what this community has in its open spaces.</p> <p>As concerned citizens, we oppose the development of 265 Cotton Grass St, and request that the planning committee reject the application.</p>
Ichim Vasilica	01/29/23	<p>I do not agree for this new development in our area and I believe the neighbours don't either. There is the park for kids, lance the drones, kites, play with electric toys etc.</p>

		Also the streets are not designed to take that traffic. The area will be very crowded.
Barbara & Ernest Jones	12/22/23	<p>Hi Katie, We live @------. We will be out of the country when you have your zoom meeting, but we will try & connect.</p> <p>If you would answer the following questions, we would appreciate it.</p> <p>We were told that the park directly in front of our building is deemed parkland, & wouldn't be developed except for the strip that runs North/ south along the unnamed street in the Williamsburg Shopping Plaza. (along the side of Sobey's to Max Becker)</p> <p>I assume that the corner @the roundabout of Cottongrass & the above mentioned street is where these Townhouses are to be built? Is that correct?</p> <p>Will the front of the Townhouses be on Cottongrass?</p> <p>Will there be parking underground & behind the proposed towns?</p> <p>How much green space will we have left in front of our building, once they are built?</p> <p>What is the proposed start & finish date?</p> <p>Thanks in advance for your assistance & please keep us posted via email of your decisions.</p>
Judy Schaeffer	12/21/23	<p>We were given a card in our mailbox recently, of the proposed development in our neighbourhood. I have only ONE thing against this proposal. That is, the new building is fine to build, however I absolutely DESTEST the city rules of allowing people to park their cars on the streets in front of their buildings. They park where there's a curve, and it just makes it so difficult as it's quite busy along the streets, and hard to pass when cars are parked at all angles, the wrong way on street, and blocks traffic, ect. They should prohibit cars from parking in the front of the buildings. Just our voices here!</p>
Jenna Trakalo	01/21/23	<p>I apologize for the delay and hope that you will accept my comments regarding the proposed development in williamsburg.</p> <p>When we purchased our house on -----, we were aware of the proposed developments that were to be built (the condo buildings, brown stones, etc). The original 'drawing' we saw for the current development in question was significantly smaller in height and the amount of people living in the units was less than this new plan, which is alarming.</p>

Appendix E – Community Comments

		<p>From someone who lives right in the vancity of this development, i have the following concerns.</p> <p>The amount of cars from the 3 condo buildings that park on Commonwealth and the side streets is becoming dangerous. You can't see oncoming traffic when trying to pull out of the side streets and the road basically becomes an one lane road - and this road is busy so you can imagine the frustration and safety concerns.</p> <p>This area is heavily used for school pick up and drop off, extra parking for the condo buildings, as someone who lives on a side street right there, the increase in traffic is not ideal from the very quiet and safe street this once was. This neighbourhood already has major traffic and speeding issues and this feels like it's just asking for problems.</p> <p>Aesthetically, this revised plan will be creating a very boxed in feeling for the park, especially if the proposed commercial space ever comes to fruition. There is basically a 3 or 4 story building on all sides of the park.</p> <p>We always knew this was going to be built but the height and proposed occupancy is the issue we have.</p> <p>Thank you for hearing us out</p>
Nancy Morphet	01/03/23	<p>Please add my name to the list of no's for the upcoming proposal. Like I said to you I actually had someone from Reids, in my home after just moving in, who looked out my window & said you will never have anything blocking your view</p>

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

CITY OF KITCHENER
265 Cotton Grass Street

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

CITY OF KITCHENER
265 Cotton Grass Street

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SECTION 1 – TITLE AND COMPONENTS

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

SECTION 2 – PURPOSE OF THE AMENDMENT

The purpose of the Official Plan Amendment is to amend Map 5 to add a site specific policy area to permit dwelling units to be located in a building without other permitted commercial uses, and to be located on the ground floor.

The amendment is comprised of the following changes:

- Map 5 is amended by adding Specific Policy Area 61
- Adding Policy 15.D.12.61 to Section 15.D.12 to permit dwelling units to be located in a building without other permitted commercial uses, and to be located on the ground floor.

SECTION 3 – BASIS OF THE AMENDMENT

Planning Analysis:

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

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

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

These matters of provincial interest are addressed and are implemented through the Provincial Policy Statement, 2020, as it directs how and where development is to occur. The City's Official Plan is the most important vehicle for the implementation of the Provincial Policy Statement, 2020 and to ensure Provincial policy is adhered to.

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 provision of housing, optimization of infrastructure, transit and active transportation, the proposed designation and zoning facilitate a compact form of development which efficiently uses the lands, is in close proximity to transit options including iXpress and other public transit routes, and makes efficient use of both existing roads and active transportation networks. The lands are serviced and are in proximity to commercial and service uses, schools, parks, trails and other community uses. Provincial policies are in support of providing a broad range of housing. The proposed multiple dwelling includes 2 and 3 bedroom ground oriented rental apartments.

Planning staff is of the opinion that the proposed application will facilitate the development of the subject property with housing that is compatible with the surrounding community, helps manage growth, 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 have confirmed there is sufficient existing servicing.

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, in order to provide a focus for investments in transit and other types of infrastructure.

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

Policies 2.2.1.4 states that complete communities will:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - ii. public service facilities, co-located and integrated in community hubs;
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and

- iv. healthy, local, and affordable food options, including through urban agriculture;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- g) integrate green infrastructure and appropriate low impact development.

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

The subject lands are located within the City's delineated Built-Up Area, and within a planned commercial plaza (Williamsburg Town Centre). Dwelling units are currently permitted to be located on upper floors of commercial buildings and co-location of commercial and residential uses helps support the development of completed communities. The proposed site-specific designation and zoning will support the applicant in delivering an efficient and cost-effective missing-middle, 2 and 3 bedroom, rental housing option in the Williamsburg Town Centre. The location will help make efficient use of existing servicing infrastructure, parks, roads, trails and transit, while also being conveniently located near commercial and service uses, as well as community uses and schools. 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 Designated Greenfield Areas. The subject lands are designated Urban Designated Greenfield Areas in the ROP. This neighbourhood provides for the physical infrastructure and community infrastructure to support the proposed residential development, including transportation networks, municipal drinking-water supply and wastewater systems, and a broad range of social and public health services. Regional policies require Area Municipalities to plan for a range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents. Regional staff have indicated that they have no objections to the proposed applications, subject to the application of a Holding Provision for noise. Planning staff are of the opinion that the applications conform to the Regional Official Plan.

City of Kitchener Official Plan, 2014 (OP)

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

Urban Structure

The Official Plan establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. 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 identified as being located with a 'Community Node' on Map 2 of the Official Plan and are designated 'Commercial'.

Community Nodes are located along existing or planned transit corridors, and provide for commercial uses with a mix of residential and institutional uses necessary to support and complete surrounding residential communities. Applicable land use designations include Commercial, Mixed Use, Medium- and High-Rise Residential. The subject Community Node is located along a transit corridor and is intended to achieve a mix of uses and includes lands that are designated Commercial and Medium-Rise Residential. The proposed development is in keeping with the height and density contemplated by the surrounding Medium Rise Residential and is also a suitable height and density for this site.

The Commercial land use designation permits a broad range of uses, including dwelling units on upper floors of buildings also containing other permitted commercial uses. The applicant is proposing to add a Specific Policy Area to the subject lands to permit residential uses to be permitted in a stand-alone building and on the ground floor. Staff is of the opinion that permitted ground floor residential in a stand-alone building on the subject lands will not compromise the planned function of the commercial lands. The proposed building has been designed and is proposed to be located so that it completes 'Main Street' while also providing enhanced elevations along Cotton Grass Street, and additional dwelling units in close proximity to the commercial uses will help to support restaurants, stores and services. Integrating residential uses, can also help make efficient use of parking with shared visitor/commercial parking. The commercial plaza continues to include vacant commercial pads which could provide for additional commercial or mixed use development allowing future intensification and infill.

Urban Design Policies:

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

Streetscape – The proposed building has been oriented with frontage onto "Main Street" of the Williamsburg Town Centre and Cotton Grass Street. The proposed building has been designed and is proposed to be located so that it contributes to 'Main Street' with front doors facing the private road, new parallel parking, and landscaped areas which will help continue the private streetscape which was previously established near Max Becker Drive. The proposal also provides enhanced elevations along Cotton Grass Street, and new street trees and private landscaping will be implemented through the Site Plan process.

Safety – As with all developments that go through site plan approval, staff will ensure Crime Prevention through Environmental Design (CPTED) principles are achieved and that the site meets emergency services policies.

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

Site Design, Building Design, Massing and Scale – The subject site is designed to have a building that will be developed at a scale that is compatible with the existing and planned surroundings. The 3.5 storey building has been designed to complement and continue the vision for a traditional 'Main Street' and is in keeping with the architecture of the condominium buildings recently constructed along Commonwealth Street (opposite Max Becker Common). The building also presents a front façade toward Max Becker Common, and through the site plan process,

appropriate fencing, barriers and landscape screening will be provided between the parking area and the park.

Transportation Policies:

The Official Plan supports an integrated transportation system which incorporates active transportation, allows for the movement of people and goods and promotes a vibrant, healthy community using land use designations and urban design initiatives that make a wide range of transportation choices viable. The subject lands are located in close proximity to several bus routes, include an iXpress stop within about a 2 minute walk. The building has good access to cycling networks and is within walking distance of elementary schools. The location of the subject lands, in the context of the City's integrated transportation system, supports the proposal for residential development on the subject lands.

Housing Policies:

Section 4.1.1 of the City's Official Plan contains policies with the primary objective to provide for an appropriate range, variety and mix of housing types and styles, densities, tenure and affordability to satisfy the varying housing needs of our community through all stages of life. The proposed development increases the range of 2 and 3 bedroom rental units available in the city. The proposed development represents 'missing middle' housing that bridges the gap between low rise, low intensity dwellings, and high-rise towers. The wide range of units, in this location, will appeal to a variety of household needs and directly responds to the need for more affordable housing during the current housing crisis.

Official Plan Conclusions

The Official Plan Amendment application requests a Specific Policy Area be added to the subject lands to permit a standalone residential building with ground floor dwelling units. Based on the above-noted policies and planning analysis, staff is of the opinion that the proposed Official Plan Amendment represents good planning and recommends that the proposed Official Plan Amendment be approved.

SECTION 4 – THE AMENDMENT.

1. The City of Kitchener Official Plan (2014) is hereby amended as follows:
 - a) Part D, Section 15.D.12 is amended by adding Specific Policy Area 15.D.12.61 as follows:

“15.D.12.61. **265 Cotton Grass Street**
Notwithstanding the Commercial land use designation and policies, on lands municipally known as 265 Cotton Grass Street:

 - a) Dwelling units are not required to be located in the same building as commercial uses and may be permitted on the ground floor.
 - b) A Holding provision pursuant to Section 17.E.13 of the Official Plan will apply to residential uses, day care uses and other sensitive uses. The Holding provision will be lifted through a by-law amendment and will not be removed until such time as a Road Traffic, and Stationary Noise Study has been approved by the Region and a release has been issued by the Region.

- b) Part F, Map 5 – Specific Policy Areas is amended by adding Specific Policy Area No. 61, to the lands municipally known as 265 Cotton Grass Street, in the Area of Amendment, as shown on the attached Schedule 'A'.

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood
265 Cotton Grass Street



Have Your Voice Heard!



Concept Drawing

Date: **April 3, 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:

Katie Anderl, Senior Planner
519.741.2200 x 7987
katie.anderl@kitchener.ca



32 Unit
Stacked
Townhouses



3.5 Storeys



1.5 Parking
Spaces
Per Unit

The City of Kitchener will consider applications to amend the Official Plan and Zoning By-law to permit the property at 265 Cotton Grass Street to be developed with a standalone multiple residential building with a reduced front yard setback and a parking rate of 1.5 spaces per dwelling unit. The applicant is proposing a 32-unit, 3.5 storey stacked townhouse development.

APPENDIX 2: Minutes of the Planning & Strategic Initiatives Committee Meeting (April 3, 2023)

APPENDIX 3 - Minutes of the Meeting of City Council (April ##, 2023)

Katie Anderl

From: Mike Seiling
Sent: Friday, December 16, 2022 3:03 PM
To: Katie Anderl
Subject: FW: Circulation for Comment - 265 Cotton Grass Street (OPA/ZBA)
Attachments: department & agency letter - 265 Cotton Grass.pdf; ZBA22026CKA_MAP1.pdf; OPA22015CKA_MAP5.pdf

Building; no concerns

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Friday, December 16, 2022 2:42 PM
To: _DL_#_DSD_Planning <DSD-PlanningDivision@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Carlos Reyes <Carlos.Reyes@kitchener.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Ellen Straus <Ellen.Straus@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; 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>; 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: Katie Anderl <Katie.Anderl@kitchener.ca>
Subject: Circulation for Comment - 265 Cotton Grass Street (OPA/ZBA)

Please see attached. Additional documentation can be found in AMANDA folders 22-128716 & 22-128724 (City staff) and [ShareFile](#) (external agencies). Comments or questions should be directed to **Katie Anderl**, Senior Planner (katie.anderl@kitchener.ca; 519-741-2200 x7987).

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



Katie Anderl

From: Niall Melanson
Sent: Monday, December 19, 2022 2:58 PM
To: Chelsea Dahmer
Cc: Angela Mick; Katie Anderl
Subject: 265 Cotton Grass St - 1st submission FSR comments
Attachments: 265 Cotton Grass St - 1st Submission ZBA Engineering Comments.pdf

Hey Chelsea

Please see attached. I don't have any concerns but would request you update the FSR and I am curious what your responses are to my comments.

Cheers

Niall Melanson, C.E.T.

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



DEVELOPMENT ENGINEERING SERVICES

Niall Melanson, C.E.T.
Project Manager
200 King St. W. 9th Floor
Kitchener, ON N2G 4G7
Phone: (519) 741-2200 ext. 7133
niall.melanson@kitchener.ca

December 19, 2022

MTE Consultants Inc.
Chelsea Dahmer
520 Bingemans Centre Drive
Kitchener, ON N2B 3X9

Dear Ms. Dahmer

**Re: 265 Cotton Grass Street, ZBA22/025/N/BB - 1st Submission ZBA Engineering Comments
City of Kitchener**

Sanitary Servicing:

- 1) Please note that with a Floor Space Ratio of 0.92 this development is probably closer to a MIX-1 zoning which has a population of 312peo/ha. With that said, since the subdivision was given a unit count to adhere to the increased flows generated were not reviewed.
- 2) Please be advised that with the decommissioning of the Interim Bleams Road Pumping Station the flows generated along Commonwealth Crescent, Commonwealth Street (south of Max Becker Drive), Frey Crescent, Helena-Feasby Street, Harding Crescent and Riehm Crescent now all drain into the City's Middle Strasburg Sanitary Sewer. This would remove 201 units from the Appendix B count.

Water Servicing – Comments provided by Angela Mick with Kitchener Utilities:

- 3) No Concerns

Storm Servicing & Stormwater Management:

- 4) Detailed review of the SWM design will be reviewed during the Site Plan Application process.

Please make the requisite revisions and resubmit one (1) copy of same for review at your earliest convenience.

Sincerely,

Niall Melanson, C.E.T.
Project Manager

From: Niall Melanson
Sent: Tuesday, February 28, 2023 9:19 AM
To: Katie Anderl
Subject: RE: 265 Cotton Grass - Resubmission

Thanks Katie. No concerns.

Niall Melanson, C.E.T.

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

From: Katie Anderl <Katie.Anderl@kitchener.ca>
Sent: Monday, February 27, 2023 4:12 PM
To: Niall Melanson <Niall.Melanson@kitchener.ca>
Subject: FW: 265 Cotton Grass - Resubmission

Hi Niall, Forwarding to you for your information and records. I don't think you had concerns, however the SWM/Service have been updated in accordance with the updated site design and extra block of units.

Thanks,
Katie

From: Katie Anderl
Sent: Monday, February 27, 2023 3:59 PM
To: Shilling Yip <SYip@regionofwaterloo.ca>; Lenore Ross <Lenore.Ross@kitchener.ca>; Katey Crawford <Katey.Crawford@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>
Subject: 265 Cotton Grass - Resubmission

Hello,
A revised submission for the OPA/ZBA/SP has been received. New materials have been added to ShareFile :
<https://kitchener.sharefile.com/home/shared/fo17c1b6-360a-42ef-b433-f8759dda166c/folder>

Please review and advise if you have any further outstanding comments or concerns that need to be addressed prior to moving forward with a Recommendation Report.

Shilling – there is an updated Noise Study. Please let me know how you wish to address the implementation piece.

Thanks,
Katie

Katie Anderl

Senior Planner | Planning Division | City of Kitchener
519-741-2200 x7987 | TTY 1-866-969-9994 | katie.anderl@kitchener.ca





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Katie Anderl

From: Chris Foster-Pengelly <cfosterpengelly@grandriver.ca>
Sent: Monday, December 19, 2022 10:15 AM
To: Katie Anderl
Subject: RE: Circulation for Comment - 265 Cotton Grass Street (OPA/ZBA)

Good morning Katie,

The subject property is not regulated by the GRCA under Ontario Regulation 150/06. As such, we will not be providing comments.

Thank you,
Chris

Chris Foster-Pengelly, M.Sc.,
Office: 519-621-2763 ext. 2319
Toll-free: 1-866-900-4722
www.grandriver.ca | [Connect with us on social media](#)

From: Planning <planning@grandriver.ca>
Sent: Friday, December 16, 2022 3:34 PM
To: Chris Foster-Pengelly <cfosterpengelly@grandriver.ca>
Subject: FW: Circulation for Comment - 265 Cotton Grass Street (OPA/ZBA)

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: December 16, 2022 2:42 PM
To: _DL_#_DSD_Planning <DSD-PlanningDivision@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Carlos Reyes <Carlos.Reyes@kitchener.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Ellen Straus <Ellen.Straus@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; Feds <vped@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>; 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: Katie Anderl <Katie.Anderl@kitchener.ca>
Subject: Circulation for Comment - 265 Cotton Grass Street (OPA/ZBA)

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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



Katie Anderl

From: Deeksha Choudhry
Sent: Tuesday, January 10, 2023 4:13 PM
To: Katie Anderl
Subject: Re: Circulation for Comment - 265 Cotton Grass Street (OPA/ZBA)

Hi Kaite,

No heritage planning issues or concerns for this application.

Thanks!

Kind Regards,

Deeksha Choudhry, **MSc, BES**
Heritage Planner | Planning Division | City of Kitchener
519-741-2200 ext. 7291 | TTY 1-866-969-9994
deeksha.choudhry@kitchener.ca



Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.



From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Friday, December 16, 2022 2:42 PM
To: _DL_#_DSD_Planning <DSD-PlanningDivision@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Carlos Reyes <Carlos.Reyes@kitchener.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Ellen Straus <Ellen.Straus@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; 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>; 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: Katie Anderl <Katie.Anderl@kitchener.ca>

Subject: Circulation for Comment - 265 Cotton Grass Street (OPA/ZBA)

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Christine Kompter

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City of Kitchener Comment Form

Project Address: 265 Cotton Grass St

File Number: OPA22/015/C/KA; ZBA22/026/C/KA; SP22/184/C/KA

Date of Site Plan Review Committee Meeting: Jan 19 /25 2023

Comments Of: Parks & Cemeteries

Commenter's Name: Lenore Ross

Email: Lenore.ross@kitchener.ca

Phone: 519-741-2200 ext 7427

Date of Comments: Jan 19 2023

Documents Reviewed: Cover Letter prepared by Schlegel Urban Developments Corp; Planning Justification Report prepared by GSP Group Inc.; Urban Design Report prepared by GSP Group Inc.; Conceptual Site Plan, Elevations & Floor Plans prepared by 4 Architecture Inc. • 3D Massing Model prepared by Schlegel Urban Developments Corp. • Existing Conditions Plan and Preliminary Grading Plan prepared by MTE Consultants Inc.; Site Plan Application Form; Site Plan; Elevations; Functional Grading Plan; Urban Design Report.

- ☒ 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. OPA and ZBA Comments

Parks and Cemeteries has no concerns with the proposed OPA22/015/C/KA and ZBA22/026/C/KA and have no further requirements for these applications.



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

Shilling Yip (226) 753-1064 (C)
Files: D17-40/2/22015
C14-60/2/22026

January 25, 2023

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

Dear Ms. Anderl:

**OPA 22/015/C/KA
ZBA 22/026/C/KA
Schlegel Urban Developments Corp.
265 Cotton Grass Street
CITY OF KITCHENER**

Region staff has reviewed the above-noted applications and provides the following comments for your consideration at this time. The applicant is proposing a 28 unit back-to-back stacked townhouse development which includes 52 parking spaces and 14 Class A bicycle spaces.

The OPA is to add a Specific Policy Area to permit multiple dwellings in a stand-alone building.

The ZBA is to add:

- A special use provision to the existing C-2 zone to add multiple dwelling as a permitted use;
- A special regulation to permit a minimum setback of 0.5m to a porch and 1.5m to the bldg. for the NE corner of the bldg;
- To permit dwelling units on the ground floor; and
- To permit a parking rate of 1.5 spaces/unit and a visitor parking rate of 0.15 spaces/unit.

A site plan application, SP22/184/C/KA accompanies the applications.

The lands are designated Urban Area “Designated Greenfield Area” on Map 3a in the Regional Official Plan (ROP).

Water Services

Water Services Engineering and Planning staff has no concern with the applications and offer no comments.

Hydrogeology & Water Programs (Source Water Protection)

The lands are designated Wellhead Protection Sensitivity 8 on Map 6a of the Regional Official Plan (ROP). The purpose of the mapping and policies contained in Chapter 8 of the ROP is to protect long-term municipal groundwater supplies.

Hydrogeology and Water Program (HWP) staff request that a prohibition on vertical closed-loop and open-loop geothermal energy systems be included in the Zoning By-law amendment for the subject property.

Salt Management Plan

A Salt Management Plan (MTE, November 29, 2022) has been submitted in support of these applications. This report is currently under review and comments will be provided as soon as they become available.

Corridor Planning

Corridor Planning staff provides the following comments at this time. A noise study entitled, “Noise Feasibility Study, Proposed Residential Development, 265 Cotton Grass Street, Kitchener, Ontario” (HGC, November 29, 2022) has been submitted in support of the applications. The report is currently under review and comments will be provided as soon as they become available. In the meantime, should the application move forward staff supports the use of a holding provision to secure review of the report to the Region’s satisfaction.

Archaeology

No comments.

Housing

General

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

- Regional Strategic Plan
 - Objective 4.2 requires the Region to make affordable housing more available to individuals and families.

- 10-Year Housing and Homelessness Plan
 - contains an affordable housing target which is that 30% of all new residential development between 2019 and 2041 in Waterloo Region is to be affordable to low and moderate income households.
- Building Better Futures Framework
 - shows how the Region plans to create 2,500 units of housing affordable to people with low to moderate incomes by 2025.
- Region of Waterloo Official Plan
 - Section 3.A (Range and Mix of Housing) contains land use policies that ensure the provision of a full and diverse range and mix of permanent housing that is safe, affordable, of adequate size, and meets the accessibility requirements of all residents.

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

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.

Staff further recommend meeting with Housing Services to discuss the proposal in more detail and to explore opportunities for partnerships or programs and mechanisms to support a defined level of affordability.

Affordability

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	\$576,347

purchase price of a resale unit in the regional market area	
---	--

*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.

Please do not hesitate to contact Judy Maan Miedema, Principal Planner (Housing) directly by email at JMaanMiedema@regionofwaterloo.ca should you have any questions or wish to discuss in more detail.

Proposed Zoning By-law Amendment

Staff continues to review the proposed zoning for the lands.

Regional Development Charges

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

Other

Staff acknowledges the Region's required review fees for the OPA and ZBA applications were received January 13, 2023.

Staff continues to review the applications.

If you have any questions, please feel free to contact me (226) 753-1064 (c).

Yours truly,



Shilling Yip, MCIP, RPP
Senior Planner

cc. Applicant



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AND LEGISLATIVE SERVICES
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Shilling Yip (226) 753-1064 (C)
Files: D17-40/2/22015
C14-60/2/22026

March 14, 2023

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

Dear Ms. Anderl:

**OPA 22/015/C/KA
ZBA 22/026/C/KA
Schlegel Urban Developments Corp.
265 Cotton Grass Street
CITY OF KITCHENER**

Further to the Region's comments of January 25, 2023, staff provides the following additional comments at this time.

Salt Management Plan

A Salt Management Plan (MTE, November 29, 2022) has been submitted in support of these applications. The report is acceptable to the Region, and must be implemented as part of the site plan.

Draft Zoning By-law Amendment

Staff has reviewed the draft zoning by-law amendment which includes provision to prohibit the use of geothermal energy systems, and a holding provision to secure the submission and approval of a road traffic and stationary noise study to the Region's satisfaction. These provisions are satisfactory to Region staff.

Other

Subject to the above, the Region's comments of January 25, 2023 continue to apply.

If you have any questions, please feel free to contact me (226) 753-1064 (c).

Yours truly,



Shilling Yip, MCIP, RPP
Senior Planner

cc. Applicant

City of Kitchener - Comment Form

Project Address: 265 Cotton Grass St
Application Type: OPA and ZBA

Comments of: Environmental Planning (Sustainability) – City of Kitchener
Commenter's name: Gaurang Khandelwal
Email: gaurang.khandelwal@kitchener.ca
Phone: 519-741-2200 x 7611

Written Comments Due: January 18, 2023
Date of comments: January 18, 2023

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

- 265 Cotton Grass Street OPA/ZBA/SPA - Sustainability Checklist prepared by Schlegel Urban Developments, dated November 28, 2022

2. Comments & Issues:

I have reviewed the documentation (as listed above) to support an Official Plan Amendment and a Zoning By-law Amendment for the proposed 28 unit stacked townhouse development, regarding sustainability and energy conservation and provide the following:

- Although the Ontario Building Code (OBC) is advanced, going forward all developments will need to include robust energy conservation measures as the City (and Region of Waterloo) strive to achieve our greenhouse gas reduction target.
- **Based on my review of the supporting documentation, the Official Plan and Zoning Bylaw Amendments can be supported as several sustainable measures have been proposed or are being considered for the development.**
- A Sustainability Statement (as per the City's Terms of Reference) will be required as part of a complete Site Plan Application which can further explore and/or confirm additional sustainability measures that are best suited to the development as the design evolves.
- Potential items for consideration:
 - Electric vehicle charging stations
 - Alternative water supply systems such as rainwater harvesting or grey water reuse, or the ability to incorporate such systems in the future
 - Alternative energy systems such as solar panels or the ability to incorporate such systems in the future

3. Policies, Standards and Resources:

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

4. Advice:

- As part of the Kitchener Great Places Award program every several years there is a Sustainable Development category. Also, there are community-based programs to help with and celebrate and recognize businesses and sustainable development stewards (Regional Sustainability Initiative - <http://www.sustainablewaterlooregion.ca/our-programs/regional-sustainability-initiative> and TravelWise - <http://www.sustainablewaterlooregion.ca/our-programs/travelwise>).
- The '[Sustainability Statement Terms of Reference](#)' can be found on the City's website under 'Planning Resources' at ... <https://www.kitchener.ca/SustainabilityStatement>

From: Steven Ryder
Sent: Friday, March 10, 2023 11:31 AM
To: Katie Anderl
Subject: RE: 265 Cotton Grass - Resubmission -OPA/ZBA comments from TP

Hi Katie,

We have reviewed the updated materials from the applicant and are generally supportive of the overall site plan concept, as well as the proposed parking rates. I do not have any more concerns regarding the OPA/ZBA applications.

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: Katie Anderl <Katie.Anderl@kitchener.ca>
Sent: Monday, February 27, 2023 3:59 PM
To: Shilling Yip <SYip@regionofwaterloo.ca>; Lenore Ross <Lenore.Ross@kitchener.ca>; Katey Crawford <Katey.Crawford@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>
Subject: 265 Cotton Grass - Resubmission

Hello,

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Please review and advise if you have any further outstanding comments or concerns that need to be addressed prior to moving forward with a Recommendation Report.

Shilling – there is an updated Noise Study. Please let me know how you wish to address the implementation piece.

Thanks,
Katie

Katie Anderl

Senior Planner | Planning Division | City of Kitchener
519-741-2200 x7987 | TTY 1-866-969-9994 | katie.anderl@kitchener.ca





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From: Katey Crawford
Sent: Wednesday, March 1, 2023 9:18 AM
To: Katie Anderl
Subject: RE: 265 Cotton Grass - Resubmission

Hi Katie,

No concerns or comments.

Thanks,

Katey

From: Katie Anderl <Katie.Anderl@kitchener.ca>
Sent: Monday, February 27, 2023 3:59 PM
To: Shilling Yip <SYip@regionofwaterloo.ca>; Lenore Ross <Lenore.Ross@kitchener.ca>; Katey Crawford <Katey.Crawford@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>
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Katie Anderl

Senior Planner | Planning Division | City of Kitchener

519-741-2200 x7987 | TTY 1-866-969-9994 | katie.anderl@kitchener.ca



Katie Anderl

From: Planning <planning@wcdsb.ca>
Sent: Monday, January 16, 2023 3:11 PM
To: Katie Anderl
Subject: RE: Circulation for Comment - 265 Cotton Grass Street (OPA/ZBA)

Good Afternoon Katie,

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).

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: Friday, December 16, 2022 2:42 PM
To: _DL_#_DSD_Planning <DSD-PlanningDivision@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Carlos Reyes <Carlos.Reyes@kitchener.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Ellen Straus <Ellen.Straus@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; Feds <vpd@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>; 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>; Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine_burns@wrdsb.ca) <elaine_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Katie Anderl <Katie.Anderl@kitchener.ca>
Subject: Circulation for Comment - 265 Cotton Grass Street (OPA/ZBA)

Caution - External Email - This Message comes from an external organization. Do NOT click on unrecognized links or provide your username and/or password.

Please see attached. Additional documentation can be found in AMANDA folders 22-128716 & 22-128724 (City staff) and [ShareFile](#) (external agencies). Comments or questions should be directed to **Katie Anderl**, Senior Planner (katie.anderl@kitchener.ca; 519-741-2200 x7987).

Christine Kompter

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



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REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: April 3, 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 2

DATE OF REPORT: March 7, 2023

REPORT NO.: DSD-2023-120

SUBJECT: 7 Morrison Road
Official Plan Amendment Application OPA22/013/M/BB
Zoning By-law Amendment Application ZBA22/024/M/BB
Klondike Homes Ltd.

RECOMMENDATION:

That Official Plan Amendment Application OPA22/013/M/BB for Klondike Homes Ltd. 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 as Appendix "A", and accordingly forwarded to the Region of Waterloo for approval and;

That Zoning By-law Amendment Application ZBA22/024/M/BB requesting to amend Zoning By-law 2019-051, for Klondike Homes Ltd. be approved in the form shown in the Proposed 'Proposed By-law', and 'Map No. 1' as Appendix 'B'; and further

That the Urban Design Brief, prepared by MHBC and attached as Appendix "C", be adopted, and that staff be directed to apply the Urban Design Report through the Site Plan Approval process.

REPORT HIGHLIGHTS:

- The purpose of this report is to evaluate and provide a planning recommendation regarding Official Plan and Zoning By-law Amendment Applications for the property located at 7 Morrison Road.
- It is Planning staff's recommendation that these applications be approved. The proposed applications represent an opportunity to intensify land that addresses a need regarding a shortage of housing in our community.
- Community engagement included:
 - circulation of a preliminary notice to property owners within 240 metres of the subject site;
 - installation of a large billboard notice sign on the property;
 - a neighbourhood meeting held on November 29, 2022;
 - follow up one-on-one correspondence with members of the public who responded to the circulation or saw the billboard sign;

- notice advising of the statutory public meeting was circulated to all property owners within 240 metres of the subject site, and those who responded to the preliminary circulation, and
- notice of the public meeting was published in The Record on March 10, 2023.

This report supports the delivery of core services.

EXECUTIVE SUMMARY:

Klondike Homes Ltd. is seeking Official Plan and Zoning By-law Amendments to permit the development of multiple dwellings (stacked townhomes) containing 32 residential units. Staff recommends that the applications be approved. The subject property is identified as 'Community Areas' on the City's Urban Structure (Map 2 - City of Kitchener Official Plan) and designated as 'Low Rise Residential' (Map 3 - City of Kitchener Official Plan). The subject is zoned 'Low Rise Residential Five (RES-5)' in Zoning By-law 2019-051.

REPORT:

The subject lands are located within the Centreville Chicopee neighbourhood adjacent to the Grand River Hospital – Freeport Health Centre and at the intersection of King Street East and Morrison Road. The site is bounded by a residential property to the north, the Grand River Hospital – Freeport Health Centre to the east, King Street East and rail corridor to the south, and Morrison Road to the west, as illustrated on Figure 1. The subject lands are approximately 0.35 hectares (3,500 square metres) in area with approximately 35 metres of frontage on Morrison Road. The subject lands abut a Canada Pacific Railway right-of-way to the south, sharing a lot line of approximately 85.4 metres.

Currently, there is a single detached dwelling and a detached garage on the subject lands – see Figure 2. The residential building is currently vacant. These structures would be demolished as part of the proposed redevelopment.

The lands on the opposite side of Morrison Road have been recently redeveloped with a stacked townhouse development. Access to the site is currently obtained via a driveway extending onto the property from Morrison Road. The surrounding neighbourhood includes a mix of land uses such as low rise residential, institutional, and open space.

The development proposal provides for the establishment of two (2) stacked townhouse buildings on the subject lands. Each building would contain sixteen (16) dwelling units for a total of thirty-two (32) dwelling units on the site. Access to the property is proposed by a private road extending from Morrison Road. Parking is provided at a rate of 1.2 parking spaces per dwelling unit for a total of 39 parking spaces. Secure bicycle parking spaces are to be provided indoors, and adjacent to the common amenity area. A preliminary site plan is shown below in Figure 3.

Over the course of the application, the plan has been modified to address technical comments from staff. The modified plan is shown in Figure 4. Revisions include increased interior side and rear yard setbacks and a decrease in overall number of parking spaces provided. The primary change is to increase the interior side yard setback from 3.0 metres to 4.8 metres along the northerly property limit to improve compatibility and to increase the amount of area for tree plantings.

Building renderings are illustrated in Figure 5.



Figure 1 – Aerial Photo of Subject & Surrounding Lands (MHBC)

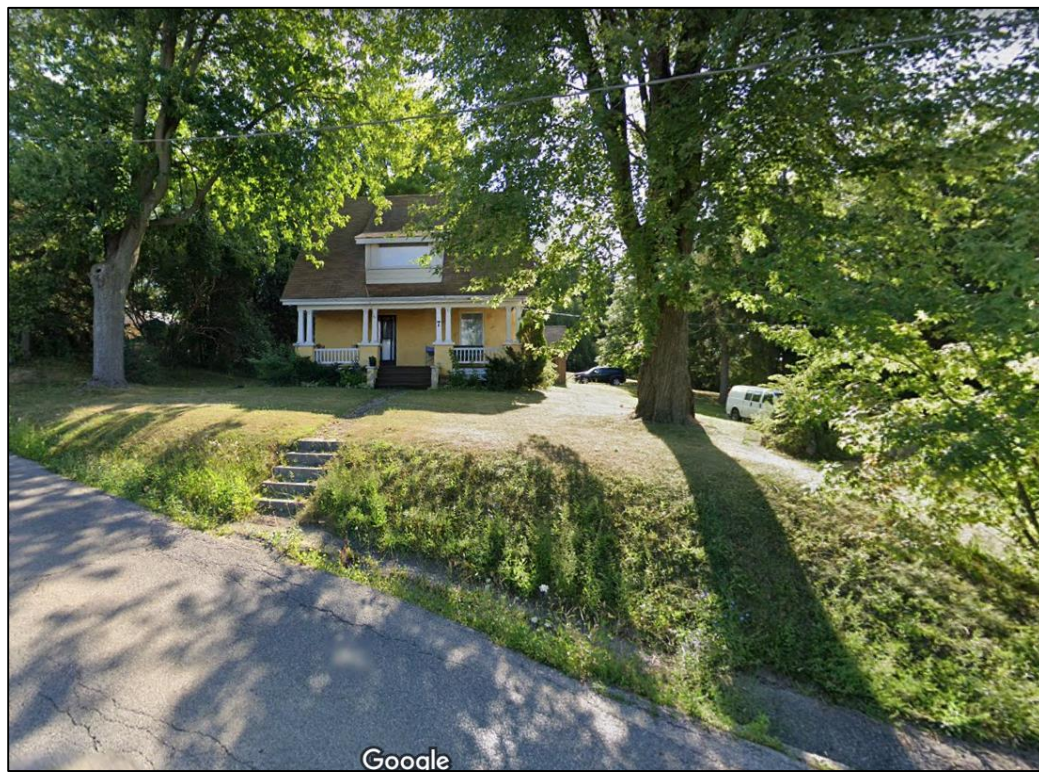


Figure 2 – Existing Single Detached Dwelling 7 Morrison Road (Google Streetview)



Figure 3 – Conceptual Site Plan (MHBC)



Figure 4 –Revised Site Plan (MHBC)



Figure 5 – Proposed Rendering (MHBC)

Planning Analysis:

Proposed Official Plan Amendment

To accommodate the proposed development, an amendment to the Official Plan is requested to increase the permitted Floor Space Ratio (FSR) in the Low-Rise Residential land use designation. In this designation, the City's Official Plan states that the maximum permitted FSR is 0.6. Policy 15.D.3.11 states that site-specific increases to allow up to a maximum FSR of 0.75 may be considered without the need for an OPA, where it can be demonstrated that the increase is compatible and meets the general intent of the policies of the Official Plan. Given the sloping lands and grade change across the site, the redevelopment of the subject lands proposes a FSR of 0.9, thus an OPA is required. It is important to note here that the OPA is not requesting a change of land use but rather seeking a site-specific policy area to the existing Low Rise Residential designation to permit an increase in FSR to 0.9 from 0.6.

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 (d) of 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 with adequate servicing capacity, road network capacity, and other required infrastructure and therefore represents a cost-effective infill project that minimizes land consumption

and servicing costs. There are a variety of low-rise residential uses throughout the immediate areas. 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.

Policy 2.2.6.1(a) Municipalities will support housing choice through the achievement of the minimum intensification and 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.

Policy 2.2.1.4(c) This plan will support the achievement to provide a diverse range and mix of housing options within the city.

The proposed multiple dwelling residential development will provide a greater mix of housing types in the neighbourhood and. Planning staff is of the opinion that the development proposal conforms to the Growth Plan.

Regional Official Plan (ROP), 2010:

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 the City to plan for a range of housing in terms of form, tenure, density, and affordability to satisfy the various physical, social, economic, and personal support needs of current and future residents. Regional staff have indicated that they have no objections to the proposed applications (Attachment 'E'). Planning staff are of the opinion that the application conforms to the Regional Official Plan.

City of Kitchener Official Plan:

Urban Structure

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

Land Use Designation

The subject lands are designated 'Low Rise Residential' in the City's Official Plan (Map 3). Low Rise Residential areas are intended to accommodate a full range of low-density housing types including single detached, semi-detached, townhouse, and low-rise multiple dwellings. The Low-Rise Residential designation states that the City will encourage and support the mixing and integrating of innovative and different forms of housing to achieve and maintain a low-rise built form. No buildings shall exceed 3 storeys or 11 metres in height. However, policy 15D.3.12 does support an increase in building height due to unusual slopes providing it is compatible with surrounding lands. An Official Plan amendment is required to increase the permitted FSR from 0.75 to 0.9.

The proposed development intends to develop a low-rise multiple dwelling building which is permitted in the Low-Rise Residential designation. and an FSR of 0.9. Moreover, the design, massing, and scale of the development is consistent with adjacent multiple dwelling and townhouse developments. Scale and massing comparisons can be made between the proposed development and similar projects on Grand River Boulevard, Morgan Avenue, the Chicopee Terrace development at 15 Hofstetter Avenue, and the Morrison Woods Development at 24 Morrison Road. The increase in FSR is attributed more to the fact that the subject lands are sloped thus exposing partially below grade ground floor area which must be calculated in the FSR calculation. If the subject lands were flat, then FSR would be closer to 0.6. The slope of the subject land exposing more floor area is a technical consideration and therefore any impact is considered negligible.

As such, Planning staff is of the opinion that the requested Official Plan Amendment proposing an increase in FSR will facilitate a housing form that conforms with the Low-Rise Residential land use designation in the City's Official Plan for the reasons stated above.

Transportation

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

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

The proposed development aims to increase density on an existing site that is served well by public transit, with access to Grand River Transit Route 27 and iExpress Route 206. The proposed development concept includes provision of safe, secure indoor bicycle storage to encourage active transportation. Staff is of the opinion that the requested amendments conform with the transportation policies of the City's Official Plan.

Urban Design

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

Urban Design policies in the 2014 Official Plan support creating visually distinctive and identifiable places, structures and spaces that contribute to a strong sense of place and community pride, a distinct character and community focal points that promote and recognize excellence and innovation in architecture, urban design, sustainable building design and landscape design.

The City requires a high-quality urban design of development applications. The subject lands have been designed in accordance with the policies in the Official Plan and with the principles of the Urban Design Manual. These are outlined in the attached Urban Design Brief and will be used to direct the development through a future site plan application. Some of the key highlights are high quality design and construction, transit supportive development, positive streetscape edge and enhanced landscape design. The proposed development requires site plan approval and will be subject to further review.

Housing

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

Policy 4.C.1.8 states that where special zoning regulations are requested, proposed, or required to facilitate residential intensification or a redevelopment of lands, the overall impact of the special zoning regulations will be reviewed, but not limited to the following to ensure, that:

- a) Any new buildings and any additions and/or modifications to existing buildings are appropriate in massing and scale and are compatible with the built form and the community character of the established neighbourhood.
- b) Where front yard setback reductions are proposed for new buildings in established neighbourhoods, the requested front yard setback should be similar to adjacent properties and supports and maintain the character of the streetscape and the neighbourhood.
- c) New additions and modifications to existing buildings are to be directed to the rear yard and are to be discouraged in the front yard and side yard abutting a street, except where it can be demonstrated that the addition and/or modification is compatible in scale, massing, design, and character of adjacent properties and is in keeping with the character of the streetscape.
- d) New buildings, additions, modifications, and conversions are sensitive to the exterior areas of adjacent properties and that the appropriate screening and/or buffering is provided to mitigate any adverse impacts, particularly with respect to privacy.
- e) The lands can function appropriately and not create unacceptable adverse impacts for adjacent properties by providing both an appropriate number of parking spaces and an appropriate landscaped/amenity area on the site.

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 encourages 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.

Staff is of the opinion that the development proposal is functional and at a scale and massing consistent with surrounding lands. Appropriate buffers to the adjacent property have been established and impacts associated with proposed special regulations for rear yard, height and FSR are considered minimal.

Cultural Heritage Resources

This property is located immediately adjacent to Freeport Hospital, which is considered a Cultural Heritage Resource. As such, in accordance with policy 12.C.1.23, a Heritage Impact Assessment (HIA) is required. An HIA has been submitted, reviewed, and accepted by Heritage Staff.

Policy Conclusion

Planning staff are of the opinion that the proposed Official Plan/Zoning By-law 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 'Low Rise Residential Five Zone (RES-5)' in Zoning By-law 2019-051. This zone permits the use of a multiple dwelling subject to meeting zoning and parking regulations. The applicant has requested to change the zoning from 'Low Rise Residential Five Zone (RES-5)' to 'Low Rise Residential Five Zone (RES-5) with Site Specific Provision (361)' in Zoning By-law 2019-051. The table below illustrates the zoning, parking, and bicycle regulations and whether or not the proposal complies. Justification is provided where a regulation is not being met and why. These are highlighted in bold.

Provision	RES-5	Proposed	Justification
Minimum Lot Area	495 m ²	3,522 m ²	Complies
Minimum Lot Width	19.0 m	35.6 m	Complies
Minimum Front Yard Setback	4.5 m	6.4 m	Complies
Minimum Interior Side Yard Setbacks	3.0 m	4.8 m/20m	Complies
Minimum Rear Yard Setback	7.5 m	6.0 m	The rear yard backs onto a treed portion of Freeport Hospital lands. Impacts are negligible.
Maximum Height	11.0m	11.0 to 11.5m from the highest grade and 13.5 m to the lowest grade	Due to the slope of the lands and how height is measured. This complies with policy 15.D. 3.12 of the OP that supports relief in height due to unusual grade conditions.
Maximum Floor Space Ratio	0.6	0.9	Due to slope of lands and how FSR is measured. Notwithstanding, the scale and massing is consistent with adjacent multiple dwellings

Maximum Number of Storeys	3	3	Complies
Minimum Landscaped Area	20%	41.4%	Complies
Private Patio Area	8	8	Complies
Minimum Parking Rate	1.0 / unit	1 / unit	Complies
Maximum Parking Rate	1.4 / unit	1.4 / unit	Complies
Total Parking Required	32-45 spaces	39 spaces	Complies
Visitor Parking Rate	0.15/unit	0.15/unit	Complies
Visitor Parking Requirements	5 spaces	5 spaces	Complies
Barrier Free Parking Rate	2 spaces	2 spaces	Complies
Class A Bicycle Parking Requirement	13 spaces	16 spaces (incl. 8 garage)	Complies
Class B Bicycle Parking Requirement	6	6	Complies

WHAT WE HEARD



2 people provided comments



1 Neighbourhood Meetings held



270 households circulated and notified

Department and Agency Comments:

Preliminary circulation of the Zoning By-law Amendment was undertaken in October 2022 to applicable City departments and other review authorities. No major concerns were identified by any commenting City department or agency. Copies of the comments are found in Attachment “E” of this report.

The following reports and studies were considered as part of this proposed Official Plan and Zoning By-law Amendments:

- Planning Justification Report;
- Urban Design Report;
- Tree Management Report;
- Preliminary Building Elevation Drawings;
- Preliminary Floor Plans;
- Preliminary Grading Plan;
- Functional Servicing Report;
- Water Distribution Report;
- Functional Stormwater Report;
- Environmental Noise Study;
- Truck Turning Templates;
- Scoped TIS; and
- Sustainability Statement

Community Input and Staff Response:

Staff received written responses from two (2) residents with respect to the proposed development. These can be found in Attachment 'F'. A summary of what we heard, and staff responses are noted below.

What We Heard	Staff Comment
Traffic on Morrison Road is busy, this development will make it worse	A Traffic Study was submitted and reviewed by staff. The development will generate twelve am and twelve pm peak hour trips which are considered minimal. Under the forecasted 2028 Future Total Traffic Volumes, Morrison Road at the site access point is operating with sufficient vehicle capacity, vehicle delays not exceeding criteria and no vehicle queueing concerns in either the AM or PM peak hours. Also, there are no recommendations to provide additional physical capacity near this access in response to the site generated traffic. The proposed site access location provides sufficient stopping sight distance for oncoming vehicles along Morrison Road. Also, the traffic generated by this development will have minimal impact on the surround road network.
Safety Concerns	As mentioned above, the site access location was assessed and deemed acceptable from a site visibility standpoint. With respect to the railway tracks, CP Railway was notified of the proposal, and it advised staff that it has no concerns (see Attachment E). A Noise and Vibration Study was prepared, and it has been reviewed and approved by the Region of Waterloo. Any design mitigation measures, and warning clauses will be implemented through the site plan and condominium approval processes, respectively.
Impacts to Property Values	Assessing the impacts to property values is not a planning consideration. Planning applications are reviewed based on the principles of 'good planning' in the public interest which includes policy direction, serviceability, and functionality of the proposal.
Future Development Plans	Like the subject property, the adjacent lands addressed as 25, 33 and 41 Morrison Road, are zoned RES-5 which permits the development of single and semi-detached dwellings and low-rise multiple dwelling forms of housing such as apartments and townhomes either rental or condominium tenure.
Criteria for Approval/Rejection of an Application	Staff makes a professional planning recommendation in the form of a staff report to PSIC Committee, and a decision is rendered by the Committee/Council to either recommend approval or refusal of the application to Council. Council's decision is subject to an appeal process to the Ontario Land Tribunal.
Sidewalks	Presently, there are no sidewalks along this section of Morrison Road. However, the plan is to have sidewalk

	installed for 7 Morrison Road at the time of construction. The City will evaluate future sidewalks through the Sidewalk Infill Policy and workplan.
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Planning Conclusions:

In considering the foregoing, staff are supportive of the Zoning By-law amendment. Staff is of the opinion that the subject application is 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. Staff recommends that the Zoning By-law Amendment application be approved. The proposed application represents an opportunity to provide 'missing middle' housing that addresses a need in our community.

STRATEGIC PLAN ALIGNMENT:

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

FINANCIAL IMPLICATIONS:

There are no financial implications associated with this recommendation.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City's website with the agenda in advance of the Council / Committee meeting. A large billboard notice sign was posted on the property and information regarding the application was posted to the City's website. Following the initial circulation referenced below, an additional courtesy notice of the public meeting was circulated to all property owners within 240 metres of the subject lands, those responding to the preliminary circulation and Notice of the Public Meeting was posted in the Waterloo Region Record on March 10, 2023 (a copy of the Notice may be found in Attachment 'D').

CONSULT – The proposed Zoning By-law Amendment was originally circulated to property owners within 240 metres of the subject lands on October 25, 2022. In response to this circulation, staff received written responses from 2 residents, which are included in Attachment 'E'. A Neighbourhood Meeting was held on November 29, 2022, and attended by approximately 3 residents.

PREVIOUS REPORTS/AUTHORITIES:

- Zoning By-law 2019-051
- Official Plan, 2014
- Regional Official Plan, 2010
- Provincial Policy Statement, 2020
- Planning Act, 1990
- A Place to Grow Growth Plan, 2020

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

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 Ad
- Attachment E – Department & Agency Comments
- Attachment F – Community Consultation Comments

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

**CITY OF KITCHENER
7 Morrison Road**

**AMENDMENT NO. XX TO THE OFFICIAL
PLAN OF THE CITY OF KITCHENER
7 Morrison Road**

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APPENDICES

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APPENDIX 2	Minutes of the Meeting of Planning and Strategic Initiatives Committee – April 3, 2023
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AMENDMENT NO. XX TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER

SECTION 1 – TITLE AND COMPONENTS

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

SECTION 2 – PURPOSE OF THE AMENDMENT

The purpose of this amendment is to add a site-specific policy and amend Map 5 of the 2014 Official Plan to increase the maximum permitted density on the subject lands to facilitate the redevelopment of the lands at 7 Morrison Road with a stacked townhouse development with 32 dwelling units.

SECTION 3 – BASIS OF THE AMENDMENT

The subject lands are located at 7 Morrison Road. The subject lands are designated Low Rise Residential in the 2014 City of Kitchener Official Plan. The Low Rise Residential designation encourages a range of low density housing, including street and cluster townhouse forms, at a maximum net density of 30 units per hectare over the entirety of lands designated Low Rise Residential to a maximum Floor Space Ratio (FSR) of 0.6. The Official Plan supports an increase in FSR to 0.75 without an amendment to the plan.

An Official Plan Amendment is required to add a Site-Specific Policy to permit a maximum Floor Space Ratio (FSR) of 0.9 to facilitate the redevelopment of the lands with a 32-unit stacked townhouse development and a requirement for a Holding Provision.

The subject lands are located in the Centreville/Chicopee neighbourhood. The proposed development includes a low density residential development that will provide another form of low density housing within an established community.

The lands are identified as a 'Community Areas' on Map 2 – Urban Structure in the Official Plan. The planned function of Community Areas is to provide for residential uses as well as non-residential supporting uses intended to serve the immediate residential areas. Lands within Community Areas may be designated as Low Rise Residential, Medium Rise Residential, High Rise Residential, Open Space, Institutional and/or Major Infrastructure and Utilities. Limited intensification may be permitted within Community Areas in accordance with the applicable land use designation and the Urban Design Policies in the Official Plan. The proposed development must be sensitive to and compatible with the character, form and planned function of the surrounding context.

The Official Plan Supports an appropriate range, variety and mix of housing types and styles, densities, tenure and affordability to satisfy the varying housing needs of our community through all stages of life. The 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 Official Plan contains policies to consider when a site-specific zoning regulation is proposed to facilitate residential intensification or a redevelopment of lands. The overall impact of the site-specific zoning regulations will be reviewed by the City to ensure:

- That any new buildings and any additions and/or modifications to existing buildings are appropriate in massing and scale and are compatible with the built form and the community character of the established neighbourhood,
- That new buildings, additions, modifications and conversions are sensitive to the exterior areas of adjacent properties, and that the appropriate screening and/or buffering is provided to mitigate any adverse impacts, particularly with respect to privacy, and
- That the lands can function appropriately and not create unacceptable adverse impacts for adjacent properties by providing both an appropriate number of parking spaces and an appropriate landscaped/amenity area on the site.

The design, massing, and scale of the development is consistent with adjacent multiple dwelling and townhouse developments. Density, scale, and massing comparisons can be made between the proposed development and similar nearby projects on Grand River Boulevard, Morgan Avenue, the Chicopee Terrace development at 15 Hofstetter Avenue, and the Morrison Woods Development at 24 Morrison Road. The increase in FSR is attributed more to the fact that the subject lands are sloped thus exposing more ground floor area which is counted towards the FSR calculation. If these lands were flat, then FSR would be more in line with 0.6 rather than 0.9. As such, this is more of a technical consideration and therefore any impact is considered negligible. Furthermore, the conceptual site plan has been modified to provide increased interior side and rear yard setbacks to address buffering and planting considerations.

The proposal is consistent with the Provincial Policy Statement, conforms to the Growth Plan and complies with the Regional Official Plan, as it promotes intensification within the built boundary, and a development that is transit- supportive, that 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.

SECTION 4 – THE AMENDMENT

1. The 2014 City of Kitchener Official Plan is hereby amended as follows:

- a) Part D, Section 15.D.12 Area Specific/Site Specific Policy Areas is amended by adding new 15.D.12.60 thereto as follows:

15.D.12.60. 7 Morrison Road

Notwithstanding the Low Rise Residential land use designation and policies on lands municipally known as 7 Morrison Road:

- a) the maximum permitted Floor Space Ratio (FSR) will be 0.9.
- b) a Holding provision pursuant to Section 17.E.13 of the Official Plan will apply to residential uses, day care uses and other sensitive uses. The Holding provision will be added

through a by-law amendment and will not be removed until such time as a Record of Site Condition has been acknowledged by the Province and an Updated Environmental Noise Study has been approved by the Region and a release has been issued by the Region for both an RSC and Updated Noise Study.

- c) Part F, Map 5 – Specific Policy Areas is amended by adding Site-Specific Policy Area No. 60 to the lands municipally known as 7 Morrison Road, in the Area of Amendment, as shown on the attached Schedule 'A'.

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood
7 Morrison Road



Have Your Voice Heard!



Concept Drawing

Date: **April 3, 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



Floor Space
Ratio of
0.9



Height of
3.5 Metres

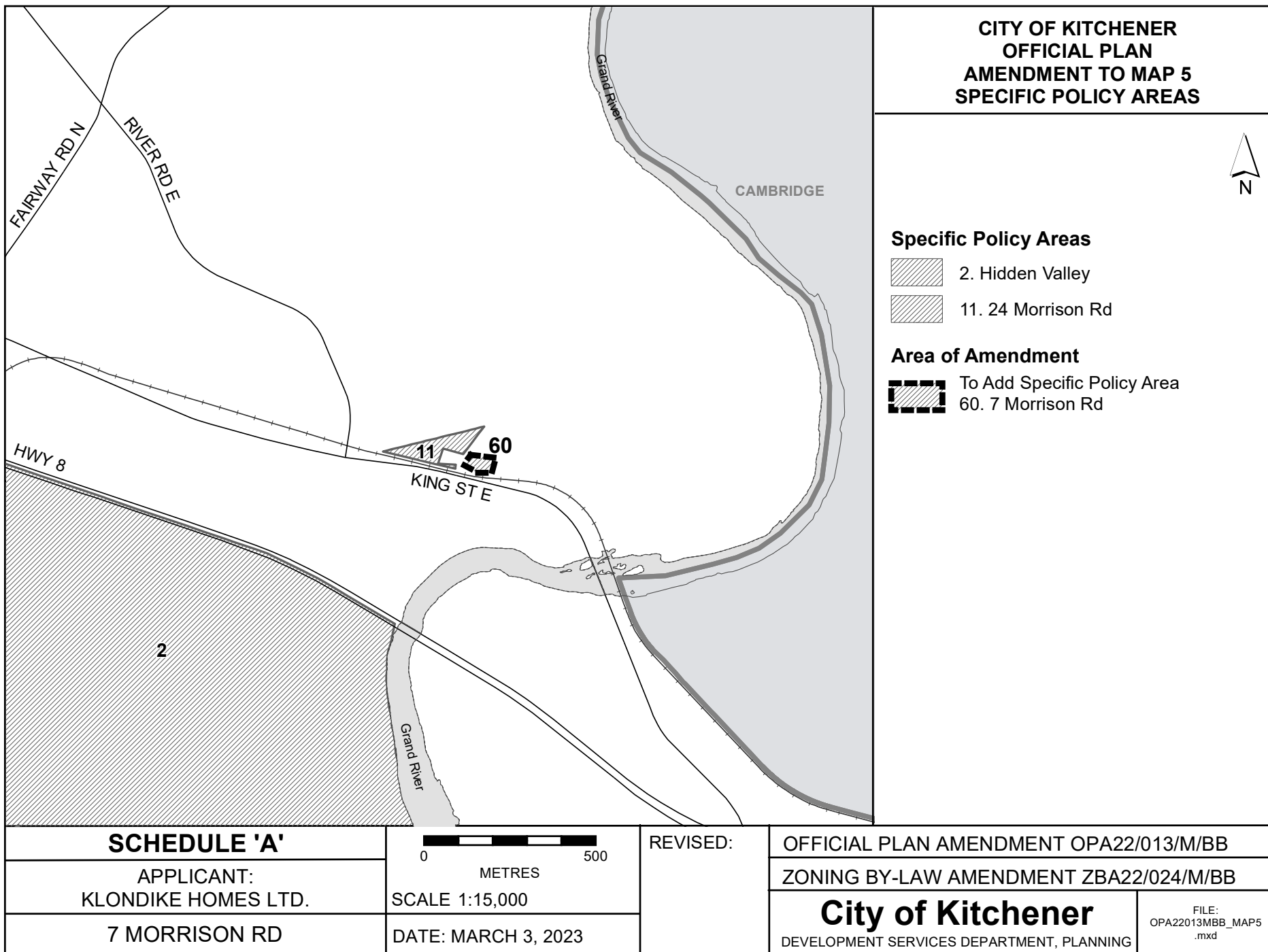


Rear Yard
Setback of
6.0 Metres

The City of Kitchener will consider applications to amend the City's Official Plan and Zoning By-law to add a site-specific provision to increase the Floor Space Ratio (FSR) from 0.6 to 0.9, to permit a reduced rear yard setback of 5.5 metres instead of the required 7.5 metres, and to permit a 10 percent visitor parking rate to facilitate the development of 32 stacked townhouse units with 45 parking spaces.

APPENDIX 2

Minutes of the Meeting of Planning and Strategic Initiatives Committee – April 3, 2023



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

(Being a by-law to amend By-law No. 2019-051, as amended, known as
the Zoning By-law for the City of Kitchener – Klondike Homes Ltd.
– 7 Morrison Road)

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. Schedule Number 262 of Appendix “A” to By-law 2019-051 is hereby amended by changing the zoning applicable to the parcel of land specified and illustrated as Area 1 on Map No. 1, in the City of Kitchener, attached hereto, from Low Rise Residential Five Zone (RES-5) to Low Rise Residential Five Zone (RES-5) with Site Specific Provision (361) and Holding Provision 42H.
2. Section 19 of By-law 2019-051 is hereby amended by adding Section (361) thereto as follows:

“361. Within the lands zoned RES-5 and shown as affected by this subsection on Zoning Grid Schedule Number 262 of Appendix 'A' the following shall apply:

- i) The maximum *Floor Space Ratio* (FSR) shall be 0.9;
- ii) The maximum permitted *building height* shall be 13.5 metres from the lowest *grade*;
- iii) The minimum *rear yard setback* shall be 6.0 metres;
- iv) A prohibition on geothermal energy systems as defined in the Region of Waterloo Official Plan.”

3. Section 20 of By-law 2019-051 is hereby amended by adding Section (42H) thereto as follows:

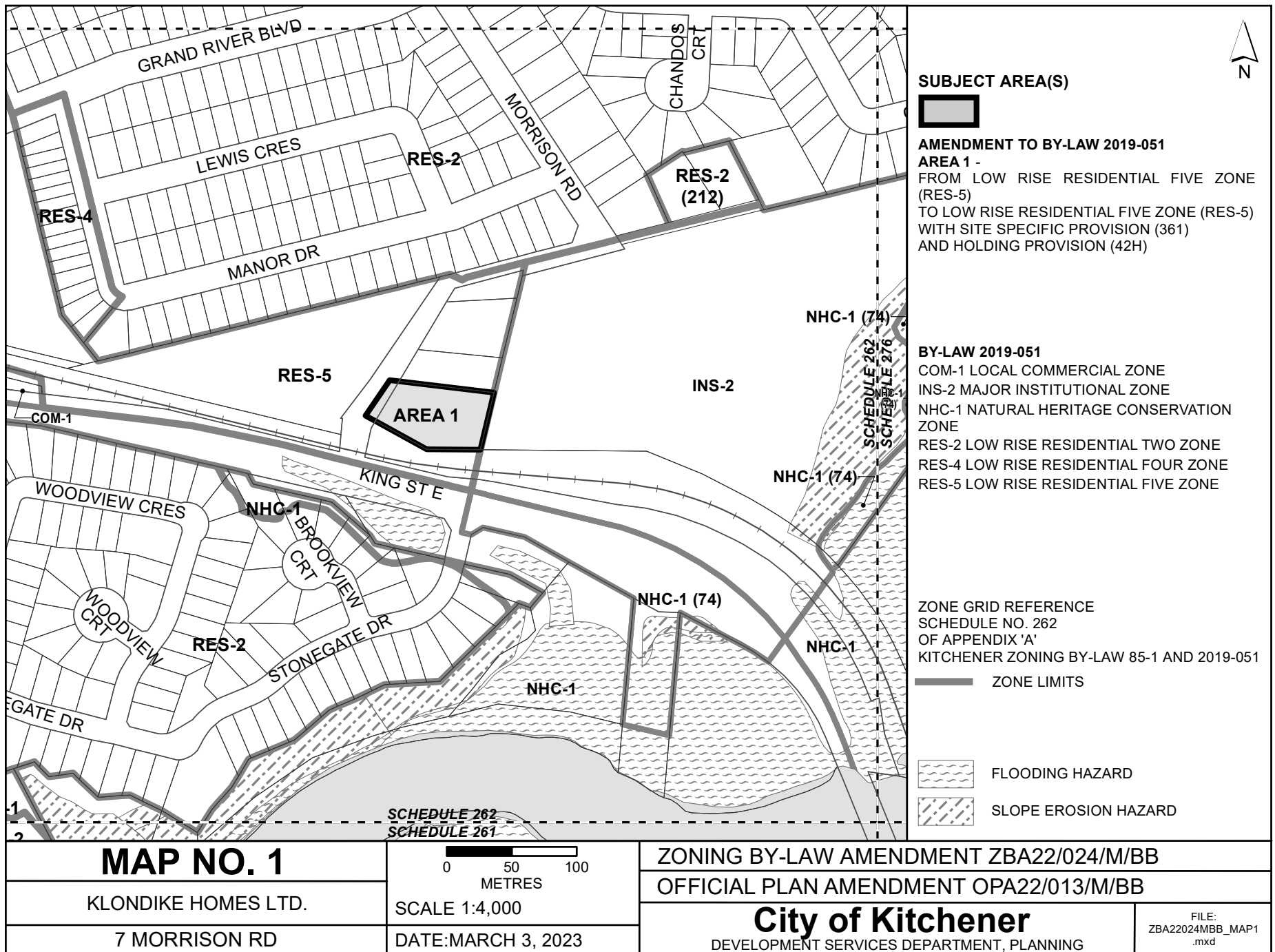
“42H. Notwithstanding Section 7 of this Bylaw, within the lands zoned RES-5 (361) and shown as being affected by this subsection on Zoning Grid Schedule Number 262 of Appendix “A”, only those uses which lawfully existed on the date of passing of this By-law, shall be permitted to continue until such 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 the Region's requirements have been satisfied with respect to the submission of a Record of Site Condition and a detailed Noise Study.”

4. This By-law shall become effective only if Official Plan Amendment No. XX, 7 Morrison Road comes into effect, pursuant to Section 24(2) of The Planning Act, R.S.O. 1990, c. P.13, as amended.

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

Mayor

Clerk





7 MORRISON ROAD URBAN DESIGN BRIEF

7 MORRISON ROAD, CITY OF KITCHENER

PREPARED BY: MHBC PLANNING FOR KLONDIKE HOMES LTD.

Revised March 2023

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PART 1

SPATIAL & CONTEXTUAL ANALYSIS

1.1 INTRODUCTION

MHBC has been retained by Klondike Homes Ltd. to prepare an Urban Design Brief for a proposed development located at 7 Morrison Road in the City of Kitchener, referred to herein as the subject lands. This Report has been prepared based on the City of Kitchener Terms of Reference for Urban Design Reports.

The subject lands are located within the Centreville Chicopee neighbourhood adjacent to the Grand River Hospital – Freeport Health Centre and at the intersection of King Street East and Morrison Road. The site is bound by Morrison Road to the north, the Grand River Hospital – Freeport Health Centre to the east, King Street East to the south, and Morrison Road to the west. The subject lands are approximately 0.35 hectares (3,500 square metres) in area with approximately 35 metres of frontage on Morrison Road. The subject lands abut a Canada Pacific Railway right-of-way to the south, sharing a lot line of approximately 85.4 metres.

Currently, there is a single detached dwelling and a detached garage on the subject lands. These structures are proposed to be demolished as part of the proposed redevelopment. Access to the site is currently obtained via driveway extending onto the property from Morrison Road.

The proposed redevelopment intends to establish two stacked townhouse buildings on the subject lands. Each building would contain sixteen (16) dwelling units for a total of thirty-two dwelling units. Access to the property is to be gained by a private road extending from Morrison Road. Parking is provided at a rate of 1.2 spaces per dwelling unit for a total of 39 parking spaces. All parking spaces are provided at grade in the form of surface parking spaces. Secure Class A and Class B bicycle parking spaces are to be provided on site.

The proposed development will allow for the development of 32 residential units for the City of Kitchener's existing housing and contribute to the City's overall housing and intensification objectives.

The purpose of this Report is to ensure that a comprehensive urban design plan will be implemented to promote an attractive development that is appropriate for, and well integrated with, the surrounding community. This Report has been prepared in support of applications for an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to permit the proposed redevelopment of the subject lands.

SITE LOCATION

7 Morrison Road, Kitchener, ON



1.2 CONTEXTUAL ANALYSIS & SITE DESCRIPTION

The subject lands are located on the east side of Morrison Road, which is a Minor Neighbourhood Collector Street in close proximity to King Street East which is a Regional Road and existing transit corridor. The subject lands comprise a 0.35 hectare parcel of land, available for an infill opportunity to create a medium density residential development on an underutilized piece of property. The surrounding neighbourhood is mainly comprised of residential land uses with some additional uses including institutional, commercial and open space lands.

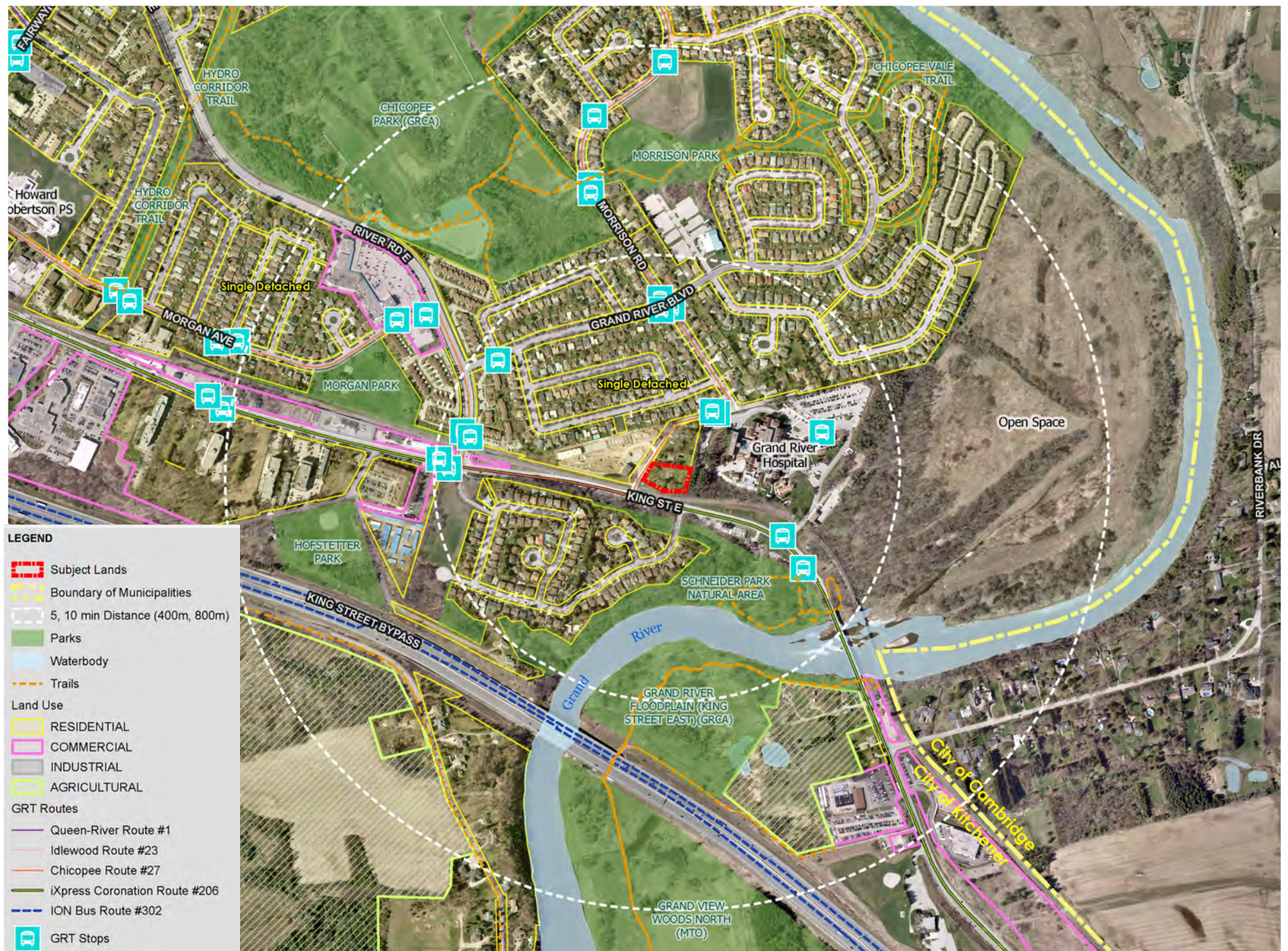
Uses that immediately surround the subject lands include the following:

- NORTH:** Immediately north of the subject lands is a single detached dwelling followed by Morrison Road. Across Morrison Road is a low-rise residential subdivision.
- EAST:** East of the subject lands is the Grand River Hospital – Freeport Health Centre. Past the hospital is natural hazard lands containing a variety of trails.
- SOUTH:** Abutting the southern lot line of the subject lands is a right-of-way for the Canadian Pacific Railway. Past the railway is King Street East, a Regional Road and designated transit corridor. Beyond King Street East is a low-rise residential subdivision.
- WEST:** To the west of the subject lands is a medium-density townhouse development. Past this is a low-rise residential subdivision and another townhouse development.

The context plan graphic illustrates the broader surrounding context including; schools, parks, community services, retail/commercial uses, and employment uses; amenities within a 5 minute walking distance from the subject lands; and the location of transit stops in relation to the subject lands. In summary, the subject lands are located in an urban area within the City of Kitchener with a variety of residential uses, housing forms, and park systems throughout.

CONTEXT PLAN

7 Morrison Road, Kitchener, ON



1.3 ACTIVE TRANSPORTATION AND TRANSIT

The subject lands are located on a Minor Neighbourhood Collector Street. Generally, the function of Minor Neighbourhood Collector Streets is to connect Local Streets to Major Community Collector Streets. Minor Neighbourhood Collector Streets are intended to accommodate conventional transit services and sidewalks along both sides of the street. Although King Street East is identified as a Regional Road and not a Major Community Collector Street, Morrison Road maintains its function of connecting individual neighbourhoods to more prominent thoroughfares.

Morrison Road does not currently have sidewalks on both sides of the street as it is heavily vegetated along the eastern side of the road and abuts a residential development along the western side of the road. The proposed development of the subject lands provides a road widening which will provide for a public sidewalk located along the street frontage. Future road widening's are proposed along Morrison Road which will provide for sidewalks to be located on both sides of the street in the fullness of time. The subject lands are located proximate to existing and planned cycling routes.

Morrison Road is currently used by GRT Route 27, a conventional transit service that will service the residents of the proposed development. Within 250 meters of the subject lands on King Street East, are transit stops for GRT Rapid Transit Route 206. These existing transit routes provide the subject lands with connections to the larger public transportation network including existing and proposed connections to the ION Light Rail Transit system. The subject lands are within a thirty minute walk of the Fairway LRT station.

The proposed development has been designed to prioritize active and public transit. Safe and comfortable pedestrian connections through the site to the proposed public sidewalks, and on-site cycling storage areas are supportive of existing/planned regional cycling routes. These pedestrian connections also encourage future residents to walk to and from nearby residential, commercial, office and retail uses, services and public amenities.

The proposed development supports active transportation and transit investment in the Region by providing a density supportive of higher order public transportation and alternative transit modes.

PART 2

DESIGN VISION & OBJECTIVES

2.1 VISION & DESIGN OBJECTIVES

It is envisioned that the subject lands will be redeveloped with a contemporary multiple residential development that is transit supportive and sympathetic to the surrounding urban context. The vision for the redevelopment is to create a highly desirable residential environment in close proximity to the King Street East transit corridor. The vision and proposed development of the subject lands aims to diversify the housing options available within the community to assist in providing 'missing middle' housing stock.

The following goals and objectives have been identified for the purposes of achieving the vision for the redevelopment:

- 1.** Create a strong visually appealing street edge along Morrison Road that will improve the streetscape and encourage active transportation modes in this location. This includes the provision of buildings which address the street in terms of architectural detailing, and enhanced landscaping along the public street frontage.
- 2.** Provide for development that will be supportive of transit investment in the Region and alternative transit modes, and will encourage future residents to walk to and from nearby residential, commercial, office and retail uses, services and public amenities.
- 3.** Introduce additional building height and density, and reduced setbacks and parking requirements on residential use lands in proximity to the King Street East transit corridor in a manner that is sympathetic to surrounding uses.
- 4.** Achieve a high-quality of architectural design and construction that is innovative and timeless, contributing positively to the area and Kitchener's identity. Encourage contemporary architecture that complements rather than competes with existing developments in the surrounding context.
- 5.** Provide a development that, through the combination of massing, orientation, enhanced landscape design, pedestrian entrances, architectural elements, detailing, and material selection, will result in a positive pedestrian experience along the adjacent street frontage, between buildings, and within the planned open spaces.
- 6.** Design a high quality pedestrian realm, and streetscape adjacent Morrison Road, focused on providing connections to active transportation and open space networks.
- 7.** Create a development which incorporates sustainable design principles and techniques.

PRELIMINARY MASSING

conceptual purposes only, subject to change



PRELIMINARY MASSING

conceptual purposes only, subject to change



PART 3

PROPOSED DEVELOPMENT

3.1 DESIGN PROPOSAL

The proposed redevelopment for the site is a high quality multiple-residential development providing new 'missing middle' residential units in proximity to an Urban Corridor on an underutilized estate lot within the City's Built-Up Area. The current proposed development integrates the following principle elements:

- Two stacked townhouse buildings with a proposed building height of approximately 13.5 metres as measured from the lowest grade.
- 32 residential units proposed to address the existing need for missing middle housing and assist in the provision of attainable housing forms.
- 39 parking spaces proposed in the form of surface parking spaces screened from the public realm by enhanced landscaping.
- Secure Class A and Class B bicycle parking.
- One vehicular access point from Morrison Road leading to the proposed private laneway.
- Direct access to deep well waste and recycling facilities provided from the laneway for convenient resident use and servicing purposes.
- Direct pedestrian connections from the Morrison Road public right-of-way to the proposed unit entrances.
- Balconies/patios providing private amenity areas for all units.
- Common amenity area along the southern property line proposed to provide seating, shade structure, and hard and soft landscape features.
- Snow storage locations.
- Landscaped buffer and planning strip adjacent the eastern property line.
- A total lot area of 0.35 hectares, with a proposed Floor Space Ratio of 0.9.

The Owner's primary objective is to develop the site with an attractive and cost-efficient building to provide for housing at a more attainable price point on lands adjacent the King Street East Transit Corridor with direct access to higher order public transportation and Highway 7/8.

Site Design

The proposed development takes the opportunity to develop an underutilized estate lot within the City's Built-Up Area to supplement the housing needs of the existing neighbourhood. Access to the property is proposed by a private road extending from Morrison Road. Parking is provided at a rate of 1.2 spaces per dwelling unit for a total of 39 parking spaces. Secure Class A and Class B bicycle parking spaces are to be provided adjacent to the common amenity area.

Amenity area for the proposed development will be provided on site along the southern property line. Public, community amenity space can be found in a few locations in the neighbourhood surrounding the subject lands including Morgan Park to the west and Schneider Park

SITE PLAN CONCEPT

7 Morrison Road, Kitchener, ON



to the southeast. The design of the shared outdoor amenity area will be detailed through the detailed landscape design as part of the future site plan approval process.

A 1.8 metre fence is proposed along the north, east, and south property lines. The proposed fencing acts as a physical barrier between the proposed redevelopment and surrounding uses and encourages territorial reinforcement and access control for the proposal. To establish the site grading required for the proposed redevelopment of the subject lands, a retaining wall is proposed along the majority of the eastern and southern property lines. All fencing and retaining walls are to respect the 4.5 metre front yard setback extending from Morrison Road to provide visibility and ensure the Driveway Visibility Triangles ("DVT") are appropriately established.

Site Function

The subject lands are proposed to be accessed via a private lane from Morrison Road that will extend the length of the site. This road will provide access to the 39 parking spaces provided by the proposed development where four (4) are visitor spaces, one (1) is a Type B accessible visitor space, one (1) is a Type A accessible space, eight (8) are electric vehicle ready spaces, and the remaining twenty-five (25) are surface parking spaces proposed for residential owners use.

The subject lands are currently on private water and sewer services. The proposed development intends to establish connections to municipal water and sewer services. Water services are available along King Street East. Sewer services are available along the west side of Morrison Road. For further details, please refer to the Functional Servicing Brief prepared by JPE Engineering.

Built Form, Massing and Articulation

The massing of the proposed buildings are broken up using a number of techniques including changes in building materials/colours; projections; recessions; and varying window and balcony sizes. Both stacked townhouse buildings are proposed to contain 16 residential dwellings units in each, providing a total of 32 residential units on the 0.35 hectare site. The proposed Floor Space Ratio is 0.9.

Both buildings are planned to be 3-4 storeys in height (approximately 13.5m) from the lowest finished grade to uppermost point of the building. The grading conditions of the subject lands slope significantly from north to south, and therefore provide for a walk-up condition where the south facing building facades appear as 4 storeys in height. The use of building materials and orientation combined with hard and soft landscaping establish a defined pedestrian entry and engaging streetscape adjacent Morrison Road to ensure a human scale of development.

The proposed development has been designed with consideration for the existing built form context, including high rise permissions associated with the urban corridor along the King Street East Transit Corridor west and south of the subject lands, as well as the established low-rise residential areas north of the subject lands. The subject lands design and proposed building setbacks, combined with the adjacent railway corridor and Regional road corridor provide for an appropriate height transition between the subject lands and low-rise residential uses to the north and south.

Character and Architectural Treatment

The proposed development will assist in the continued intensification and redevelopment planned in the surrounding area through the addition of two stacked townhouse residential buildings located along Morrison Road and proposed to be accessed by a private lane. The building design demonstrates a contemporary architectural expression. The development will be constructed of high quality materials and provides an attractive design.

Selective use of building materials and colours and the incorporation of architectural articulation all add to the visual interest of the development and will result in an attractive view from the streetscape and public realm. The front building entrances are well defined and highly visible from the proposed condominium lane, surface parking area, and amenity areas. High quality materials including a large amount of glass will be incorporated into the facades, resulting in an attractive design. Repetition of balconies and windows through both vertical and horizontal articulations will help to break up the building mass.

3.2 TRANSIT SUPPORTIVE DESIGN

The proposed development has been designed to prioritize active and public transit. Enhanced streetscape and landscape design and the proposed site entrance will assist in establishing a pedestrian friendly and engaging public realm interface. In turn the proposed redevelopment of the subject lands encourages future residents to walk to and from nearby residential, commercial, office and retail uses, services and public amenities. The development is within a thirty minute walk of the Fairway ION stop. Several existing GRT bus stops are located on Morrison Road, and King Street East within 400 metres of the subject lands. The subject lands are also well connected to the City and Region's arterial road network.

The development has been designed to encourage active transit through safe and comfortable pedestrian connections through the site to proposed public sidewalks, and on-site cycling storage areas supportive of existing/planned regional cycling routes. The proposal contemplates to implement Transportation Demand Management measures to educate the occupants on alternative forms of transportation and active transportation, and providing bicycle storage facilities in excess of the minimum requirements.

The proposed development supports active transportation and transit investment in the Region by providing a density supportive of higher order public transportation and alternative transit modes.

3.3 SUSTAINABLE DESIGN

As a general planning and design principle, higher density development in proximity to the amenities associated with downtowns and in support of higher-order transit is considered to be sustainable development.

Future occupants wishing to seek alternative forms of transportation will have options for walking, biking, or public transit available. This will be facilitated by the provision of indoor bicycle parking, as well as the provision of future pedestrian connections to both the existing sidewalk system and surrounding uses. The proposed development is located in close proximity to a number of transit stops, making public transit a viable option. The provision of reduced parking minimizes land consumption.

Energy efficient construction practices, building technologies, and mechanical systems will be encouraged in the development of the subject lands. A sustainability statement has been submitted in support of the OPA and ZBA application and summarizes sustainable building design elements as required by Official Plan policies.

Detailed landscape plans prepared in support of the Site Plan application will consider the incorporation of hard landscape elements and drought resistant landscaping to reduce water consumption (where appropriate). Salt tolerant landscaping in key locations will also be encouraged. Increased topsoil depths in landscaped areas are encouraged to reduce runoff volumes.

3.4 CPTED CONSIDERATIONS

The proposed development has been designed with consideration of the basic concepts of Crime Prevention Through Environmental Design (CPTED).



ACCESS CONTROL

Access control is achieved by clearly differentiating between public space and private space. The principle of access control is directed at decreasing crime opportunity. The overall goal with this CPTED principle is not necessarily to keep intruders out, but to direct the flow of people while decreasing the opportunity for crime. The proposed development achieves access control by:

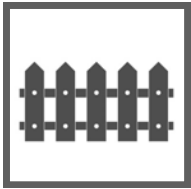
- Providing clearly identifiable, point(s) of entry into each building/unit.
- Defining public, semi-public, and private amenity areas through the use of hardscape and landscape planting design.
- Creating a well-defined site entrance for vehicular access from Morrison Road.
- Consideration will be given to providing passcode protected garage entry doors.



NATURAL SURVEILLANCE

Natural surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space. It is directed at keeping intruders under observation based on the theory that a person inclined to engage in criminality will be less likely to act on their impulse if he or she can be seen. The proposed development achieves natural surveillance by:

- Maximizing the number of "eyes" watching the site by creating a visual connection and maintaining unobstructed views from within the buildings to the exterior, as well as, between the street, sidewalks, and the buildings.
- Proposing spaces and uses that are capable of generating activity (at-grade building openings /amenity areas).
- Placing windows along all sides of the building that overlook public sidewalks, public and semi-public amenity areas, and parking areas.
- Designing lighting plans that avoid creating blind spots and ensuring potential problem areas are well lit (pedestrian walkways, exterior stairs, entrances/exits, parking areas, recycling areas, etc.).



TERRITORIAL REINFORCEMENT

Territorial Reinforcement is the intentional design of the site to create a “border” between private and public property. These measures are not meant to prevent anyone from physically entering, but to create a feeling of territoriality and send a message to offenders that the property belongs to someone. The proposed development achieves the principle of territorial reinforcement by:

- Clearly delineating private from public property via: pavement treatments, entry treatments, landscaping, fencing, signage, etc.
- Delineating desired pedestrian and vehicular circulation.



MAINTENANCE

The other key aspect of CPTED is property maintenance; on the premise that good maintenance practices and upkeep send the message that the property is cared for on a regular basis. Following construction of the development, property management and/or management by a condominium corporation will ensure that the buildings and grounds are well maintained.

PART 4

RESPONSE TO CITY POLICIES & GUIDELINES & DESIGN ANALYSIS

4.1 DESIGN RESPONSE TO CITY OF KITCHENER POLICIES AND GUIDELINES

CITY OF KITCHENER OFFICIAL PLAN (2014)

The subject lands are located in a Community Area in close proximity to an Urban Corridor and adjacent to existing and planned transit corridors. The subject lands are currently designated Low Rise Residential in the City of Kitchener Official Plan.

Section 11 of the City of Kitchener Official Plan contains Urban Design Policies. It is intended that the Urban Design Policies will provide guidance and direction as the City grows, develops and evolves. The following is a summary of how the proposal meets the relevant policies from Section 11 (Urban Design) of the current Official Plan:

11.C.1.11 Streetscape: The City will support the character of streets through the coordination of site, building and landscape design on and between individual sites with the design of the street.

***Design Response:** New landscaping will be provided along the Morrison Road frontage. Access to the site is provided by a singular vehicular access from Morrison Road, which also provides pedestrian access to the subject lands. The proposed flankage building façade is oriented to the street. Enhanced landscaping and pedestrian connections activate the public realm interface which further enhances the streetscape.*

11.C.1.13, 14 & 15 Safety: The City will apply Crime Prevention through Environmental Design principles in the review of new developments, redevelopments and infrastructure projects to implement crime prevention strategies that will enhance the effective use of the space. Where feasible, and in compliance with the other policies of this Plan, the City will ensure that the efficiency of emergency medical, fire, and police services be considered in the design of communities, neighbours and individual sites. Development applications will be reviewed to ensure that they are designed to accommodate fire prevention and timely emergency response.

***Design Response:** General CPTED considerations are analyzed in this Brief. The subject lands are located in a built up area within close proximity to emergency services. Emergency services vehicles will be able to access the development from the surrounding road network and the buildings will be designed in compliance with the Ontario Building Code including aspects related to fire prevention suppression. The proposed development is located in a highly visible location with sufficient eyes on the property from surrounding buildings.*

11.C.1.16 Universal Design: The City will encourage new sites to be designed, existing sites to be redeveloped, the public realm and community infrastructure to be planned to be barrier-free and universally accessible by all citizens. In this regard, the City will enforce the

Ontario Building Code and other accessibility related legislation and regulations.

Design Response: *The development has been designed with accessibility in mind and will be in compliance with the Ontario Building Code in this regard. Pedestrian walkways incorporate appropriate ramping if needed. Barrier free spaces are provided throughout site. Cross-walks demarcated with different materials and tactile warning surfaces are contemplated.*

11.C.1.22 Shade: The City will require the provision of shade, either natural or constructed, to provide protection from sun exposure, mitigate the urban heat island, and reduce energy demands provided it does not generate unacceptable adverse impacts.

Design Response: *Shade will be provided from trees and landscape features on site and in the surrounding area. The proposed surface parking area has been broken up to reduce amount of asphalt and provide as much landscaping as possible.*

11.C.1.30 Site Design: Policy 11.C.1.30 includes a number of factors to be considered through the Site Plan Control Process.

Design Response: *The various considerations included in Policy 11.C.1.30 have been addressed through the proposed design of the site. This includes: improvements to the aesthetic quality of the site from the public realm; the provision of safe, comfortable and function site circulation; and the incorporation of mitigating techniques to minimize adverse impacts onto adjacent properties.*

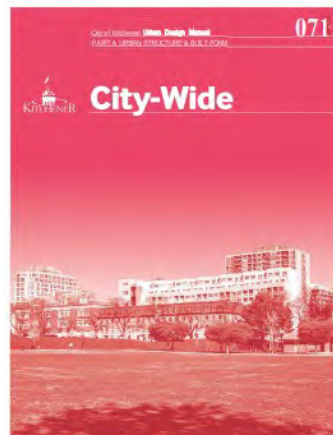
11.C.1.31 - 11.C.1.33 Building Design, Massing and Scale Design: The Official Plan contains three policies related to Building Design, Massing and Scale Design. These policies encourage redevelopment projects to create attractive streetscapes and to contribute to rich and vibrant urban places. These policies encourage attractive building forms, facades and roof designs which are compatible with surrounding buildings. For infill development, the policies encourage development which complement existing buildings and contribute to neighbourhood character, particularly if located within close proximity of a recognized cultural heritage resource. Architectural innovation and expression is also encouraged.

Design Response: *The proposed development includes architectural innovation and expression, and will provide a unique built form in the neighbourhood. The stacked townhouse buildings are proposed to be a contemporary style that will be a positive addition to an area predominantly comprised of single detached dwellings. The proposed development will improve the streetscape and will also enhance the surrounding public realm. The proposed development has been designed to compliment the surrounding low density residential building designs while providing an intensification of the site. The massing of the buildings has been designed accommodate the change in grade across the subject lands to maintain compatibility with surrounding residential uses.*

CITY OF KITCHENER URBAN DESIGN MANUAL

In September 2019 Council for the City of Kitchener approved a new Urban Design Manual which contains City-wide design guidelines as well as more specific guidelines that apply to various types of development and/or various locations within the City. These guidelines are to be reviewed and evaluated with all planning processes and approvals. The purpose of the Guidelines is to ensure that new development is consistent with the City's Vision for urban design. For the purpose of this Brief we have reviewed the most relevant sections of the Design Manual: City-wide Design; and Low-Rise Multi-Residential.

Section 11: Low-Rise Multiple-Residential is most applicable to the proposed development and the guidelines are reviewed in their entirety below. *Section 1: City-wide Guidelines* are also applicable, however, there are a number of overlapping directives and guidelines from *Section 11: Low-Rise Multiple-Residential*.



City-Wide Design Guidelines

The purpose of the City-Wide Design section of the Urban Design Manual is to set forth the universal design expectations which apply to all of Kitchener. This Section includes urban design objectives that are relevant to all geographies and building typologies and is divided into two sections: Community Design and Site Design. For the purpose of this brief we have focused on the Site Design guidelines which includes guidelines related to Built Form, Shared Spaces and Site Function with sub-categories within each of these sections.

The proposed development has appropriately considered the City-Wide guidelines as follows:

- The proposed development focuses height and mass where it provides the best public realm opportunities while minimizing impacts on surrounding lands.
- Massing techniques are incorporated into the building design including projections, recesses, variation in colour, materials and texture,

all of which help to reduce and diversify the massing of the building.

- The primary pedestrian site access is designed to be highly visible from and directly accessible from the public street.
- All building elevations will be designed to provide transparency, architectural continuity and visual interest. No blank walls are proposed. As a result of proposed windows and balconies there will be sufficient natural surveillance onto the surrounding public street.
- The proposed buildings will have a contemporary design, meaning the buildings will be designed with a present-day building style, with varied architectural details, materials, colours and textures.
- Lighting will be designed according to City standards and will be designed to minimize glare and light spilling onto surrounding areas.
- Energy-efficient lamps will be used and over lighting will be avoided.

Other sections of the City-Wide guidelines including Servicing and Utilities, Waste and Recycling and Snow Storage will be considered through the detailed site plan review process and prior to final site plan approval.

Low-Rise Multiple-Residential Design Guidelines

Section 11 of the UDM provides guidelines for the development of low rise multiple residential developments with emphasis on both Built Form and Site Design. Built form includes consideration for compatibility and building components. Site design includes consideration for inclusive design, sustainability, outdoor comfort, shared spaces, and site function. The following is a summary of how the proposed development has considered the guidelines related to Low Rise Multiple Residential Developments.

11.2.1 Compatibility: Guideline 11.2.1 provides that consideration for massing and placement as well as scale and transition of new multi-residential developments shall be considered to ensure good compatibility with existing surroundings.

***Design Response:** The proposed building facades have been broken up into distinct sections to ease the transition from single detached dwellings to attached product. The use of vertical articulation, columns and covered porches ensure the façades read as individual units rather than a large single mass. The built form has been designed to accommodate the grading of the subject lands and as noted provides a three storey façade height adjacent the residential property to the north, while transitioning to a 4 storey south facing façade adjacent the private road. This design integration of grading and building design minimizes impacts on surrounding properties from the proposed development. Second and third floor balconies also provide for animation in the building facades to soften the building mass and presence. It is our opinion the proposed massing establishes an appropriate relationship to the surrounding built form.*

A 1.8 metre high privacy fence is proposed along the north property line and provides a visual barrier between the proposed redevelopment and adjacent low rise residential lands.

The buildings have been oriented on site so that the majority of the views are onto the public right of way or internal to the site. Where views



overlook onto adjacent properties the building has been setback from the side lot line to provide distance between the adjacent residential use. Window and balcony placement will be designed to prioritize privacy for future residents and adjacent properties alike. The proposed development will additionally mitigate impacts of overlook and privacy through privacy screening where appropriate. The orientation and height of the proposed redevelopment is not anticipated to create any negative wind or shadow impacts to adjacent land uses.

When considering compatibility, it must be weighted against other planning objectives. The subject lands are located in proximity to an Urban Corridor which are primary intensification areas within the Region and City. The subject lands are an underutilized parcel adjacent to the King Street East Transit Corridor, and represent an intensification opportunity within the City's Built Up Area. The proposed development provides for the opportunity to redevelop this underutilized parcel in a manner which is compatible with the area. It is our opinion the proposed redevelopment of the subject lands establishes an appropriate transition and maintains a relationship to the surrounding built form.

11.2.2 Building Components: Guideline 11.2.2 provides a number of factors to be considered in the design of low-rise multiple-residential developments including; façade design, materials, porches, balconies and patios, entrances, and at-grade elements.

Design Response: *Contemporary building materials will be used to ensure that that proposed development reads as a contrast, and current unique architectural expression. Quality design and architectural detailing, and appropriate material use have been integrated into the design of the proposed development. Principal walls have windows along the street to provide casual surveillance and break up the building mass. Terraces and patios are also proposed.*

The proposed building design carefully considers the public realm by incorporating at grade landscaping , windows and at grade terraces. The entrances to buildings and units are directed to the public streetscape where possible.

Proposed façade treatments increase visual interest along the public streetscape, and will enhance the public realm. Materials and colours have been selected to ensure the site will be distinct, recognizable, and visually appealing.

11.3.1 Inclusive Design: Guideline 11.3.1 provides that safety, universal design, and arts and culture are to be considered in the design and incorporated where possible to ensure inclusivity in the design of new multiple-residential developments.

Design Response: *Basic concepts of Crime Prevention Through Environmental Design (CPTED) have been considered in the design of the proposed development. Section 3.4 of this brief provides a detailed response of these CPTED considerations.*

Principals of universal design including access, wayfinding, and the location of parking has been considered in the design of the proposed development. Barrier free sidewalks lead directly from the public street and private condominium lanes to the building entrances. Truck Movement Plans to be included with the complete site plan application will demonstrate adequate turning radii and space has been provided for emergency services, waste, and moving vehicles.

Opportunities for public art will be considered in the detailed landscape design for the subject lands. Site signage will be incorporated into the landscape and building design to mitigate visual clutter, improve wayfinding, and contribute to a 'sense of place' within the greater community.

11.3.2 Design for Sustainability: Guideline 11.3.2 provides that design for climate change should be considered in the design of new multiple-residential developments. Where possible the policy encourages the use of Low Impact Development standards, sustainable building features, providing space for community gardens, and using locally sourced construction materials where possible.

Design Response: *Strategies for green infrastructure and enhanced energy efficiency are incorporated into the site design (such as the installation of on-site infiltration galleries), so that residents can benefit from the multiple services provided by proposed amenity areas. LED lighting, Energy Star® rated appliances, low-flow faucets, toilets and showerheads, and enhancements to unit insulation are proposed as a means to reduce demands on energy, and to enhance the longevity of all fixtures. Tankless (direct heat) water heaters will be contemplated to reduce energy required to heat water within hot water tanks, reduce standby losses (i.e. energy wasted when hot water cools down in long pipe runs or while it's sitting in the storage tank), and to provide hot water immediately where needed, thereby reducing water consumption related to "letting the water run".*

The proposed buildings will meet or exceed building code requirements. Opportunities to implement sustainable/"green" building techniques have been explored and are described in the associated Sustainability Statement submitted with the OPA and ZBA applications. Locally sourced construction materials will be utilized where possible.

Urban heat island effect will be reduced through landscaping and the provision of separated parking areas as opposed to a single large surface parking area. Low Impact Development standards are to be employed in the detailed landscape design where possible.

11.3.3 Design for Outdoor Comfort: Guideline 11.3.3 provides new low-rise multiple-residential developments will consider the impacts of shadow, wind and other microclimatic impacts on their surroundings, and design to mitigate impacts where possible.

***Design Response:** Massing and building design has been thoughtfully designed to incorporate the natural grading conditions while maintaining a proposed building height of 3-4 storeys (approximately 13.5 metres). Sufficient building separation is provided to mitigate adverse impacts of shadows and wind on the subject lands and adjacent lands.*

11.3.4 Shared Spaces: Guideline 11.3.4 provides a number of factors to be considered in the design of shared spaces provided for low-rise multiple-residential developments including; outdoor amenity areas, mid-block connections and paths for pedestrians and cyclists, landscape areas, public art and signage

***Design Response:** A public amenity area is proposed at grade along the south of the subject lands. The amenity areas is proposed to provide flexible seating options, areas for sunlight and shaded areas. Consideration will be given to the incorporation of user amenities such as shared outdoor dining areas through the detailed landscape design.*

Future occupants wishing to seek alternative forms of transportation will have options for walking, biking, or public transit available. This will be facilitated by the provision of secure class A bicycle parking and the provision of class B bike racks for resident and visitor use.

Site signage may be incorporated into the landscape and building design to mitigate visual clutter, improve wayfinding, and contribute to a 'sense of place' within the greater community.

11.3.5 Site Function: Guideline 11.3.5 provides direction for infrastructure/facilities relating to vehicular access and parking, servicing and utilities, and waste and recycling for new low-rise multiple-residential development sites. Particularly, design consideration should be made to locate parking at the rear of buildings or underground, where possible, and to minimize the frequency of curb cuts for individual driveways for parking provided in front of a building.

***Design Response:** The site design provides for separated pedestrian and vehicular access to and from the subject lands. A single vehicular access for the 32 units is proposed from Morrison Road. Compared to the single detached lots with private driveways in the surrounding neighbourhood, the site design substantially minimizes curb cuts, provides increased space for on-street parking, and provides additional opportunities for landscaping adjacent the public street.*

All private servicing, meters, and utility elements will be integrated into the building and detailed landscape design to minimize their visual impact from the public realm and on-site shared spaces.

Waste and recycling facilities are proposed in the form of deep-well storage containers provided in a convenient and accessible location at the end of the private lane. A Truck Movement Plan to be included with the complete site plan application will demonstrate adequate turning radii and space has been provided for waste vehicles.

4.3 CONCLUSION

The proposed redevelopment presented in this Urban Design Brief generally conforms with the policies of the City of Kitchener's Official Plan and meets the urban design objectives as well as the site specific goals and objectives identified herein. Overall, the proposed redevelopment represents a unique opportunity to marginally increase the density of underutilized land within the City's Built-Up Area and increase the diversity of housing options available within the community, both of which contribute positively to the surrounding neighbourhood and provision of 'missing middle' housing stock.

In summary, the proposed development will:

- Achieve a high-quality of architectural design and construction that is innovative and timeless, contributing positively to the area and Kitchener's identity.
- Provide for intensification supportive of transit investment in the Region and alternative transit modes;
- Result in a pedestrian friendly development that supports and encourages multi-modal transportation, thereby minimizing future occupants' reliance on the automobile;
- Provide redevelopment sensitive to the existing and planned surrounding context;
- Create a strong visually appealing street edge along Morrison Road with enhanced landscape design;
- Result in a more efficient and sustainable use of the property, and;
- Increase the variety of unit types within the area by offering smaller multiple residential units at an attainable price point.

The proposed redevelopment is appropriate for this location and will contribute positively to the character and built form of the neighbourhood. The proposal additionally supports the vision to provide a variety of medium density residential uses through redevelopment on lands in proximity to the King Street East Transit Corridor and new transit focused neighbourhood planned.



NOTICE OF PUBLIC MEETING

for a development in your neighbourhood
7 Morrison Road



Have Your Voice Heard!

Date: **April 3, 2023**
Time: **7:00 p.m.**
Location: **Council Chambers,
Kitchener City Hall
200 King Street West
or Virtual Zoom Meeting**



Concept Drawing

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



Floor Space
Ratio of
0.9



Height of
3.5 Metres



Rear Yard
Setback of
6.0 Metres

The City of Kitchener will consider applications to amend the City's Official Plan and Zoning By-law to add a site-specific provision to increase the Floor Space Ratio (FSR) from 0.6 to 0.9, to permit a reduced rear yard setback of 5.5 metres instead of the required 7.5 metres, and to permit a 10 percent visitor parking rate to facilitate the development of 32 stacked townhouse units with 45 parking spaces.

From: Mike Seiling
Sent: Tuesday, October 25, 2022 12:26 PM
To: Brian Bateman
Subject: FW: Circulation for Comment - 7 Morrison Road (OPA/ZBA)
Attachments: [7 Morrison Road Agency Letter.pdf](#)

Building; No concerns

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Tuesday, October 25, 2022 10:07 AM
To: CPR (CP_Proximity-Ontario@cpr.ca) <cp_proximity-ontario@cpr.ca>; MTO - Allan Hodgins (Allan.Hodgins@ontario.ca) <allan.hodgins@ontario.ca>; 'clerks@cambridge.ca' <clerks@cambridge.ca>; _DL_#_DSD_Planning <DSD-PlanningDivision@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Carlos Reyes <Carlos.Reyes@kitchener.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Ellen Straus <Ellen.Straus@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; 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>; 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 - 7 Morrison Road (OPA/ZBA)

Please see attached. Additional documentation can be found in AMANDA folders 22-124797 & 22-124799 (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



City of Kitchener
COMMENT FORM

Project Address: 7 Morrison Road
Application Type: Official Plan Amendment OPA22/013/M/BB
Zoning By-law Amendment ZBA22/024/M/BB

Comments of: Environmental Planning – City of Kitchener
Commenter's Name: Carrie Musselman
Email: carrie.musselman@kitchener.ca
Phone: 519-741-2200 X 7068
Date of Comments: January 17, 2023

1. Plans, Studies and Reports submitted as part of a complete Planning Act Application:

- Arborist Report, 7 Morrison Road Kitchener ON, prepared by WSP Canada Inc., dated November 2022.

2. Site Specific Comments & Issues:

I have reviewed the study noted above to support an official plan and zoning bylaw amendment to permit a development that includes two stacked townhouse buildings with 16 units each (total of 32 units) with amenity areas and a private access road, and note:

- 1) An Arborist Report was submitted in support of the application. In summary, the report noted:
 - 1.1. No trees on applicant land will be preserved.
 - Of the trees being removed on the subject property, there are nineteen (19) in good condition, twelve (12) in fair condition, one (1) in poor condition, and two (2) are dead.
 - 1.2. Some trees on adjacent properties may be injured or require removal, they are:
 - 1.2.1. Canadian Pacific Railway Property
 - (16) sixteen of these trees will require permission to injure and/or remove as their driplines will be impacted by the proposed site grading. Generally, permission has been granted.
 - 1.2.2. Hospital property
 - (2) two trees will require permission to injure as their driplines will be impacted by the proposed site grading. Permission has been granted, the letter notes if the trees die within 5 years, they will be replaced at a 2:1 ratio.
 - (8) eight trees will require permission to remove. (6) six of the (8) eight trees are dead from Emerald Ash Borer. Permission has been granted; the letter notes the replacement of (2) two trees at a 2:1 replacement ratio.
 - 1.2.3. 25 Morrison Road, Kitchener ON
 - (7) seven trees will require permission to injure as their driplines will be impacted by the proposed site grading. Permission has been granted, the letter notes if the trees die within 5 years, they will be replaced at a 2:1 ratio.
 - (1) one tree will require permission to remove. Permission has been granted; the letter notes the replacement of two trees at a 2:1 replacement ratio.

- 2) In summary, the proposed new development and related grading works will require the removal of (44) forty-four individual trees.
- 3) Tree protection fencing is recommended to be installed around trees noted for retention.

An extensive landscape planting plan is proposed as part of the site plan process. The planting plan should aim to exceed the number of trees removed from site and so the Zoning By Law Amendment can be supported.

3. Conditions of Approval in Principal (AIP) and/or Full Site Plan Approval:

City Environmental Planning supports Approval-In-Principle (AIP) provided the following custom and/or modified conditions are incorporated into the AIP and/or Section 41 Development Agreement.

- The proposed development is in accordance with the Arborist Report, prepared by WSP Canada Inc., dated November 22, 2022.

4. Policies, Standards and Resources:

Tree Management

- As per Section 8.C.2.16. of the Official Plan, the City will require the preparation and submission of a tree management plan in accordance with the City's Tree Management Policy (available on the City's Website), where applicable, as a condition of a development application.
 - Any tree management plan must identify the trees proposed to be removed, justify the need for removal, identify the methods of removal and specify an ecologically sound tree replacement scheme and any mitigative measures to be taken to prevent detrimental impacts on remaining trees.
- 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 and the Development Manual.

Woodlands

- As per Section 8.C.2.17. of the Official Plan, the City will consider the importance of woodlands, not classified as significant, during the development review process by considering the following:
 - a) the potential impact of the proposed development, redevelopment or site alteration on the ecological functions of the woodland;
 - b) the impact of the proposed development, redevelopment or site alteration on the extent and distribution of woodland cover in the watershed, the city and the local planning community; and,
 - c) opportunities to restore or re-establish productive forest habitats consisting of native species following the completion of the proposed development.
- As per Section 8.C.2.18. of the Official Plan, the City will minimize the impact of development, redevelopment or site alteration on woodlands, not classified as significant through the implementation of appropriate mitigation measures, which may include compensation.

Hedgerows

- As per Section 8.C.2.19. of the Official Plan, when considering development, redevelopment or site alteration proposals, the City may require the protection and enhancement of hedgerows, especially where:
 - a) they link other elements of the Natural Heritage System;

- b) wildlife regularly use them as habitat or movement corridors;
- c) they are composed of mature, healthy trees;
- d) they contain trees that are rare, unique, culturally important or over 100 years in age; or,
- e) they contribute to the aesthetics of the landscape.

Natural Heritage Features

- The mapping and criteria for identifying individual natural heritage features is included in the Kitchener Natural Heritage System Technical Background Report (rev. June 2014).

City of Kitchener - Comment Form

Project Address: 7 Morrison Road

Application Type: OPA and ZBA

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

Commenter's name: Gaurang Khandelwal

Email: gaurang.khandelwal@kitchener.ca

Phone: 519-741-2200 x 7611

Written Comments Due: November 18, 2022

Date of comments: November 14, 2022

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

- Sustainability Statement – Official Plan and Zoning By-law Amendment, 7 Morrison Road, Kitchener, prepared by MHBC, dated September 26, 2022

2. Comments & Issues:

I have reviewed the documentation (as listed above) to support an Official Plan Amendment and a Zoning By-law Amendment to develop the subject lands with two stacked townhouse buildings with 16 units each, regarding sustainability and energy conservation and provide the following:

- Based on my review of the supporting documentation, some sustainability elements are being proposed and the development is contemplated to meet or exceed the Ontario Building Code.
- Although the Ontario Building Code (OBC) is advanced, going forward all developments will need to include robust energy conservation measures as the City (and Region of Waterloo) strive to achieve our greenhouse gas reduction target.
- It is strongly suggested that the proposed development achieve more efficient standards than the minimum OBC requirements.
- A Sustainability Statement (as per the City's Terms of Reference) will be required as part of a complete Site Plan Application.
- As the project evolves through the detailed design process, more progressive energy conservation and efficient design elements should be incorporated. Potential items for consideration:
 - Electric vehicle charging stations
 - Community / common gardens and urban agriculture
 - On-site composting
 - Green roofs

- Use of alternative water supply and demand management systems such as rainwater harvesting and grey water reuse
- Use of alternative or renewable energy systems or the capacity to incorporate such systems in the future

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

- Kitchener Official Plan Policy 7.C.4.4. Development applications will be required to demonstrate to the satisfaction of the City, through the completion of a Sustainability Report/Checklist in accordance with the Complete Application Requirements Policies in Section 17.E.10, that the proposal meets the sustainable development policies of the Plan and that sustainable development design standards are achieved.
- 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. Such studies may include, but not limited to an Energy Conservation Efficiency Study, a Feasibility Study for Renewable or Alternative Energy Systems, District Heating Feasibility Study, and the completion of a Sustainability Report/Checklist in accordance with the Complete Application Requirements Policies in Section 17.E.10.
- Kitchener Official Plan Policy 7.C.6.27. The City will encourage developments to incorporate the necessary infrastructure for district energy in the detailed engineering designs where the potential for implementing district energy exists.

4. **Advice:**

- As part of the Kitchener Great Places Award program every several years there is a Sustainable Development category. Also, there are community-based programs to help with and celebrate and recognize businesses and sustainable development stewards (Regional Sustainability Initiative - <http://www.sustainablewaterlooregion.ca/our-programs/regional-sustainability-initiative> and TravelWise - <http://www.sustainablewaterlooregion.ca/our-programs/travelwise>).
- The '[Sustainability Statement Terms of Reference](#)' can be found on the City's website under 'Planning Resources' at ... <https://www.kitchener.ca/SustainabilityStatement>

From: Real Estate Canada <Real_EstateCanada@cpr.ca>
Sent: Tuesday, December 20, 2022 12:01 PM
To: Brian Bateman
Subject: RE: Circulation for Comment - 7 Morrison Road (OPA/ZBA)

You don't often get email from real_estatecanada@cpr.ca. [Learn why this is important](#)

Good Afternoon,

RE: Comments on 7 Morrison Road (OPA/ZBA), within 500m of CP Rail line

Thank you for reaching out to us again and our apologies on the delay in responding to your request for comments on this development proposal in the vicinity of Canadian Pacific Railway Company. The safety and welfare of residents can be adversely affected by rail operations and CP is not in favour of residential uses that are not compatible with rail operations. CP freight trains operate 24/7 and schedules/volumes are subject to change. CP's approach to development in the vicinity of rail operations is encapsulated by the recommended guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities. The 2013 Proximity Guidelines can be found at the following website address: <http://www.proximityissues.ca/>.

CP recommends that the below condition be inserted in all property and tenancy agreements and offers of purchase and sale for all dwelling units in the proposed building(s):

"Canadian Pacific Railway and/or its assigns or successors in interest has or have a railway right-of-way and/or yard located adjacent to the subject land hereof with operations conducted 24 hours a day, 7 days a week, including the shunting of trains and the idling of locomotives. There may be alterations to, or expansions of, the railway facilities and/or operations in the future, which alterations or expansions may affect the living environment of the residents in the vicinity. Notwithstanding the inclusion of any noise and/or vibration attenuating measures in the design of the development and individual dwellings, Canadian Pacific Railway will not be responsible for complaints or claims arising from the use of its facilities and/or its operations on, over, or under the aforesaid right-of-way and/or yard."

Should the captioned development proposal receive approval, CP respectfully requests that the recommended guidelines be followed.

Thank you,

Real Estate Canada



Real_EstateCanada@cpr.ca

7550 Ogden Dale Road SE, Building 1
Calgary AB T2C 4X9

**** Please be advised that CP_Proximity-Ontario@cpr.ca will be deactivated as of January 31, 2023. Effective immediately, please ensure your contact email for CP Proximity-Ontario is updated to**

Real EstateCanada@cpr.ca to ensure your communication is received and replied to in a timely manner **

From: Brian Bateman <Brian.Bateman@kitchener.ca>
Sent: December 9, 2022 12:22 PM
To: CP Proximity-Ontario <CP_Proximity-Ontario@cpr.ca>
Subject: FW: Circulation for Comment - 7 Morrison Road (OPA/ZBA)

This email did not originate from Canadian Pacific. Please exercise caution with any links or attachments.

To Whom it May Concern,

Just following up on correspondence sent to CPR asking for comments regarding a development application located at 7 Morrison Road, Kitchener Ontario. Can you please advise when these comments will be forthcoming as the commenting period ended on November 18. Your comments are important to us as this proposal is adjacent to your railway line. Thank you.

Brian Bateman, MCIP, RPP
Senior Planner
City of Kitchener
519-741-2200 x7869

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Tuesday, October 25, 2022 10:07 AM
To: CPR (CP_Proximity-Ontario@cpr.ca) <cp_proximity-ontario@cpr.ca>; MTO - Allan Hodgins (Allan.Hodgins@ontario.ca) <allan.hodgins@ontario.ca>; 'clerks@cambridge.ca' <clerks@cambridge.ca>; _DL_#_DSD_Planning <DSD-PlanningDivision@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Carlos Reyes <Carlos.Reyes@kitchener.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Ellen Straus <Ellen.Straus@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; 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>; 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 - 7 Morrison Road (OPA/ZBA)

Please see attached. Additional documentation can be found in AMANDA folders 22-124797 & 22-124799 (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



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From: Trevor Heywood <theywood@grandriver.ca>
Sent: Tuesday, October 25, 2022 11:00 AM
To: Brian Bateman
Subject: RE: Circulation for Comment - 7 Morrison Road (OPA/ZBA)

Hey Brian,

This is not regulated by the GRCA and we have no comment.

Thanks,

Trevor Heywood, B.Sc.(Env.)
Resource Planner
Grand River Conservation Authority

400 Clyde Road, PO Box 729
Cambridge, ON N1R 5W6
Phone: 519-621-2763 ext. 2292
Email: theywood@grandriver.ca
www.grandriver.ca | [Connect with us on social media](#)

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Tuesday, October 25, 2022 10:07 AM
To: CPR (CP_Proximity-Ontario@cpr.ca) <cp_proximity-ontario@cpr.ca>; MTO - Allan Hodgins (Allan.Hodgins@ontario.ca) <allan.hodgins@ontario.ca>; 'clerks@cambridge.ca' <clerks@cambridge.ca>; _DL_#_DSD_Planning <DSD-PlanningDivision@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Carlos Reyes <Carlos.Reyes@kitchener.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Ellen Straus <Ellen.Straus@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; Feds <vped@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>; 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 - 7 Morrison Road (OPA/ZBA)

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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: Johnston, Jeremiah (MTO) <Jeremiah.Johnston@ontario.ca>
Sent: Monday, December 12, 2022 10:24 AM
To: Brian Bateman
Subject: RE: Circulation for Comment - 7 Morrison Road (OPA/ZBA)
Attachments: [7 Morrison Road Agency Letter.pdf](#); [16218E - Site Plan - July 18 2022 Plan.pdf](#)

Good afternoon Brian,

7 Morrison Road (OPA/ZBA)

The Ministry of Transportation has no objection to this application, inclusive of 2 stacked town house structures, 32 units total. The subject property (7 Morrison Road) is located beyond our limits of permit control and therefore MTO review, approval and permits will not be required.

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

From: Brian Bateman <Brian.Bateman@kitchener.ca>
Sent: December 9, 2022 3:08 PM
To: Johnston, Jeremiah (MTO) <Jeremiah.Johnston@ontario.ca>
Subject: FW: Circulation for Comment - 7 Morrison Road (OPA/ZBA)

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

Hello Jeremiah,
Just following up on attached correspondence sent to Allan regarding a development application at 7 Morrison Road. I presume you are taking this one over? If so, can you provide MTO comments at your earliest convenience. Thanks.
Brian

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Tuesday, October 25, 2022 10:07 AM
To: CPR (CP_Proximity-Ontario@cpr.ca) <cp_proximity-ontario@cpr.ca>; MTO - Allan Hodgins (Allan.Hodgins@ontario.ca) <allan.hodgins@ontario.ca>; 'clerks@cambridge.ca' <clerks@cambridge.ca>; _DL_#_DSD_Planning <DSD-PlanningDivision@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Carlos Reyes <Carlos.Reyes@kitchener.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Ellen Straus <Ellen.Straus@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang

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<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 - 7 Morrison Road (OPA/ZBA)

Please see attached. Additional documentation can be found in AMANDA folders 22-124797 & 22-124799 (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: Lenore Ross
Sent: Wednesday, February 8, 2023 5:06 PM
To: Brian Bateman
Subject: RE: Staff & Agency Comments

Thanks Brian,

The revised TPEP is acceptable and P&C have no additional concerns or comments for OPA22/013/M/BB and ZBA22/024/M/BB .

Regards,

Lenore

From: Brian Bateman <Brian.Bateman@kitchener.ca>
Sent: Friday, January 27, 2023 2:57 PM
To: Lenore Ross <Lenore.Ross@kitchener.ca>
Subject: FW: Staff & Agency Comments

Hi Lenore,
Happy Friday! Please see attached being sent from MHBC to address your comments. Please let me know if this is satisfactory.
Brian

From: Luisa Vacondio <lvacondio@mhbcplan.com>
Sent: Thursday, January 19, 2023 11:33 AM
To: Brian Bateman <Brian.Bateman@kitchener.ca>
Cc: Pierre Chauvin <pchauvin@mhbcplan.com>
Subject: FW: Staff & Agency Comments

Hi Brian,

Thanks for accommodating a quick meeting with us yesterday – hopefully tonight’s meeting goes off smoothly.

As I mentioned yesterday, please find attached the revised Arborist Report and TMP that we’ve received from the client to address the comments from Park and Cemeteries.

With regards to the urban design comments that Katey has provided, it seems that many of these comments are more specific to building design and/or site plan details. Can you discuss with Katey and advise if you would be comfortable with deferring these matters to the future site plan application?

Thank you,
Luisa

LUISA VACONDIO, BES | Planner

I am currently working remotely and can best be reached at lvacondio@mhbcplan.com

MHBC Planning, Urban Design & Landscape Architecture

540 Bingemans Centre Drive, Suite 200 | Kitchener | ON | N2B 3X9 | T 519 576 3650 |
F 519 576 0121 | lvacondio@mhbcplan.com

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

Sent: December 21, 2022 4:05 PM

To: Luisa Vacondio <lvacondio@mhbcplan.com>

Cc: Pierre Chauvin <pchauvin@mhbcplan.com>

Subject: RE: Staff & Agency Comments

Please see attached comments received to date. I still require comments from the Region, CP and Environmental Planning -Carrie will be sending hers soon – before I can recommend this for approval. In addition, UD has raised some concerns to be addressed. Please contact me should you have any comments or questions.

Brian

From: Brian Bateman

Sent: Wednesday, December 21, 2022 9:31 AM

To: 'Luisa Vacondio' <lvacondio@mhbcplan.com>

Subject: RE: Staff & Agency Comments

This is perfect...thank you! I will be sending you staff/agency comments I have received so far by weeks end.

Brian

From: Luisa Vacondio <lvacondio@mhbcplan.com>

Sent: Wednesday, December 21, 2022 9:15 AM

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

Subject: RE: Staff & Agency Comments

Hi Brian,

Just seeing this now – attaching the Word version of the PJR for 7 Morrison. Please confirm receipt and if this is what you were looking for.

Thanks,
Luisa

From: Brian Bateman <Brian.Bateman@kitchener.ca>
Sent: December 20, 2022 9:33 AM
To: Luisa Vacondio <lvacondio@mhbcplan.com>
Subject: RE: Staff & Agency Comments

Hi Luisa,
Favour to ask: Could you please send me the Word document of your planning report. I want to get started on the report. Thanks.
Brian

From: Brian Bateman
Sent: Friday, December 9, 2022 3:00 PM
To: Pierre Chauvin <pchauvin@mhbcplan.com>; Luisa Vacondio <lvacondio@mhbcplan.com>
Subject: Staff & Agency Comments

Hi Pierre & Luisa,
Just want to let you know the commenting period was over but I am still waiting for comments from the Region and CPR and I guess MTO – but unsure if they will have anything to major to say here In any event, I have sent follow up emails to the Region and CPR and will send over what I have received to date very shortly.

Brian Bateman, MCIP, RPP
Senior Planner
City of Kitchener
519-741-2200 x7869

City of Kitchener
OPA/ZBA Comment Form

Project Address: **7 Morrison Road**

File Number: OPA22/013/M/BB and ZBA22/024/M/BB

Comments Of: Policy Planning

Commenter's Name: John Zunic

Email: john.zunic@kitchener.ca

Phone: 519.741.2200 ext. 7685

Date of Comments: December 1, 2021

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

1. Planning Context:

- The site is located within a “Community Area” on the Urban Structure map of the Official Plan (Map 2) and has a “Low Rise Residential” land use designation on Map 3: Land Use.
- Policy 3.C.2.50 of the Official Plan notes that the planned function of Community Areas is to provide for residential uses as well as non-residential supporting uses intended to serve the immediate residential areas.
- Policy 3.C.2.52 of the Official Plan states “Limited intensification may be permitted within Community Areas in accordance with the applicable land use designation on Map 3 and the Urban Design Policies in Section 11. The proposed development must be sensitive to and compatible with the character, form and planned function of the surrounding context.”
- Policy 15.D.3.10 of the Official Plan indicates that the net residential density for lands which are designated Low Rise Residential will be a maximum of 30 units per hectare. Further, Policy 15.D.3.11 of the Official Plan indicates that the maximum FSR for Low Rise Residential lands is 0.6.
- The property is currently zoned R-6 in Zoning By-law 85-1 and RES-5 in Zoning By-law 2019-051. Special Use Provision 201U as part of Zoning By-law 85-1 applies to the property and indicates that “...a craftsman shop only for a sign making business shall also be permitted in accordance with the regulations set out in Section 12.2.”

- [Section 40.6](#) of the City of Kitchener Zoning By-law 85-1 indicates that the Maximum Floor Space Ratio for properties zoned R-6 is 0.6.
- “Table 7-5: For Cluster Townhouse Dwelling Units” in Zoning By-law 2019-051 indicates that the Maximum Floor Space Ratio for Cluster Townhouse Dwelling Units on lands zoned RES-5 is 0.6
- This process recognizes that there is a housing crisis and climate emergency currently impacting Kitchener.
- Based on the policy framework identified above and policy analysis contained within the Planning Justification Report prepared as part of this application, Policy Planning staff are supportive of the proposed Official Plan Amendment and Zoning By-law Amendment for 7 Morrison Road.
- Policy Planning staff encourage a reduction in the drive aisle width as a site plan consideration, in keeping with requirements for fire access and truck turning movements, in an effort to reduce the amount of impermeable surface on the site.

Preliminary Comments



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

Shilling Yip (226) 753-1064 (C)
Files: D17-40/2/22013
C14-60/2/22024

February 8, 2023

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

Dear Mr. Bateman:

Post Circulation Comments
OPA 22/013/M/BB
ZBA 22/024/M/BB
Klondike Homes Ltd.
7 Morrison Road
CITY OF KITCHENER

Region staff has reviewed the above-noted applications and provides the following comments for your consideration at this time. The applicant is proposing Official Plan Amendment and Zoning By-law Amendment for the development of two (2) stacked townhouse buildings with 16 units each, for a total of 32 units. The proposed residential development also includes amenity areas, a private access road, 45 parking spaces and secure indoor bicycle storage spaces.

The OPA is to add a special policy area to the Low Rise Residential designation in order to permit a maximum floor area ratio (FSR) of 0.9 and a density exceeding 30 units per hectare. The ZBA is to re-zone the lands from R-6 to RES-5 with site specific for FSR, building height, parking, visitor parking and rear yard relief.

The lands are designated Urban Area “Built-Up Area” and within the “Central Transit Corridor” on Map 3a in the Regional Official Plan (ROP). Lands included within the Built-Up Area are intended to accommodate the majority of the Region’s growth within

the time horizon of the ROP. This development will contribute to the intensification target within the Built-Up Area.

Water Services

Water Services Engineering and Planning staff has reviewed the Functioning Servicing and SWM Report and have the following comment: In detailed design, the applicant must vacuum excavate the regional watermain, in daylight, to confirm the depth and horizontal/vertical alignment to ensure there is no conflict with the proposed sanitary servicing. Please submit engineering drawings for review.

Hydrogeology & Water Programs (Source Water Protection)

Hydrogeology and Water Program (HWP) staff has indicated the proposed development falls within the WHPA D for the Fountain Street wellfield and the Hidden Valley Intake (IPZ 3).

Staff has requested that a prohibition on geothermal energy systems as defined in the Regional Official Plan be included in the Zoning By-law amendment for the subject property. Proposed wording,

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

Salt Management Plan

A Salt Management Plan (SMP) will be required as part of site plan for private parking lots and/or private roadways. Implementation of the SMP may be secured through future Planning Act applications.

As part of the SMP, HWP would encourage the proponent to incorporate design considerations with respect to salt management, including:

- Ensure that cold weather stormwater flows are considered in the site design. Consideration should be given to minimize the transport of meltwater across the parking lots or driveway. This also has the potential to decrease the formation of ice and thereby the need for de-icing.
- Directing downspouts towards pervious (i.e. grassy) surfaces to prevent runoff from freezing on parking lots and walkways.
- Locating snow storage areas on impervious (i.e. paved) surfaces.
- Locating snow storage areas in close proximity to catchbasins.
- Using winter maintenance contractors that are Smart About Salt™ certified.
- Using alternative de-icers (i.e. pickled sand) in favour of road salt.

The proponent is eligible for certification under the Smart About Salt™ program for this property. Completion of the SMP is one part of the program. To learn more about the program and to find accredited contractors please refer to: <http://www.smartaboutsalt.com/>. Benefits of designation under the program include cost savings through more efficient use of salt, safe winter conditions by preventing the formation of ice, and potential reductions in insurance premiums.

Corridor Planning

Functional Servicing and Stormwater Management (SWM) Report

The subject lands do not abut directly King Street East (Regional Road 08), but the CPR/Grand River Railway Company (GRR) lands abutting these lands directly abut the Regional road.

The Functional Servicing & SWM Report dated September 21, 2022 prepared by JPE Engineering has concluded that the required services are available for the proposed development. With respect to storm water management, the report has found that currently the side sheet flows into the King Street right-of-way through swales/ditches, ultimately to a creek on the south side of the road. The report confirms that under developed conditions the flows will be attenuated to pre-existing levels and will be discharged into road side ditch along Morrison Road. The report indicates a detailed SWM report will be prepared at the Site Plan stage when more details are available.

The following points need to be clarified/noted further:

- a) The report mentioned that the soils are non conductive and a cash-in-lieu will be the option for the SWM drainage. Clarification is required, whether there will be any concentrated storm flow or a storm connection directly within the King Street right-of-way from the SWM management system.
- b) Will there be more than the current flows than under the existing conditions as a result of this cash-in-lieu option?
- c) If yes for the above, is there sufficient capacity to take the discharge in the existing system? More details must be provided in this regard.
- d) A Sanitary connection is proposed within the King Street right-of-way. Please note that this will require Regional approval through a separate process of Municipal Consent. Additional comments, if any, will follow.

Environmental Noise

The Environmental Noise Study dated August 3, 2022 prepared by JPE Engineering is currently under review. The following clarifications are required:

- a) The proposed development is within a 75m vibration influence zone as per Railway Proximity Guidelines. No assessment of vibration is included in the report. A vibration study will be required to confirm that railway vibration from the

CPR is not a concern, and does not require any mitigation measures in the building design. This may be secured through the use of a holding provision.

- b) It appears that the railway noise is based on the 2015 railway data. Please confirm that the data used in this regard will remain valid for future 10 years rail traffic forecasts. Alternatively, a conservative approach be used to calculate the future rail traffic.
- c) Please confirm that the noise levels from road and rail noise are combined together for reaching the ultimate noise levels at the assessment points. This is unclear in the report.
- d) The OLA location appears to be analysed very close to the proposed noise barrier. A central location should be analysed to assess the noise impacts for the OLA.
- e) The proposed noise barrier is only few metres from the railway. Please confirm that any specific vibration design is not required, a typical design detail for the proposed noise barrier be added in the report.
- f) Maintenance arrangements for the proposed noise barrier be confirmed by City of Kitchener staff and be detailed in the report.

The above matters may be addressed prior to adoption of the ZBL amendment or secured through the use of a holding provision.

Conditions for Site Plan Application

Site Grading & Stormwater Management

Storm sewers within the Regional road right-of-way are generally sized and designed to only accommodate stormwater from the right-of-way and in some instances off road surface drainage under existing conditions. A private stormwater connection to any storm sewer on King Street East (RR #08) will be discouraged where an alternate stormwater connection is available, including infiltration if soil conditions and Source Protection under the Clean Water Act permit, or if it is determined that the King Street East storm sewer does not have the sufficiency (condition and capacity) to accommodate private stormwater flows from this site. It is the responsibility of the applicant's engineering consultant to determine an appropriate stormwater outlet from this site and the sufficiency of the receiving storm system if there is no other option available and to include this information in the stormwater management report. The applicant or their consultant should contact Mr. Malcolm Lister, Manager, Technical Services for the Region of Waterloo at 519-575-4432 or mlister@regionofwaterloo.ca to determine if any engineering plans and/or further technical information for King Street East (RR #08) is available which may be of assistance.

The applicant must submit electronic copies of detailed Site Grading & Drainage Control Plan(s) and Site Servicing Plan(s) along with a SWM report for Regional review and approval. This should include drainage details for the subject property, abutting properties and the public road allowance so as to ensure compatible drainage and to show thereon all existing and proposed connections to the municipal storm sewers, sanitary sewers and water mains and all detailed erosion and siltation control features, all to the satisfaction of the Regional Municipality of Waterloo.

The site grading must be compatible with the existing road grades and any future project of King Street East (RR #08). The site must be graded in accordance with the approved plan and the Regional Road allowance must be restored to the satisfaction of the Regional Municipality of Waterloo.

Transit Planning

There will be no transit requirements for the proposed development. However, staff note the following points:

- This area is well-served by Routes 204 iXpress (two-way) and Route 27. Beginning in May 2022, Route 27 will be revised to operate in a one-way loop northbound on Morrison.
- Pedestrian infrastructure along Morrison Road is lacking in this vicinity. The City undertook some underground works in this area last year, and the sidewalk on the west side of Morrison may have been constructed as part of this project. The City should consider a sidewalk on east side of Morrison Road and pedestrian connections from the proposed development to help use of transit service in the area.

Airport Zoning (Advisory Comments)

The subject lands are located within the 6 km Development Regulation Area (Transport Canada). For further information in this regard please contact:

Jordan Vander Veen, Senior Engineer, Design and Construction (Airport)

519.648.2256 ext. 8514 Email: jvanderveen@regionofwaterloo.ca

Site Servicing / Work Permit / Municipal Consent

A Municipal Consent will be required for the installation of any new/update to / removal of the existing services within the King Street right-of-way.

Also, 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. For further information in this regard, please visit <https://rmow.permitcentral.ca/>

Conditions for Condominium / Consent Application Stage

Detailed Environmental Noise Study

Pending acceptance of the above-mentioned Noise Study, the recommendations of the above noised study will be implemented through a registered agreement with the Region of Waterloo; as a regional condition for any future Plan of Condominium/Consent application(s) as may be required for the proposed development.

Although, the requirement of a detailed noise study may not be a condition of Site Plan application, it is strongly recommended that the proponent undertake a detailed noise study and construct the site/buildings/units accordingly to avoid any retrofit at a later stage. It's the proponents' responsibility to ensure that there are no environmental noise impacts from/on the proposed development.

Land Use Compatibility

The subject property is immediately adjacent to the Grand River Hospital Freeport site. Staff recommends a warning clause (Type E) pursuant to NPC-300 be included in all offers to purchase and/or lease agreements. Proposed wording for the warning clause reads,

"Purchasers/tenants are advised that due to the proximity of the adjacent hospital facility/Freeport Hospital, noise from Freeport Hospital may at times be audible."

This requirement should be secured through a registered agreement with the City of Kitchener as part of any future Planning Act application, including consent or plan of condominium .

Record of Site Condition (RSC)

A RSC is required according to the Region's guideline on site contamination. There are high and medium threats in the Region's Threats Inventory Database for the adjacent property to the west at 3570 King St E (Grand River Hospital – Freeport Campus). There is also a rail line to the south of the site which would be considered a medium threat.

The RSC requirement was noted in the pre-submission comments, but it does not appear that an RSC has been filed in the interim. The RSC along with the MECP Acknowledgement will be required prior to adoption of the ZBL amendment, or secured through the use of a holding provision.

Environmental Planning

No comments.

Archaeology

No comments.

Housing

General

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

- Regional Strategic Plan
 - Objective 4.2 requires the Region to make affordable housing more available to individuals and families.
- 10-Year Housing and Homelessness Plan
 - contains an affordable housing target which is that 30% of all new residential development between 2019 and 2041 in Waterloo Region is to be affordable to low and moderate income households.
- Building Better Futures Framework
 - shows how the Region plans to create 2,500 units of housing affordable to people with low to moderate incomes by 2025.
- Region of Waterloo Official Plan
 - Section 3.A (range and Mix of Housing) contains land use policies that ensure the provision of a full and diverse range and mix of permanent housing that is safe, affordable, of adequate size, and meets the accessibility requirements of all residents.

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 in the section on affordability. Should this development application move forward, staff recommend that the applicant 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.

Affordability

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	\$385,500
--	-----------

annual household income for low and moderate income households	
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.

Please do not hesitate to contact Judy Maan Miedema directly by email at JMaanMiedema@regionofwaterloo.ca should you have any questions or wish to discuss in more detail.

Proposed Zoning By-law Amendment

As noted above under HWP comments, staff has requested that a prohibition on geothermal energy systems as defined in the Regional Official Plan be included in the Zoning By-law amendment for the subject property. Proposed wording provided above.

Staff recommends the use of a holding provision to secure the completion of a railway vibration study, Record of Site Condition (if not completed and MECP acknowledged prior to adoption of ZBL amendment), and final acceptance of the environmental noise study noted above.

Regional Development Charges

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

Other

Staff acknowledges the Region's required review fees for the OPA and ZBA applications were received November 3, 2022.

Region staff has no objection to proceeding with a City staff recommendation to Kitchener Council subject to the above-noted comments.

If you have any questions, please feel free to contact me (226) 753-1064 (c).

Yours truly,



Shilling Yip, MCIP, RPP
Senior Planner

cc. Pierre Chauvin, MHBC Planning

City of Kitchener

Application Type: Official Plan and Zoning By-law Amendments

Application: Official Plan Amendment OPA22/013/M/BB

Zoning By-law Amendment ZBA22/024/M/BB

Project Address: 7 Morrison Road

Comments of: Transportation Services

Commenter's Name: Dave Seller

Email: dave.seller@kitchener.ca

Phone: 519-741-2200 ext. 7369

Date of Comments: November 17, 2022

- a. After reviewing the Scoped Traffic Impact Study (August 25, 2022) submitted by R.V. Anderson Associates Limited (RVA), Transportation Services offer the following comments.

The applicant is proposing to development 32 stacked townhouse units, with one full move vehicular access provided along Morrison Road. The development is estimated to generate 12 AM and 12 PM peak hour vehicle trips.

Under the forecasted 2028 Future Total Traffic Volumes, Morrison Road at the site access point is operating with sufficient vehicle capacity, vehicle delays not exceeding LOS B and no vehicle queueing concerns in either the AM or PM peak hours. Also, there are no recommendations to provide additional physical capacity near this access in response to the site generated traffic.

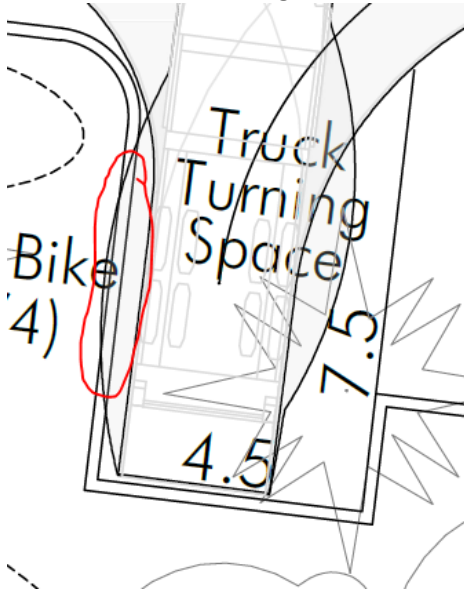
The forecasted 2028 Future Total Traffic Volumes at the intersection of King Street East and Morrison Road is currently operating with reserve capacity, minimal delays, and no queueing issues for most vehicle movements. The one movement experiencing delay is the southbound movement along Morrison Road at King Street East, in the PM peak hour. This is due to the higher traffic volumes on King Street East, where fewer gaps are provided for southbound vehicles along Morrison Road. This results in the southbound movement experiencing delays of approximately two minutes in the 2028 horizon year, without the subject development traffic. However, despite the delay, the low volumes result in reserve capacity for the movement (v/c ratio does not exceed 0.44) and minimal queueing (approximately two (2) vehicles). With the inclusion of site generated traffic, delays increase marginally by approximately 10 seconds, but the movement is still operating with reserve capacity and queues are not impeding on the proposed site access.

A stopping sight distance (SSD) analysis was completed along Morrison Road at the site access utilizing the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads. Based on a 40km/h speed limit, a 50km/h design speed, where a 65m SSD is recommended. However, Morrison Road has an approximate 8% downgrade while travelling south towards King Street East. To account for the slope along Morrison Road, RVA utilized TAC methodologies yielding

an increased SSD of 73m from the recommended 65m. Based on RVA field observations, a SSD of 74m was achieved along Morrison Road, exceeding the recommended SSD.

Therefore, based on the field analysis completed by RVA, the proposed site access location should provide sufficient stopping sight distance for oncoming vehicles along Morrison Road. Also, the traffic generated by this development will have minimal impact on the surround road network.

- b. The Garbage Truck Turning Movement 1 plan submitted by MHBC for the “Wayne Titan” design vehicle illustrates a conflict with the concrete curbing noted below in red. Transportation Services recommends correcting this conflict.



- c. As part of the City of Kitchener's Official Plan, Morrison Road is designated for a road widening, with an ultimate road width between King Street East and Manor Drive of 20 metres. Therefore, a conveyance of a portion of lands along the Morrison Road frontage is required. The approximate location of the widening is noted below in red hatching. A reference plan be submitted noting the road widening.



Not to scale

From: Katey Crawford
Sent: Friday, March 10, 2023 9:16 AM
To: Brian Bateman
Subject: RE: 7 Morrison - Updated Urban Design Brief

Hi Brian,

The last page of the brief includes the previous outdated rendering. That page will need to be updated with the new rendering concept. I have no other concerns besides that.

Thanks,

Katey

From: Brian Bateman <Brian.Bateman@kitchener.ca>
Sent: Thursday, March 9, 2023 5:56 PM
To: Katey Crawford <Katey.Crawford@kitchener.ca>
Subject: FW: 7 Morrison - Updated Urban Design Brief

Hello Katey,
Can you please confirm this is acceptable. Thanks.
Brian

From: Luisa Vacondio <lvacondio@mhbcplan.com>
Sent: Thursday, March 9, 2023 3:11 PM
To: Brian Bateman <Brian.Bateman@kitchener.ca>
Cc: Pierre Chauvin <pchauvin@mhbcplan.com>; Paul Florica <paul@klondikehomes.com>
Subject: 7 Morrison - Updated Urban Design Brief

Good Afternoon Brian,

Please find attached the revised Urban Design Brief for inclusion in your final staff report package, which reflects the changes to the site plan and elevations. Let us know if there is anything else you'll need from us to complete your report.

Thanks,
Luisa

LUISA VACONDIO, BES | Planner

I am currently working remotely and can best be reached at lvacondio@mhbcplan.com

MHBC Planning, Urban Design & Landscape Architecture

540 Bingemans Centre Drive, Suite 200 | Kitchener | ON | N2B 3X9 | T 519 576 3650 |
F 519 576 0121 | lvacondio@mhbcplan.com

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From: Planning <planning@wcdsb.ca>
Sent: Thursday, November 17, 2022 5:24 PM
To: Brian Bateman
Subject: RE: Circulation for Comment - 7 Morrison Road (OPA/ZBA)
Attachments: RE: Notice of (OPA/ZBA/SP) Pre-submission Consultation Meeting - 7 Morrison Road

Good Afternoon Brian,

The Waterloo Catholic District School Board has reviewed the subject application and based on our development circulation criteria have no new comments beyond those submitted for the presubmission consultation. Those comments are attached to this email.

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, October 25, 2022 10:07 AM
To: CPR (CP_Proximity-Ontario@cpr.ca) <cp_proximity-ontario@cpr.ca>; MTO - Allan Hodgins (Allan.Hodgins@ontario.ca) <allan.hodgins@ontario.ca>; 'clerks@cambridge.ca' <clerks@cambridge.ca>; _DL_#_DSD_Planning <DSD-PlanningDivision@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Carlos Reyes <Carlos.Reyes@kitchener.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Ellen Straus <Ellen.Straus@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; 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>; 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>; 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 - 7 Morrison Road (OPA/ZBA)

Caution - External Email - This Message comes from an external organization. Do NOT click on unrecognized links or provide your username and/or password.

Please see attached. Additional documentation can be found in AMANDA folders 22-124797 & 22-124799 (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



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From: Kashels [REDACTED]
Sent: Tuesday, November 22, 2022 11:40 AM
To: Brian Bateman
Cc: Dave Schnider
Subject: Fw: 7 Morrison Road Proposed Development Feedback

You don't often get email from [REDACTED]

From: Kashels
Sent: Wednesday, November 16, 2022 8:16 PM
Subject: 7 Morrison Road Proposed Development Feedback

Dear Mr. Bateman,

My name is Baldev (Roger) Lubhaya, living at [REDACTED] Our family recently received your feedback notice for a proposed development in our neighborhood at the intersection of King St. E & Morrison Rd. I am quite concerned and question the appropriateness of this new high density development.

I am sure you are aware a similar high density development was built a couple of years ago near our house. Since that development was completed, our neighbourhood has experienced a fundamental negative impact on its safety, serenity, and flavour. Now you wish to double-down with a second high-density development right across the road from the first! This is most outrageous and uncalled for. We can see no benefits or justification for this imposition.

What was once a relatively peaceful and quiet road has become a busy, noisy, and dangerous thoroughway due to the drastic number of new tenets and drivers that have flooded the area. Morrison Road was not designed for such heavy vehicle and pedestrian traffic. The noise and air pollution have gotten noticeably worse given the increase in traffic. There is also the matter of speeding and unsafe driving. Cars squeal their tires and accelerate dangerously fast by our house almost daily. This was rarely the case beforehand. As well, numerous pedestrians are walking directly on the road at all hours of the day, including young kids, joggers, pets, people pushing their strollers, etc. This creates high-risk situations for both drivers and pedestrians as there are no sidewalks in the area and the road is just too narrow.

During the summer we have cars speeding past the curve near our house and in the winter we have traffic jams. This is due to the hazardous conditions prevalent especially after a snowfall. Not just due to the slippery conditions but because city buses are too large to safely navigate the sharp curve near our house because the snow banks pile up too high and are not cleared properly. This ultimately leads to even narrower roads, traffic jams, and near misses of on-coming vehicles. Finally, the bus is also prone to cancellation during slippery conditions as it is unable to navigate up the sharp hill at the intersection. As such, placing hundreds of new people unable to access public transportation in this location may not be the wisest plan.

Next, there is the train tracks adjacent to the intersection of King and Morrison. I would question the ethics of placing another high density development near these tracks that are travelled daily by cargo trains. I am sure there will be many young families with children that could play on the tracks, as well numerous new cars crossing these tracks. This formula can only lead to a tragedy over time. As such, I see no benefits of placing a second high-density development right next to train tracks. There is also the noise pollution as the train passes by every night and blows its horn. It's not too loud by our house, but I can imagine future tenants finding the the daily noise of both the horn and the train passing-by a major nuisance.

Unfortunately, before this development was built two years ago, we went through the same process of neighbourhood feedback. At the time we voiced our strong opposition to the development but all these objections fell on deaf ears. Will we be going through déjà vu with this new development feedback process where the families living here have no say?

Enough damage has already been done by building these 64 units on our street, we do not want or need anymore! From my last experience, it seems the planning department and builder had all come to an agreement beforehand and the neighbourhood feedback was just a formality. I hope this time, all parties are listening in good faith and giving serious consideration to our concerns, including cancelling this project.

Please provide this following information before the scheduled meeting:

1. Name of the developer.
2. Was this developer the same as the previous one, or have any relation to the previous one?
3. Is the developer waiting for your department's consent?
4. What is the criteria for consent?
5. What is the criteria for rejection?
6. If this development were to proceed against all opposition, what would be intangible and tangible benefits to the neighbourhood?
7. How will near-by property prices be impacted in the short, medium and long-term given the higher air pollution, vehicle traffic, noise, unsafe conditions, etc.?
8. Are there any future plans to create more high-density developments in the surrounding area?

Thank you for your time and please feel free to contact me if you wish to discuss.

Sincerely,

Roger Lubhaya

CC: dave.schnider@kitchener.ca

I am copy this to my councilmen and our mayor also a petition signed by the neighbors

From
Kashels Family Place Ltd

.

Roger Lubhaya GM

[REDACTED]

From: Donald E. Lougheed [REDACTED]
Sent: Wednesday, November 2, 2022 10:43 AM
To: Brian Bateman
Subject: 7 Morrison Road

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

Hi Brian further to our discussion this morning, I am interested in the intersection of Morrison Road and King Street and the proposal near that intersection.

Don Lougheed

P.S. Are you related to Carl Bateman?