

Internal memo

Development Services Department



www.kitchener.ca

Date: June 15, 2023
To: Eric Schneider
From: Nolan Beatty
Subject: Zoning By-Law Amendment and Official Plan Amendment Application
2934 King Street E
2748244 Ontario Inc.
ZBA23/009/K/ES
OPA23/005/K/ES

The below comments have been prepared through the review of the supplied Functional Servicing and Stormwater Management Report "2934 King St East - FSRSWM.pdf", dated June 13, 2023 prepared by Aplin & Martin Consultants Ltd.; in support of the above noted applications.

General Comments:

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

Sanitary:

2. A conservative flow estimate for the development of 4.0L/sec was used to verify capacity in the existing sanitary system; the City's model indicates no impacts downstream of this development.
3. City of Kitchener design guideline for residential flow rate is 305L/cap/day and infiltration rate of 0.15L/sec/ha. Please update design sheet accordingly.

Water (Angela Mick, Kitchener Utilities):

4. Only a single water service is permitted into the property. Any branching of a service line for separate fire and domestic supply must be done on private property.
5. Servicing from the 150mm PVC watermain on Centreville Street is recommended if the required service size of the proposed development doesn't exceed 150mm. This watermain is newer and will provide more reliable service compared to the aging cast iron watermains on King Street E. and Morgan Avenue, that will eventually need replacement.
6. A hydrant flow test is required on Centreville Street to confirm sufficient capacity is available (if servicing from Centreville). Required flows for the development need to be compared to existing flows using a hydrant flow test or modelling. All watermain distribution systems must be able to transfer the larger of maximum day plus fire or peak hour.

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Stormwater Management (SWM):

7. A more thorough review of the site SWM will be conducted with detailed design.
8. Note: SWM fees with respect to retention or quality are assessed and calculated in the year in which they are to be paid.

A handwritten signature in black ink, appearing to read "N. Beatty".

Nolan Beatty, C.E.T.
Engineering Technologist

City of Kitchener COMMENT FORM

Project Address: 2934 King Street East
Application Type: Official Plan Amendment OPA23/005/K/ES
Zoning By-law Amendment ZBA23/009/K/ES

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: June 2, 2023

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

- Arborist Report & Tree Preservation Plan 2934 King Street East, Kitchener ON prepared by Canopy Consulting dated April 1, 2022.

2. Site Specific Comments & Issues:

I have reviewed the studies as noted above to support an official plan and zoning bylaw amendment to support the proposed development of an 11-storey mixed use building, and note:

- 1) The application and supporting study noted above meets the intent and requirements of the City's Tree Management Policy. In summary, the report noted:
 - a) 10 trees greater than 10cm DBH have been inventoried as part of this project,
 - i) 9 of the trees are in fair condition, 1 tree is in poor condition.
 - ii) None of the trees are located within the municipal road allowance.
 - iii) There is no tree Species At Risk (Butternut or Black Ash) present.
 - b) All 10 trees are in conflict with the proposed development or are not suitable candidates for preservation. As such, all trees are recommended for removal.
 - c) There are no natural heritage features or functions of local, Regional, Provincial or national significance on, or immediately adjacent to, the subject properties.

Environmental Planning staff has reviewed the Arborist Report & Tree Preservation Plan noted above and find it acceptable for the purposes of supporting the OPA and ZBA applications.

A landscape planting plan will be required as part of the site plan process. It is recommended that future landscaping should meet or exceed the number of trees removed from site.

Further, City Environmental Planning have no concerns regarding the proposed OPA and ZBA from a natural heritage policy perspective.

3. Policies, Standards and Resources:

Tree Management

City of Kitchener
COMMENT FORM

- 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.



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August 25, 2023

Melissa Mohr, MCIP, RPP
Region of Waterloo
150 Frederick Street, 8th Floor
Kitchener, ON N2G 4J3
MMohr@regionofwaterloo.ca

**Re: Peer Review – Noise
2934 King Street East, Waterloo
RWDI Reference No. 2300540**

Dear Melissa,

The Region of Waterloo has retained RWDI to conduct a peer review of a noise assessment for a proposed development at 2934 King Street East in Kitchener. The applicant is proposing a redevelopment of the site with an 11-storey mixed-use building. The review considered the report titled “Environmental Noise Assessment 2934 King Street East, Waterloo, ON”, project number 241.30511.00000 prepared by SLR Consulting (Canada) Ltd. and dated October 26, 2022.

Assessment Approach

1. The report considers noise from the surrounding roadways, rail lines, and commercial stationary sources. We concur that these are the appropriate types of sources to consider here.
2. Rail traffic is assessed for the CPR Waterloo Subdivision rail line, as is necessary. Only noise is considered from this rail line and not vibration, which is reasonable given the setback distances involved.
3. Road traffic is assessed based on King Street East, Fairway Road North, Morgan Avenue and Highway 8.
 - a. It is appropriate to consider King Street East, Fairway Road North, Morgan Avenue and Highway 8.
 - b. The report notes that the project is bounded by Centreville Street to the north but does not assess its effects on the development. It appears that this is a local road that connects Morgan Avenue and Fairway Road North (and becomes Jensen Avenue as it loops) and services a small number of local residences. Sound level contributions from this roadway are not likely to change the outcome of this assessment, so it is appropriate to exclude it from the assessment. However, justification for excluding it should be provided in the report.





Surface Transportation Noise

4. Road traffic assessment guidance and limits are cited from Ministry of Environment, Conservation and Parks (MECP) publication NPC-300. The Region has developed and published local guidance. Since the Regional Municipality of Waterloo Noise Policy Implementation Guideline has some variation from NPC-300, this published local guidance would be applicable in preference to the MECP guidance where there are differences. The variations are minor and have no effect on the technical analysis as the criteria is the same, but may influence the wording of the recommendations, especially those pertaining to warning clauses. The report should be updated to include references to Regional guidance.
5. Rail traffic guidance and limits for noise and vibration are derived from several documents.
 - a. We concur that MECP publication NPC-300 is applicable.
 - b. The Regional Municipality of Waterloo Noise Policy Implementation Guideline is not listed but is applicable. It should be applied in preference to NPC-300, where there are differences with NPC-300.
 - c. Railway Association of Canada/Federation of Canadian Municipalities (RAC/FCM) Guidelines for New Development in Proximity to Railway Operations, which are current guidance, have not been referenced. However, the criteria the guidelines recommended in the document match those used within the report. Therefore, omitting this document does not have an effect on the technical analysis.
6. Indoor and outdoor sound level limits for road traffic noise are presented in Table 1 and align with the Regional guidance document for most parts. The only discrepancy, which has no bearing on the technical analysis or recommendations in the report, is the nighttime criteria for living rooms. Table 1 notes it as 45 dBA, while the Region does not provide a nighttime criteria for living rooms.
7. Road and rail traffic noise are evaluated, and presented separately, across each façade, as well as at each of the three outdoor living areas (OLA).
 - a. Evaluating each façade is appropriate.
 - b. Combined road and rail sound levels are also presented at each façade and OLAs in the report, which is appropriate.
8. Future road traffic information for King Street East, Fairway Road North, and Morgan Avenue at a 10-year future date was provided by the Region. Highway 8 road traffic data was obtained from the Ontario Ministry of Transportation and projected to a 10-year horizon.
 - a. Use of this data for Bishop Street, Montrose Road, and King Street is appropriate.
 - b. The data from the Region was valid at the time the report was written in 2022. Note that while this is acceptable here, future report updates will require updated traffic data from the Region.
 - c. The forecast from the Region indicates that the City of Kitchener should be contacted concerning Morgan Avenue. The report indicates that the City of Kitchener was contacted. The City of Kitchener notes that the Regional traffic data is more



- conservative than the City's data. Using higher, more conservative traffic data is conservative, thus acceptable.
- d. Highway 8 road traffic data is for 2016 but was the latest available dataset at the time the report was written. In early 2023, MTO released the latest provincial set of road traffic data. When projected to the same horizon year, the latest dataset results in an approximately 10% higher road traffic volume than assessed. As a doubling in traffic volumes results in a 3 dB increase, a 10% increase in the traffic volumes is not expected to change the overall outcome of this assessment but may increase the Sound Transmission Class requirements for the south facade. The volumes should be updated to be consistent with the latest provincial dataset.
9. Projected future rail traffic volumes are provided in Table 6. We note that:
 - a. The data is projected to a 10-year future date as specified by the guidance documents.
 - b. CP rail data was not available but appears to be conservative when compared with other data available to RWDI.
 10. Modelling of road traffic was done using the Cadna/A software package. We note that:
 - a. The sound propagation from its generation on the road to the point of reception used the algorithms described in ISO 9613. This approach is acceptable for use where the model results compare closely with ORNAMENT or STAMSON calculations.
 - b. A comparable STAMSON sample calculation for the southern facade (façade along King Street East) is provided. This is a good comparison to provide as it is the most impacted facade. The calculation includes impact from all nearby roadways (King Street East, Morgan Avenue, Fairway Road North, and Highway 8), which is appropriate.
 - c. Road traffic volumes for the roads appropriately align with the data provided by the Region and MTO.
 - d. The terrain is modelled as flat or gently sloping, which is appropriate.
 - e. Reflective ground absorption values are used in the model, which is appropriate.
 - f. The modelled source-receiver distances are reasonable.
 - g. Modelled exposure angles are reasonable.
 - h. Intervening structures have not been included, which is conservative, but reasonable, especially for upper stories that could have a direct line-of-sight to the roads.
 11. A sample calculation for the rail noise sources is not provided. A sample calculation, like the one for road noise sources, should be provided.
 12. Tables 7 and 8 summarize the road and rail traffic modelling results at the facades and the OLAs, respectively.
 - a. The worst-case sound level for each facade has been presented, which is appropriate.
 - b. Sample road traffic noise comparison between STAMSON and Cadna/A, in Appendix E of the report, shows a sound level at the southern facade that is higher than any of the results provided in Tables 7 and 8. The sample STAMSON calculation provides the sound level at a height of 1.5 m. The first level of the development is for commercial uses with residential uses starting at the upper floors, which are further away from the



road. Therefore, it appears reasonable for sound levels at the residential floors to be lower than the sample sound level provided in Appendix E. This discrepancy in sound levels should be clarified in the report.

13. The report states that the road sound level limits are exceeded during daytime and nighttime at the facades, and at the OLAs. We concur with this conclusion.
14. Recommendations are provided concerning the excess sound levels.
 - a. The requirement for upgraded façade construction uses window to floor ratios of 70% for living/dining rooms and 50% for bedrooms with an STC of 30 assumed for all windows along the southern facades. Based on our experience, this appears reasonable.
 - b. Supporting façade calculations are provided in Appendix D. The inputs and assumptions match results in Table 7 and appear reasonable.
 - c. The report's requirement for central air conditioning aligns with the guidance requirements and is appropriate.
 - d. Noise barrier walls are recommended for all OLAs, which is appropriate.
15. Warning Clauses are provided concerning sound from road and rail activity.
 - a. We concur that the need for warnings is appropriate.
 - b. Recommended warning clauses are appropriate but align with NPC-300 and not with the Region wording. Warning clause language should be updated to align with Region language.
 - c. The warnings may be revised or additional warning provided based on comments provided here.

Stationary Source Noise

16. The report uses the NPC-300 guideline for assessment of the stationary sources. We concur that this is the current practice in the Region.
17. The area is described as a Class 1 acoustic environment. The influence of adjacent commercial activity, road and rail traffic are consistent with this observation. Description of this acoustic environment as Class 1 is appropriate.
18. The application of the exclusion limits for a Class 1 area is acceptable.
19. Similar to sources of road traffic noise, sound from stationary sources was evaluated at each building façade and at outdoor amenity spaces.
20. Stationary-source noise was evaluated from a nearby commercial/retail building at 2922 King Street East, Dance Adventure, Canadian Tire Gas+, Great Canadian Oil Change and Radisson Hotel Kitchener Waterloo.
 - a. It is appropriate that these locations be evaluated for the proposed development.
 - b. Publicly available street view imagery shows a new medical facility at 31 Kingsbury Drive that appears to have large rooftop mechanical equipment. There is also a car wash across the street from the development at 2905 King Street East. These sites



should also be considered in the assessment or justification should be provided for excluding them.

21. Commercial/retail building at 2922 King Street East.
 - a. A kitchen exhaust associated with a restaurant at this location is modelled as the only source of noise. This appears reasonable.
 - b. Daytime and evening operation only were confirmed by SLR on two different site visits, which is appropriate given the restaurant's working hours.
 - c. The source is assumed to be operating continuously during the daytime and evening hours, which is appropriate.
 - d. The kitchen exhaust sound levels were measured by SLR.
22. Dance Adventure.
 - a. Rooftop sources are assumed to be HVAC units that continuously operate during the day/evening hours and operate at 30 minutes per hour during the nighttime hours. This appears to be reasonable.
23. Canadian Tire Gas+.
 - a. Rooftop sources are assumed to be an HVAC unit and a cooling unit that continuously operate during the day/evening hours and operate at 30 minutes per hour during the nighttime hours. This appears to be reasonable.
24. Great Canadian Oil Change.
 - a. Daytime operation of the service center is appropriate. Appendix G notes the assumed operating times, which appear to be reasonable and in-line with RWDI's experience.
 - b. Although the report provides limits for impulsive sources of sound, there is no indication whether or not there are any impulsive sources of noise at this location. It is RWDI's experience that there may be occasional impulsive events, such as hammering. The report should further clarify if impulsive noise was noted at this location during the site visits. If impulsive noise is present, it should be included in the report.
25. Radisson Hotel Kitchener Waterloo.
 - a. The hotel is under a Certificate of Approval (Air) (CofA) for a standby generator. SLR confirmed the existence and testing procedures of this generator with hotel staff.
 - b. A rooftop HVAC unit was assumed to continuously operate during the day/evening hours and operate at 30 minutes per hour during the nighttime hours. This appears to be reasonable.
 - c. A rooftop exhaust fan was assumed to operate 30 minutes per hour during the daytime, evening and nighttime hours. Without any additional details on the nature of this exhaust fan, it is difficult to conclude if daytime and evening operating conditions are appropriate. The current daytime/evening operation assumption does not match assumptions made for other sources of noise within the vicinity. Justification should be provided for assuming reduced daytime and evening demand for this source of noise, or its operating time should be increased to 60 minutes per hour during the daytime and evening hours.



26. Appendix G provides Sound Power Level Specifications for equipment used in the assessment. We note the following concerning the table:
- a. The impact wrench is noted to have a quasi-steady sound quality which requires the application of a 10 dB penalty in accordance with MECP NPC-104 – “Adjustments” document. It is unclear if this 10 dB penalty has already been applied to the sound power level presented in this appendix or if this penalty is applied on top of the provided sound power level. The provided sound power level for the impact wrench is reasonable without the 10 dB penalty.
 - b. The compressed air is noted to have a tonal sound quality which requires the application of a 5 dB penalty. It is unclear if this penalty was already applied to the provided sound power level for this source, or if this penalty is applied on top of the provided sound power level. If the penalty is already applied to the source sound power level, then the original source sound power level is lower than other SLR reports. If this is the case, justification should be provided for using lower source sound power level.
 - c. The sound power level of the generator has been assumed such that it complies with the hotel’s CofA. It is not clear what emergency generator approval process was required as the MECP had a few at the time of issuance of the CofA. It should be clarified which approval process was assumed as this may affect the resulting generator sound power level.
27. Modelling was done in the Cadna/A software package.
- a. The ISO 9613 sound propagation algorithms in Cadna/A are a suitable model.
 - b. The model settings are provided and are conservative, but appropriate for the area.
 - c. To provide clarity concerning the model, a sample calculation for all sources at the point of reception should be provided.
28. Stationary source sound level results (both continuous and emergency sources) are presented in Tables 13 through 15 for each façade as well as at each of the OLAs.
- a. Sound level results appear reasonable for the sources being modelled. However, these may increase if additional sources, indicated under comment 19, are modelled.
 - b. Sound levels summarized in Tables 13 – 15 match sound levels shown in Figures 8 – 13.
 - c. Figures 11 through 13 do not indicate the presence of the noise barrier walls recommended to mitigate transportation sound level exceedances. With the inclusion of these noise barrier walls, sound levels at the OLAs will likely be lower. Therefore, the presented sound levels at the OLAs are conservative, but reasonable.
29. The sound level mapping makes clear that the continuous sound from surrounding sites is evaluated cumulatively, as is expected. It is consistent with the Region’s position that impact from stationary sources should be considered cumulatively.
30. A Warning Clause concerning the potential for sound from the stationary sources is provided for application throughout the development. We concur that this warning would be required. The location of its application may be refined at Site Plan approval.



Impact of the Development

31. The report considers impact of the surroundings on the development but does not assess the impact of the development on itself or on the surroundings. It is noted that information related to the building's mechanical systems is not yet known. The report should be supplemented with this additional assessment once the appropriate information is known, and prior to issuance of building permits.

Conclusions

32. The Conclusions and Recommendations section lists the mitigation and warning requirements that the report has specified.
 - a. The section accurately summarizes the recommendations made throughout the report.
 - b. The transportation noise conclusions would require to be updated to match the Region language regarding warning clauses.
 - c. The stationary noise conclusions would require to be updated based on comments made herein.
33. The overall conclusion is that adequate control can be achieved without upgraded glazing, without barriers, and the inclusion of ventilation and warning clause requirements. This is an inaccurate statement since upgraded windows were recommended for one of the facades, and barriers were recommended for all three OLAs. This conclusion should be revised to match the recommendations made within the report. Furthermore, the overall conclusions do not discuss the effects of the stationary sources on the proposed development. An overall concluding statement for stationary sound levels should be provided.

Summary

The environmental noise study provided for 2934 King Street East, Kitchener presents an assessment for road and rail traffic and stationary source noise sources. The Region of Waterloo seeks assurance that the sound levels and impacts are accurate and complete. Minor revisions to the analysis, additional information, clarification and supporting justification is required to address accuracy and completeness. However, we concur with the report's conclusions and recommendations.

Yours truly,

RWDI

Slavi Grozev, P.Eng.
Senior Engineer, Noise & Vibration



Melissa Mohr, MCIP, RPP
Region of Waterloo
RWDI#2300540
AUGUST 25, 2023

SVG/

Statement of Limitations

This report entitled Peer Review – Noise 2934 King Street East and dated August 25, 2023 was prepared by RWDI AIR Inc. (“RWDI”) for the Region of Waterloo (“Client”). The findings and conclusions presented in this report have been prepared for the Client and are specific to the peer review described herein (“Project”). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.



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Melissa Mohr 1-226-752-8622
File: D17/2/23005
C14/2/23009
September 5, 2023

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

Dear Mr. Schneider,

**Re: Proposed Official Plan Amendment OPA 23/05 and
Zoning By-law Amendment ZBA 23/09
2934 King Street East
Evans Planning (C/O Satjit Lail) on behalf of 2748244
Ontario Inc.
CITY OF KITCHENER**

Evans Planning has submitted a site-specific Official Plan Amendment and Zoning By-law Amendment Application for a development proposal at 2934 King Street East (referred to as subject lands) in the City of Kitchener.

The applicant has proposed the redevelopment of the site with an 11-storey mixed use building containing 77 dwelling units. The ground floor is proposed to contain 800m² of commercial space. One hundred fifty seven (157) parking spaces are proposed within 2 levels of underground parking.

The subject lands are located in the Urban Area and designated Built Up Area in the Regional Official Plan. The site is designated Commercial in the City of Kitchener Official Plan and Zoned General Commercial (COM-2) in Zoning By-law 85-1. The Owner has requested an **Official Plan Amendment** to redesignate the subject lands from the Commercial designation to the Commercial designation with a Special Policy to permit a

Floor Space Ratio of 2.52. The Owner has also requested a **Zoning By-law Amendment** to rezone the subject lands from the General Commercial (COM-2) Zone to add a special regulation to permit a maximum Floor Space Ratio of 2.52, permit reduced yard setbacks, increased building height, special provisions for the number of parking spaces and location as well as a reduction in the visibility triangles.

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

Regional Comments

Consistency with Provincial Legislation and Regional Official Plan Conformity

The subject lands are designated "Urban Area" and "Built-Up Area" on Schedule 2 of the Regional Official Plan (ROP) and the site is designated Commercial in the City of Kitchener Official Plan.

Built Up Area Policies:

The development concept proposes a high density development that contributes to the achievement of the minimum annual intensification target established for the Built-Up Area of Kitchener of 60%. Section 2.F of the ROP establishes policies to support the achievement of the minimum intensification targets within the delineated Built-Up Area. Growth is directed to the Built Up Area of the Region to make better use of infrastructure that can assist in transitioning the Region into an energy efficient, low carbon community. Furthermore, intensification within the Built-Up Area assists the gradual transition of existing neighbourhoods within the Region into 15 minute neighbourhoods that are compact, well connected places that allow all people of all ages and abilities to access the needs for daily living within 15 minutes by walking, cycling or rolling.

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

Region of Waterloo International Airport:

The subject lands are located outside of the Airport Zoning Regulation (AZR), and Regional staff understand that the proposed building elevation is 372.7m ASL and respectfully request information relating to the crane when it becomes available. Furthermore, Regional staff wish to advise that if the crane is above 400m ASL, an aeronautical assessment shall be completed to ensure the crane does not impact the Runway 08 LNAV approach. **Regional staff highly recommend the maximum height of 400m ASL to be implemented in the regulations of the Zoning By-law for the proposed building. Any crane used for the construction of this development (e.g. towers, rooftop HVAC, communication towers/antennas) must also be below the maximum height of 400m ASL.**

In addition to the above, the applicant shall be required to complete and submit the following forms to NAV Canada and Transport Canada:

NAV CAN F-LDU-100 Land Use Form here: <https://www.navcanada.ca/en/aeronautical-information/land-use-program.aspx>

F-LDU-101 Crane Height Form <https://www.navcanada.ca/en/aeronautical-information/land-use-program.aspx>

Transport Canada Aeronautical Assessment Form 26-0427E (1812-09) at https://www.wapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/26-0427_BO_PX

Environmental Threats/Record of Site Condition:

There are high environmental threats on and adjacent to the subject lands due to past/historic uses of the subject lands and adjacent sites. As a density increase of a sensitive land use has been proposed on the subject lands, a Record of Site Condition and Ministry Acknowledgement letter are required for the entirety of the subject lands in accordance with the Region of Waterloo's *Implementation Guideline for the Review of Development Applications on or Adjacent to Known and Potentially Contaminated Sites*.

The Record of Site Condition and Ministry Acknowledgement Letter were not received as part of the Complete Application for the Zoning By-law Amendment and as a result, the Region shall require a Holding Provision to be implemented as part of the Zoning By-law Amendment. The Holding Provision shall prohibit the proposed development until the submission of the RSC and the Ministry's Acknowledgement Letter have been received to the satisfaction of the Regional Municipality of Waterloo. The following wording is required for the holding provision:

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

Please exclude any property to be dedicated to the Region of Waterloo from the Record of Site Condition (RSC) application. Further information can be found in the road widening section below.

Noise Study Peer Review (Transportation, Vibration and Stationary Noise):

The Noise Study entitled “Environmental Noise Assessment, 2934 King Street East, Waterloo, ON” prepared by SLR Consulting (Canada) Ltd. dated October 26, 2022 has been received and although in principle, the Region concurs with the conclusions and recommendations, additional information is required to receive assurance that the sound levels and impacts are accurate and complete. Peer review comments are attached to this letter.

Regional staff require that the following Holding Provision be imposed on the lands to ensure updates to the study are made and a detailed Environmental Noise Study has been submitted to the Region’s satisfaction. The required wording for the holding provision is:

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

Corridor Planning:

Official Plan Amendment and Zoning By-law Amendment Stage:

Stormwater Management and Site Grading:

Regional staff have received and are reviewing the report entitled “2934 King Street East, Kitchener, ON, Functional Servicing and Stormwater Management Report” dated January 27, 2023, Grading Plan C01 and Servicing Plan C02 dated January 27, 2023, all prepared by Aplin & Martin Consultants Limited and have found these documents satisfactory at this stage (Official Plan Amendment and Zoning By-law Amendment stage).

Site Plan Application Stage:

Regional Road Dedication:

A 7.62 m x 7.62m daylight triangle is required at the intersection of King Street East and Morgan Avenue. An Ontario Land Surveyor (OLS) must determine the exact road dedication to be dedicated to the Region of Waterloo in consultation with the Regional Transportation Planner.

The Owner/Applicant must engage an OLS to prepare a draft reference plan which illustrates the required road allowance widening. Prior to depositing the reference plan, the OLS must submit a draft copy of the plan to the Transportation Planner for review. Further instructions will come from the Region’s Legal Assistant with regard to document preparation and registration once the draft reference plan is satisfactory.

Further to the above, Regional staff have received and are reviewing the reports entitled Commercial Properties, Conveyance Land, 2934 King Street East, Kitchener Ontario, N2A 1A7 Phase 1 Environmental Site Assessment dated November 3, 2022 and Commercial Properties, Conveyance Lands, 2934 King Street East, Kitchener Ontario, N2A 1A7 Phase 2 Environmental Site Assessment dated November 11, 2022. Comments will be provided separately.

Access Permit/TIS/Access Regulation

A Regional Access Permit is required to close the existing access to King Street East. The application can be found here: <https://forms.regionofwaterloo.ca/Planning-and-Economic-Development/Close-an-Access-Access-Permit-Application>. There is no fee for this permit.

Stormwater Management and Site Grading:

Detailed civil engineering plans will be required for review and approval by Regional staff at the future site plan application stage. Where possible, please coordinate underground service connections from the local municipal road rather than the Regional Road.

Site Plan Application Fee:

Please be advised that a site-plan pre-consultation fee of \$300.00 and a site plan application review fee of \$805.00 is required as part of the future site plan application.

Hydrogeology and Source Water Programs

In reviewing the Environmental Site Assessment (ESA) Phase 2 study, Regional staff note that contaminants of concern were compared to the Table 3 standards. Please be advised that contaminants of concern need to be compared to the Table 2 standards as all water in the Region of Waterloo is considered potable. This is noted in Section 5.1 of the *Implementation Guidelines for the Review of Development Applications on or Adjacent to Known or Potentially Contaminated Sites* and the ESA is required to be updated accordingly.

Please be advised that the Region does not support permanent active or passive dewatering controls for below-grade infrastructure (e.g. foundations, slabs, parking garages, footings, piles, elevator shafts, etc.); therefore, below-grade infrastructure requiring dry conditions must be waterproofed.

Due to the potential for contamination on the subject lands, Regional staff require a prohibition on geothermal energy to be written into the zoning by-law. The required wording for the prohibition is:

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 meters unless the protective geologic layers overlaying a vulnerable aquifer have been removed through construction or excavation.

In addition, the owner/developer is advised that a Salt Management Plan will be required through a future site plan application.

Housing Services

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

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

The Region supports the provision of a full range of housing options, including affordable housing. Should this development application move forward, staff recommend that the applicant consider providing a number of affordable (as defined in the Regional Official Plan) housing units on the site. 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.

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.

Fees:

The Region acknowledges receipt of the Official Plan Amendment and Zoning By-law Amendment review fees totalling \$10,000 (deposited July 20, 2023).

Follow Up:

As per the above comments, the following must be updated prior to the Region being in a position to provide final comments on the application:

1. Updates to the Phase 2 Environmental Site Assessment using the correct Table 2 standards as detailed above.

Conclusions:

Once the above items have been addressed to the satisfaction of the Regional Municipality of Waterloo, the following shall be implemented within the site-specific Zoning By-law Amendment to the satisfaction of the Regional Municipality of Waterloo:

1. That the Zoning By-law for the subject lands is recommended to contain a maximum height permitted on site for buildings and any associated structures (e.g. rooftop HVAC, communication towers/antennas) and construction cranes of 400m ASL.
2. The implementation of a holding provision to obtain a Record of Site Condition and Ministry Acknowledgement Letter for the entirety of the subject lands. The required wording for the holding provision is:

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

3. The implementation of a holding provision to obtain an Environmental Transportation and Stationary Noise study to the satisfaction of the Regional Municipality of Waterloo. The required wording for the Holding Provision is:

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

and,

4. That a geothermal prohibition be implemented within the site specific Zoning By-law. The required wording for the prohibition is:

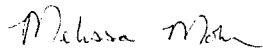
Geothermal Wells are prohibited on site. A geothermal well is defined as a vertical well, borehole or pipe installation used for geothermal systems, ground-source heat pump systems, geo-exchange systems or earth energy systems for heating or cooling; including open-loop and closed-loop vertical borehole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

Next Steps:

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

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

Yours truly,



Melissa Mohr, MCIP, RPP
Senior Planner

C. Evans Planning C/O Satjit Lail (Applicant)
2748244 Ontario Inc. (Owner)

Hi Eric,

No heritage planning comments 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



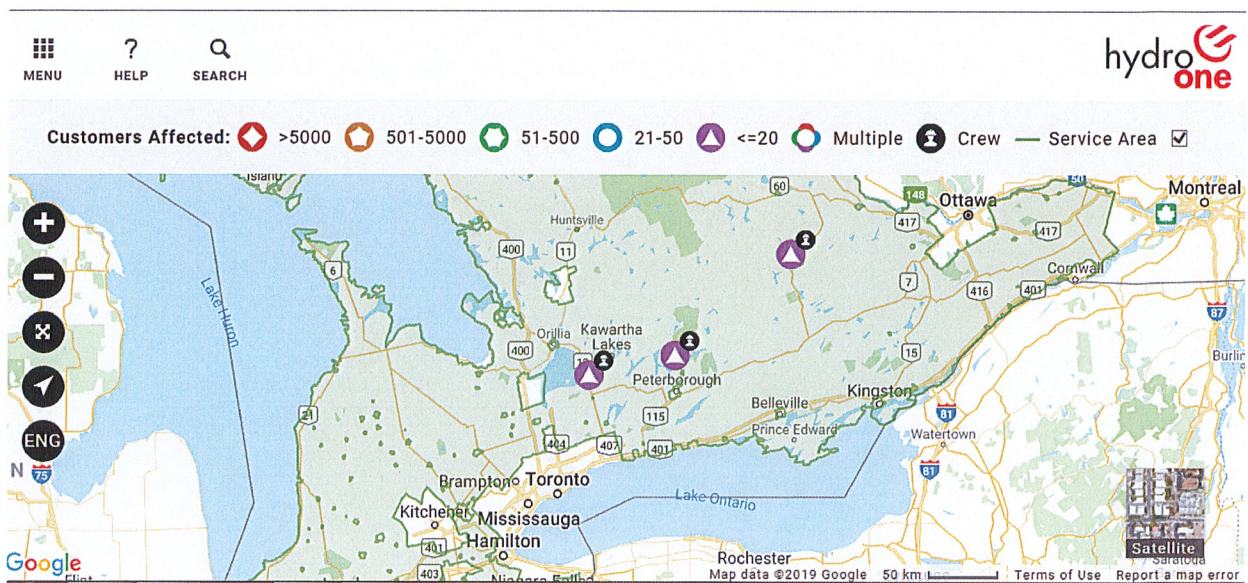
Residents are encouraged to visit kitchener.ca/covid19 for the most up-to-date information about City services.

We are in receipt of your Site Plan Application, 2934 King Street East dated May 18th, 2023. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link:
<http://www.hydroone.com/StormCenter3/>

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



If Hydro One is your local area Distribution Supplier, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

Thank you,

Dennis De Rango

Specialized Services Team Lead, Real Estate Department

Hydro One Networks Inc.

Tel: (905)946-6237

Email: Dennis.DeRango@HydroOne.com

Hello Christine and Eric,

As proposed (77units) MTO has no requirement for this application.

Any significant intensification, beyond the proposed must be re-circulated to MTO.

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

Zone Change / Official Plan Amendment Comment Form

Address: 2934 King St E
Owner: 2748244 Ontario Inc.
Application: OPA23/005/K/ES and ZBA23/009/K/ES

Comments Of: Parks and Cemeteries
Commenter's Name: Lenore Ross and Taylor Stapleton
Email: Lenore.ross@kitchener.ca
Phone: 519-741-2200 ext 7427

Date of Comments: June 12 2023

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

1. Documents Reviewed:

I have reviewed the documentation noted below submitted in support of an 11-storey mixed use building containing 77 dwelling units and approximately 800M² of ground floor commercial space. A Floor Space Ratio (FSR) of 2.52 is proposed. 157 parking spaces are proposed within 2 underground parking levels. In order to permit the proposed development, an Official Plan Amendment to the Commercial land use designation to add a site-specific policy area and Zoning By-law Amendment to add a site-specific to the existing COM-2 zone are required.

- Planning Justification Report
- Arborist Report
- Architectural Package
- Conceptual Landscape Plan
- Grading Plan and Servicing Plan
- Noise Study
- Tree Preservation Plan
- Urban Design Brief and Sustainability Statement
- Wind Study

2. Site Specific Comments & Issues:

Parks and Cemeteries has no significant concerns with the proposed Official Plan and Zoning Bylaw amendments and can provide conditional support subject to the minor updates to submitted studies that are noted below.

The parkland dedication requirement for this submission is deferred and will be assessed at a future Site Plan Application. Parkland dedication will be assessed based on the land use class(es) and density approved through the OPA and ZBA and required as a condition of Site Plan Approval.

City of Kitchener
Zone Change / Official Plan Amendment Comment Form

3. Comments on Submitted Documents

1) Preliminary Grading Plans C01 rev #1 dated 2023.01.27– Aplin & Martin Consultants Ltd

- a) The preliminary Grading plan shows a retaining wall along the Centreville St property line. All building and retaining walls footings/foundations should be designed to be completely within the property limits.
- b) On-site landscape plantings will be required and sufficient planting room should be included in the design to accommodate required trees.

2) Conceptual Landscape dated January 2023 – Landscape Planning

- a) Street trees within the rights of way will be required and reviewed as part of a future site plan application. Securities will be required.
- b) New City street trees may be possible along King St E, Morgan Ave and Centreville St depending on infrastructure and available soil volumes. Street tree planting shall conform to Section M of the Development Manual. Tree planting is to be approximately one large stature tree (LST) per 10 lineal meters of frontage with the intent of creating a continuous tree canopy. The number of proposed street trees is subject to available minimum soil volumes, which shall be augmented as needed by the use of soil cell technology. The proposed street trees shall be shown on the Street Tree Planting Plan (STPP) stamped by a certified Landscape Architect and submitted for review and approval by Parks & Cemeteries that will be required as a condition of site plan approval. This plan shall include all landscape elements and relevant data that will affect the implementation of street tree plantings as intended, such as proposed and existing utilities and available soil volumes. Tree Planting and Landscape requirements will be coordinated and approved with Urban Design and the Region of Waterloo.

3) Arborist Report and Tree Management Plan dated 04.01.2022 – Canopy Consulting

- a) There are no inventoried City-owned trees adjacent to the site that will be impacted by the proposed development nor is there any un-inventoried vegetation within the City rights of way that will be impacted.

4) Urban Design Brief – John G. Williams Architect Limited dated February 9 2023

- a) The UDB provides acceptable commentary and conceptual images for the proposed on-site amenity areas related to passive and adult-focused use but does not include commentary or conceptual images to guide the development of on-site amenity spaces that are geared towards children. With almost half of the proposed units 2- and 3-bedroom suites, children will live in this development and on-site amenities suitable for children should be provided.
- b) The UDB indicates that mature treed vegetation at the corner of Morgan Ave and Centreville St may be retained; this is contrary to the Arborist Report and Tree Management Plan
- c) **A minor addendum/update to the Urban Design Brief is required.**

4. Policies, Standards and Resources:

- Kitchener Official Plan
- City of Kitchener Park Dedication Bylaw 2022-101 and Park Dedication Policy

City of Kitchener
Zone Change / Official Plan Amendment Comment Form

- City of Kitchener Development Manual
- Cycling and Trails Master Plan (2020)
- Chapter 690 of the current Property Maintenance By-law
- Places & Spaces: An Open Space Strategy for Kitchener
- Multi-Use Pathways & Trails Masterplan
- Urban Design Manual

5. Anticipated Fees:

Parkland Dedication

The parkland dedication requirement for this submission is **deferred** and will be assessed at a future Site Plan Application. Parkland dedication will be assessed based on the land use class(es) and density approved through the OPA and ZBA and required as a condition of Site Plan Approval as cash-in-lieu of land.

Based on the preliminary proposal submitted for OPA/ZBA an estimate of the required Parkland Dedication is provided using the approved land valuation of \$5,931,000/ha and a dedication rate of 1ha/1000 units; a maximum dedication of either land or CIL of 10% and a capped rate of \$11,862/unit. The estimated cash-in-lieu park dedication for the proposed 0.34285 ha site with 77 proposed units and an FSR of 2.52 is **\$203,344**.

As a portion of the proposed development is considered non-residential and notwithstanding the conditions of park land dedication under Park Dedication Bylaw 2022-101 Chapter 273.1.2. and 273.1.3.1, all non-residential (portions of) developments are exempt from park dedication requirements (Park Dedication Policy section 4)

Calculation: 77 units/1000 units x \$5,931,000/ha = \$456,687 (Bylaw 2022-101)
0.34285 ha x \$5,931,000/ha x 0.1 = \$203,344 (More Homes Built Faster Act)

Dedication requirements are subject to the Parkland Dedication Policy and rates in effect. Please be advised that an updated Parkland Dedication Policy and By-law were approved by City of Kitchener Council on August 22 2022. The Bylaw is under appeal. Further changes to the Bylaw may be required as a result of the Bill 23 – More Homes Built Faster Act.

City of Kitchener
Zone Change Comment Form

Address: 2934 King St E

Owner: Enter project address.

Application #: OPA/ZBA

Comments Of: Urban Design- Planning

Commenter's Name: Pegah Fahimian

Email: Pegah.fahimian@kitchener.ca

Phone: 519-741-2200 Ext. 7342

Date of Comments: June 15, 2023

I plan to attend the meeting (questions/concerns/comments for discussion)

No meeting to be held

I do NOT plan to attend the meeting (no concerns)

1. Documents Reviewed:

- Architectural Floor plans by KLMA
- Shadow Study by KLMA
- Urban Design Brief- John G. Williams Limited
- Wind Study - Pedestrian Level Wind – Preliminary Impact Assessment by SLR

I have reviewed the updated/revised documentation noted below that has been submitted in support of an OPA and ZBA to add Special Provisions to the existing High-Intensity Mixed Use Corridor Zone (MU-3).

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

- Urban Design Brief, John G. Williams Limited

Tall Building Design Analysis: The tall building design guidelines are an excellent compatibility test for proposals exceeding their zoning permissions. The proposal meets the design criteria for tall building design guidelines and exceeds the separation target on the west and north side.

Building Design: 2-storey pedestrian-scaled podium along King and Morgan Street distinguished by tall towers, step-backs and intended architectural treatment. The proposed relative height accommodates human-scaled built form along streetscapes while accommodating compatibility matters. Contemporary architectural style and details are to be refined through the site plan process.

City of Kitchener
Zone Change Comment Form

On-site Amenity area:

- Required amenity space calculations are contained in the Urban Design Manual and include two parts – one for a general amenity area and one for children’s play facilities in multiple residential developments. $(2m^2 \times \#units) + (2.5m^2 \times \#bedrooms - \#units) = \text{outdoor amenity space}$. Please provide the calculation for the required outdoor amenity.
- The UDB did not provide any commentary or precedent images related to “the provision of robust on-site amenity space for all ages and abilities.” Additional information should be provided regarding the various on-site amenity spaces in the UDB (common, individual, indoor, and outdoor).
- The Urban Design Brief should include text and conceptual images that demonstrate the commitment to providing sufficient and appropriate amenity space for all potential residents on site

Written Analysis for Shadow Studies,

Required Shadow Study drawings should include the following test dates and times: Spring and Fall Equinoxes: March 21st, hourly increments between 09:00 – 18:00; and, September 21st, hourly increments between 09:00 – 18:00. Winter and Summer Solstices: December 21st, hourly increments between 11:00 – 15:00; and, June 21st, hourly increments between 08:00 –19:00.

- Provide a Summary outlining how the Shadow Impact Criteria have been met and a description of any mitigating features incorporated into the site and building design.
- Description of any locations/uses of areas not meeting the Shadow Impact Criteria (include a key plan for reference);

Wind Study - Pedestrian Level Wind – Preliminary Impact Assessment by SLR

A further quantitative wind study coupled with a detailed wind tunnel analysis will be required as part of the full site plan application package. According to the submitted study, wind control measures are recommended on the terraces of levels 2 and 3 for the winter season. The rooftop terrace is expected to be windier than desired.

A revised design proposal should be developed that addresses the wind impacts outlined in the submitted wind study.

City of Kitchener

Zone Change Comment Form

2. Comments on Submitted Documents

- **Architectural Floor plans-** by KLMA
- For tall buildings with retail or other active uses at grade, provide a ground floor height of 4.5m (minimum) to permit a variety of retail types and activities.
- Consider adding further architectural expression to the proposed street-facing façades; explore options to maximize utility, interest, and expressiveness of the ground floor of a residential building. This can include more glazing, an articulated main entrance, active uses and amenities, a greater variety of surface treatments and seating options, and strategic ways of incorporating modern art and visual elements into the public realm.
- The proposed façade along King and Morgan Street is too monolithic. The façade needs more work as it currently feels more like background. More emphasis will be placed on analyzing how the street-facing facades function, how it responds to specific site conditions and how they will be experienced by pedestrians. The podium massing should be better sculpted and treated to minimize the impact that it's having on the public realm, and it suggested that it could be designed with more care to animate and diversify the façades and overall expression. Please see attached precedents.



- The podiums would benefit from more openings, breaks, porosity, and animation to provide much-needed variety along the street elevations.
- The proposed long podium should be broken down using enhanced detailing and articulation. According to Tall Building Design Guidelines, buildings longer than 70m should demonstrate enhanced streetscaping, materials and building articulation.

City of Kitchener
Zone Change Comment Form



- The proposed garden amenity area does not have a defined pedestrian connection to the proposed building.
- Place enclosed balconies on the north and west elevations to reduce overlook onto surrounding private spaces.
- There are three entry doors proposed along king street with similar detailing and material. The proposed corner treatment to be further enhanced to create visual interest at the street edge by using a different material or glazed system.



- The underground parking structure should have a sufficient setback from the property lines to accommodate the necessary soil volume to support required large-statured, high-canopy trees.
- The location of residential and commercial garbage storage, loading area and Passenger pick up /drop-off area should be noted on the site plan.
- The area between the building's face and the property line should be well integrated with the street and public realm to deliver high-quality, seamless private, semi-private and public spaces.
- Provide natural surveillance by employing high percentages of glazing, active uses at ground level and incorporating more units with windows and balconies on the main facade with views onto the street
- The building 's interface and relationship with the street and adjacent properties should be thoroughly explored.
- 3-bed units are desirable as they provide more living space for families. A higher percentage of these units might help with community engagement.
- Utility locations should be considered at the early design stages. All utility locations, including the meter room and transformer room to be shown on the layout. Building-mounted or ground-based AC units should be located away from public view and fully screened.
- All visible elements of a building, including utilities (meters, conduits), HVAC (a/c units, vents) and loading/servicing areas, are to be integrated into the design of the building and shown on elevation drawings as part of the building elevation approval process.
- Wind assessment and shadow study is required for outdoor amenities and the pedestrian realm.

City of Kitchener
Zone Change Comment Form

Summary:

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

Preliminary Comments

Hey Eric,

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](#)

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).

Additionally, the Board would encourage the City to consider extending sidewalk along the south-west side of Centreville Street and support for the developer to provide pedestrian connectivity to Centreville Street in the site plan design.

This would better support active school travel opportunities for future students within walking distance to neighbourhood schools.

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

The Waterloo Region District School Board (WRDSB) has reviewed the above-noted application that proposes amendments to facilitate the construction of an 11 storey mixed-use tower including 77 dwelling units. The WRDSB offers the following comments.

Student Accommodation

At this time, the subject lands are within the boundaries of the following WRDSB schools:

- Howard Robertson PS (Junior Kindergarten to Grade 6);
- Sunnyside PS (Grade 7 to Grade 8); and
- Eastwood CI (Grade 9 to Grade 12).

The WRDSB's [2020-2030 Long-Term Accommodation Plan](#) provides information on student enrolment and accommodation at these schools. Portable classrooms may be located on-site to provide additional capacity on an interim basis.

Student Transportation

The WRDSB supports active transportation, and we ask that pedestrians be considered in the review of all development applications to ensure the enhancement of safety and connectivity.

Please be advised that Student Transportation Services of Waterloo Region (STSWR)'s school buses will not travel privately owned or maintained right-of-ways to pick-up/drop-off students. Transported students will be required to meet the bus at a congregated bus pick-up point. STSWR may have additional comments about student pick-up point(s) placement on municipal right-of-ways.

Education Development Charges

Please be advised that any development on the subject lands is subject to the provisions of the WRDSB's [Education Development Charges By-law, 2021, amended in 2022](#) or any successor thereof and may require the payment of Education Development Charges for these developments prior to issuance of a building permit.

-

The WRDSB requests to be circulated on any subsequent submissions on the subject lands and reserves the right to comment further on this application.

If you have any questions about the comments provided, don't hesitate to contact the undersigned.

Regards,



Brandon Coveney

Senior Planner

Waterloo Region District School Board

51 Ardelt Avenue, Kitchener ON, N2C 2R5

Email: brandon_coveney@wrdsb.ca

City of Kitchener

Application Type: Official Plan Amendment Application OPA23/005/K/ES
Zoning By-law Amendment Application ZBA23/009/K/ES

Project Address: 2934 King Street East

Comments of: Transportation Services

Commenter's Name: Dave Seller

Email: dave.seller@kitchener.ca

Phone: 519-741-2200 ext. 7369

Date of Comments: June 12, 2023

- a. As part of a complete Zoning By-law amendment application, a Transportation Impact Study (TIS), Parking Review and Site Plan Review was submitted (November 2022) by Trans-Plan Transportation Inc. in support of this OPA/ZBA application.

Development proposal

The applicant is proposing to develop a 11-storey mixed use building with 77 apartment units and 1688 m² (18169 ft²) of commercial space. The development is estimated to generate 71 AM and 99 PM peak hour vehicle trips. The vehicle trips included the residential and commercial component, as well as trip reductions for internal and pass-by trips. The site will be serviced by one full moves access along Morgan Avenue and is proposing 155 parking spaces. Transportation Services review focused on City of Kitchener roadways and the site access.

Intersection analysis

The two intersections noted below were reviewed under 2022 existing traffic conditions and were expressed as level of service (LOS) and vehicle delay (s).

- Morgan Avenue & Centreville Road/ Hotel Access (unsignalized)
- Morgan Avenue & King Street East (Regional Road 8 unsignalized)

The 2022 existing traffic condition analysis indicated that the Morgan Avenue & Centreville Road/ Hotel Access are operating with a LOS B or higher and delays of 14 seconds or lower within the AM and PM peak hours. Morgan Avenue & King Street East analysis indicated that traffic travelling southbound along Morgan Avenue towards King Street East is operating with a LOS C and delays of 16 seconds in the AM peak hour. The PM peak hour indicated that the southbound movement is operating with a LOS F and vehicle delays of 60 seconds. The queuing along Morgan Avenue is expected, due to the higher traffic volumes along King Street East.

The three intersections noted below were reviewed under 2027 future total traffic conditions and the analysis is expressed as noted above for the 2022 traffic conditions.

- Morgan Avenue & Centreville Road/ Hotel Access (unsignalized)
- Morgan Avenue & King Street East (Regional Road 8 unsignalized)
- Morgan Avenue & **NEW proposed Site Access** (unsignalized)

The 2027 future total traffic conditions indicated the Morgan Avenue & Centreville Road/ Hotel Access are operating with a LOS C or higher and delays of 16 seconds or lower within the AM and PM peak hours.

Morgan Avenue & King Street East analysis indicated that traffic travelling southbound along Morgan Avenue towards King Street East is operating with a LOS C and delays of 16 seconds in the AM peak hour. The PM peak hour indicated that the southbound movement is operating with a LOS F and vehicle delays of 260 seconds. It should be noted that the PM peak hour 95th percentile queuing along Morgan Avenue is estimated to queue back from King Street East 173.8m and could at time block access points along Morgan Avenue. The queuing along Morgan Avenue is expected under the existing conditions and the 2027 future scenario, due to the higher traffic volumes along King Street East.

Morgan Avenue & NEW proposed Site Access analysis indicated that the intersection could operate with a LOS B or higher and delays of 16 seconds or lower within the AM and PM peak hours.

Left turn lane analysis

A left turn lane analysis was completed along Morgan Avenue at the proposed site access, utilizing the Ministry of Transportation (MTO) Geometric Design Standards for the 2027 future total traffic condition scenario. It was determined that a left turn lane along Morgan Avenue at the proposed site access is not warranted.

Vehicle swept path analysis

A swept path analysis was submitted for the garbage pick-up area utilizing the design vehicle FL-WC, loading area utilizing the design vehicle MSU and parking areas utilizing the design vehicle P. Each swept path analysis is acceptable. It should be noted that the "List of Figures" page and some of the actual figure numbers in the report do not match.

Parking supply

Under the current zoning 2019-051, a minimum of 140 to a maximum of 174 parking spaces are required for the combined uses. Based on this application, the applicant is proposing to provide a total of 155 parking spaces which includes the residential and commercial use and is within the minimum/maximum range. The applicant is proposing a minimum of 12 visitor parking spaces for the residential use, which meets the intent of the 2019-051 zoning.

Conclusion

Based on the methodology and analysis within the TIS by Trans-Plan Transportation Inc., Transportation Services supports the submitted report is support of the applicants OPA/ZBA applications.

- b. A discussion took place with Transportation Services management staff and it was determined that, as part of the site plan process, a 1.8m wide concrete sidewalk be installed as part of the development along the entire Centreville Street frontage.

Dave Seller, C.E.T.

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