

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

**CITY OF KITCHENER
890-900 King Street West**

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INDEX

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

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SECTION 1 – TITLE AND COMPONENTS

This amendment shall be referred to as Amendment No. XX to the 1994 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 Special Policy to the K-W Hospital Secondary Plan in the 1994 Official Plan and to amend Map 18 – K-W Hospital Secondary Plan to increase the maximum permitted density on the lands, municipally known as 890-900 King Street West, to facilitate the redevelopment for a 25 storey, mix use building with ground floor commercial, 231 residential units and 108 parking spaces. The proposed development contains a single residential tower on top of a mixed use podium base. The tower has been oriented towards the intersection of King Street West and Pine Street. Ground floor commercial units are proposed facing King Street West and all parking is located underground or within the podium. The development contains a range of unit sizes and types. The primary vehicular access to the development will be from King Street West. A secondary vehicular access is provided from Dodds Lane which primarily provides access to the visitor parking.

SECTION 3 – BASIS OF THE AMENDMENT

The subject lands, 890-900 King Street West, are located at the northeasterly corner of King Street West and Pine Street. The subject lands are located within the designated Built-Up Area and are also located within a Major Transit Station Area. The lands are designated Mixed Use Corridor in the K-W Hospital Secondary Plan, which forms part of the 1994 Official Plan. The Mixed-Use Corridor designation in the K-W Hospital Secondary Plan encourages higher density, mixed use development and redevelopment.

The proposed development has been reviewed relative to applicable Provincial and Regional Policies. These policy documents provide the following direction:

- The goals of the Provincial Policy Statement (PPS) is to provide a vision for land use planning in Ontario that encourages the efficient use of land, resources and public investment in infrastructure. A mix of land uses are encouraged to provide choice and diversity. A variety of transportation modes to facilitate pedestrian movement, less reliance on the automobile, and use of public transit is encouraged as a means of creating more sustainable, livable and healthy

communities. The PPS encourages development that will provide for long-term prosperity, environmental health and social well-being.

- The PPS provides that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources.
- The proposed development is located within an area planned for intensification. The Growth Plan prioritizes intensification within strategic growth areas which include both Major Transit Station Areas and brownfield sites, both of which applies to the subject lands. The proposed development meets the criteria of the Places to Grow Policy by planning a development for intensification within a Major Transit Station Area that is of an appropriate scale to support the transit infrastructure and utilizes existing services.
- The Region's Official Plan (ROP) states that most of the region's future growth should be directed to Urban Growth, Centres, Major Transit Station Areas, Reurbanization Corridors, Major Local Nodes and Urban Designated Greenfield areas. Generally, these areas should create a more compact urban form.
- The ROP promotes medium and higher density development as close as possible to the transit stop to support higher frequency transit service and optimize transit rider convenience;

The current policy framework of the City under the K-W Hospital Plan permits mixed development at floor space ratio of 4.0 whereas the proponent is requesting 10.1. These policies pre-date a number of policy documents including the current Provincial Policy Statement, the current Growth Plan, the current Regional Official Plan and the 2014 City of Kitchener Official Plan. When the City's Official Plan was updated in 2014 the Secondary Plans, including the K-W Hospital Plan, were deferred in order to complete more detailed PARTS planning and the related Neighbourhood Review process. These Secondary Plans are in the process of being updated, with final approval pending the Regional review of its Official Plan which is currently underway.

In order to implement the proposed mixed-use development, an amendment to the Secondary Plan is required to increase the Floor Space Ratio from 4.0 to 10.1. This increase is appropriate given the location within a Major Transit Station, the adjacency to the Grand River Hospital ION stop, the location along a major Regional Road, and the ability to design the site in manner which minimizes impacts on surrounding development. The subject lands do not directly abut low-rise residential development and are separated from the closest low-rise residential properties by Dodds Lane and other non-residential uses. It has been demonstrated the increased density across from the ION stop is supportable and compatible with the objectives of the PARTS Plans. The proposed development is consistent with the Provincial Policy Statement and conforms to the Growth Plan and the Region of Waterloo Official Plan. The proposed development implements broader policy direction as it relates to implementation, and reflect the City's 2014 Official Plan, which identifies Major Transit Station Areas as primary intensification areas. The subject land are also a Brownfield site. Brownfields are also considered priorities for redevelopment.

The City's intensification areas are intended to provide for a broad range and mix of uses in an area of higher density and activity than surrounding areas. As noted in Policy 3.C.2.17 of the Official Plan, the planned function of Major Transit Station Areas, in order to support transit and rapid transit, is to:

- a) provide a focus for accommodating growth through development to support existing and planned transit and rapid transit service levels;
- b) provide connectivity of various modes of transportation to the transit system;
- c) achieve a mix of residential, office (including major office), institutional (including major institutional) and commercial development (including retail commercial centres), wherever appropriate; and,
- d) have streetscapes and a built form that is pedestrian-friendly and transit oriented.

The proposed development will support existing rapid transit service levels by providing development immediately adjacent to an existing transit stop. The proposed development provides housing adjacent to a major employer (Grand River Hospital) allowing future residents to walk to work. The development incorporates bicycle parking and will support active transportation. The development includes a mix of uses and has a streetscape and built form that is pedestrian-friendly.

The Official Plan acknowledges that Major Transit Station Areas may include lands within stable residential neighbourhoods which are not the primary focus for intensification. The subject lands are outside of the stable residential neighbourhood and are already designated and zoned for high density development.

An Official Plan Amendment is required to add a Special Policy to allow a maximum Floor Space Ratio (FSR) of 10.1 to facilitate the redevelopment of the subject lands with a mixed use development, 25 storeys in height, having 231 dwelling units and ground floor commercial floor space. The increase in FSR is required in order to implement the mixed-use development concept for the lands. It is noted that the podium in its entirety contributes towards the maximum permitted FSR (despite not containing residential units) and as such the existing FSR does not provide for sufficient density to provide both structured parking, commercial units and a sufficient number of dwelling units. The site has been designed to minimize the impact of the increased density on surrounding properties. This includes an increased tower setback from Dodds Lane (whereas the current zoning by-law does not require a tower setback) and the positioning of the tower towards the intersection of King and Pine.

In summary, the subject lands are identified in the 2014 Official Plan as being within a Major Transit Station Area (MTSA) and are located directly across the street from Grand River Hospital and the Grand River Hospital ION Stop. The proposed development includes a high intensity mixed use development comprised of residential uses, ground floor commercial/retail uses, as well as other non-residential uses, all at a density to support both transit and active transportation. The site will include a variety of transportation demand management measures in order to encourage the use of alternative modes of transportation including public transit. To further encourage the use

of alternative modes of transportation, a parking reduction is proposed. This is consistent with Official Plan Policy 13.8.2 which encourages reduced parking space demand in support of active transportation and transit and potential redevelopment of surface parking lots especially in intensification areas. Policy 13.C.8.2 supports adjustments to parking requirements for properties within an area or areas, where the City is satisfied that adequate alternative parking facilities are available, where developments adopt transportation demand management (TDM) measures or where sufficient transit exists or is to be provided. The subject lands fulfill the criteria set out in Policy 13.C.8.2.

The proposed development will implement the vision as set out in the Official Plan for lands within a MTSA as being a compact, dense and transit supportive site that has been designed with consideration to the compatibility with the established neighbourhood to the northwest. The subject lands are strategically located within the Midtown Major Transit Station Area, within a Mixed Use Corridor just minutes from the downtown core and directly along the light rail transit route. Its prominent location makes it ideal for the density proposed.

The maximum Floor Space Ratio, building height, tower floor plate size, setbacks for the building, tower step backs, as well as on-site parking will be regulated in the site-specific amending zoning by-law to ensure urban design elements are implemented and onsite constraints are addressed.

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











SECTION 4 – THE AMENDMENT

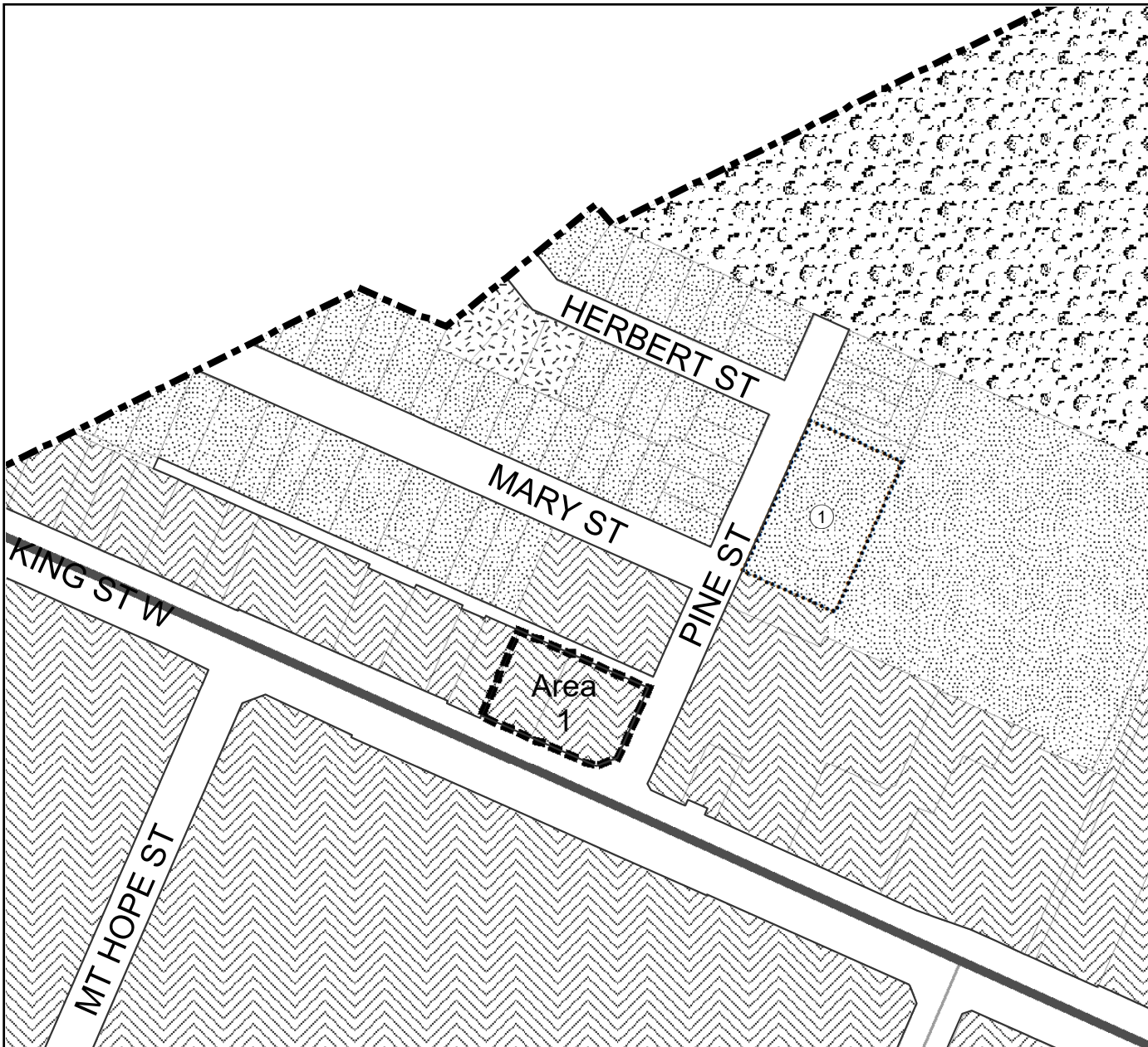
1. The 1994 City of Kitchener Official Plan is hereby amended as follows:
 - a) Part 3, Section 13.7.4 Special Policies is amended by adding new Section 13.7.4.20 thereto as follows:
 - “20. Notwithstanding the Mixed Use Corridor land use designation and policies for the lands addressed as 890-900 King Street West, the maximum permitted Floor Space Ratio shall be 10.1.
 - b) Map 18 – K-W Hospital Neighbourhood Plan for Land Use is amended by adding Special Policy Area No. 20 to the lands, municipally known as 890-900 King Street West, as shown on the attached Schedule A.

**CITY OF KITCHENER OFFICIAL PLAN
AMENDMENT TO MAP 18
K-W HOSPITAL
NEIGHBOURHOOD SECONDARY PLAN**



Legend

-  Low Rise Conservation
-  Low Density Multiple Residential
-  Mixed Use Corridor
-  Open Space
-  Special Policy Area
-  Boundary of Secondary Plan
-  Primary Arterial Road
-  Connector Road
-  Area 1
-  From Mixed Use Corridor
To Mixed Use Corridor
With Special Policy Area 20



SCHEDULE 'A'

CANTIRO KING GENERAL
PARTNER LTD.

890-900 KING ST W



SCALE 1:2,500

DATE: DECEMBER 17, 2021

REVISED:

OFFICIAL PLAN AMENDMENT OPA21/005/K/BB

ZONING BY-LAW AMENDMENT ZBA21/008/K/BB

City of Kitchener

Development Services Department, Planning

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