

# Growing Together

## What We Heard: Workshop Engagement Summary

*Detailing Public Workshop Engagements Held in March and April of 2023*



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## Project Overview

The City of Kitchener is growing and faces many challenges. There is a housing affordability crisis and Council has declared a climate emergency. Land use policies and zoning regulations can play a significant role in addressing these challenges.

Major Transit Station Areas (MTSAs) have unique provincial and regional policies, and intensification around transit is a core fundamental principle of Ontario's planning structure. The City has launched *Growing Together* to implement these policies by updating the City's planning framework in MTSAs.

Kitchener's MTSAs have been established through the approval of the Region of Waterloo's Official Plan. *Growing Together* is the continuation of the ongoing planning review process that began with *Planning Around Rapid Transit Stations (PARTS)* and advanced through the *Neighbourhood Planning Review (NPR)* project. Over 20 engagements were held through these projects to gather community input. These engagements are detailed in [Appendix B](#) of this report.

*Growing Together* focuses on the land use and zoning framework for seven of Kitchener's ten MTSAs (the MTSAs west of the expressway), which include the Urban Growth Centre and Downtown Kitchener. The seven MTSAs are as follows:

1. Grand River Hospital
2. Central Station Innovation District
3. Victoria Park & Kitchener City Hall
4. Frederick & Queen
5. Kitchener Market
6. Borden
7. Mill

Throughout 2023, the City is engaging on the *Growing Together* project, which began with a series of interactive workshops using a 3D-printed model of the *Growing Together* geography. This report summarizes and analyses the feedback collected at these community engagement workshops, which were held in March and April of this year.

## Engagement and Communications Approach

The last few years have seen many changes to the provincial and regional planning frameworks. Several new City priorities have emerged as well. Due to these changes, it was important that staff meaningfully re-engage with the community to explore what these changes mean. An interactive workshop format was chosen to ensure that this re-engagement was accessible, represented realistic parameters for future change, and led to community feedback that is implementable within the current land use planning process.

Those changes, how they have impacted the project, and how they led to the creation of the Growing Together Workshop can be found in the [workshop presentation](#). The *Growing Together* workshop format was intentionally designed to be:

- **Equitable:** To reach a more diverse and representative range of community members.
- **Educational:** To create an intuitive exercise using realistic building types and quantities to simulate growth and set expectations for future change.
- **Measurable:** To collect community input that can be meaningfully analyzed and quantified.

## An Award-Winning Process

*Growing Together* has won two awards to date:

- A Smart50 award, an international award honouring the 50 most transformative smart projects of the year. Additionally, at the Smart Cities Connect conference in Denver in May 2023, **Growing Together was announced as one of the top 3 projects overall.**
- A 2023 Excellence in Municipal Systems award by the Municipal Information Systems Association of Ontario.



Figure 1: The Logos for the Smart 50 Awards and MISA Ontario.

## How the Workshops Were Organized

The initial suite of 6 workshops were designed to engage community members in two categories; three focused workshops for residents of the *Growing Together* MTSA's, and three community-wide workshops that were broadly advertised for anyone to attend.

## How We Reached Out

In March 2023, a project webpage and email address were launched to provide details about the project, workshop engagements, and information on ways to stay involved. A presentation detailing the workshop exercise and explaining the context around the exercise was posted on the project webpage. The *Growing Together* engage webpage received 1,400 total visits through April 19<sup>th</sup>, 2023.

## Postcard Notices

As part of advertising the three targeted workshops, 10,598 postcards were mailed to property owners and tenants for the following three categories:

*Table 1: Target Audience of Postcards and Number of Postcards Mailed*

Target Audience	Description	# of Postcards
<b>Low-rise detached dwelling residents</b>	People who live in single detached, duplex, and triplex dwellings.	3,013
<b>Low-rise apartment residents</b>	People who live in small apartments that are 4 storeys or less.	2,937
<b>Mid-rise and high-rise apartment residents</b>	People who live in apartments in mid-rise and high-rise buildings.	4,648
<b>TOTAL</b>		<b>10,598</b>

A sample postcard is in [Appendix B](#).

### *Growing Together Card Deck*

A card deck was prepared with key facts about growth, housing, and land development in the City of Kitchener. This card deck was meant to be informative for workshop participants and was made available at the individual sessions. A sample from the card deck is in [Appendix B](#). A .pdf of the full card deck is available on the [Growing Together engage page](#).

### *Advertisement in The Record*

A notice ([Appendix B](#)) advertising the 3 community-wide workshops was posted in the Waterloo Region Record on March 17<sup>th</sup>, 2023, in printed and online formats.

### *News Release*

A City of Kitchener news release was sent on March 9, 2023 that highlighted project information and invited the community to engage online or in person at the three community-wide workshops.

### *Email Notification*

The Growing Together Engage page allows anyone interested in this project to sign up for e-mail subscriptions to receive updates and notices of events relating to the project. 80 community members are subscribed to the engage page.

Additionally, email notification was sent to everyone on the notification list to update them on the project and direct them to the [Growing Together Engage page](#).

## **How the Workshop Works**

The Growing Together workshop is based around an accurate, 3D-printed physical model representing the 7 MTSA's west of the expressway, at a 1:1000 scale. White buildings represent the existing context.

Yellow buildings represent 18,000 new housing units, an amount consistent with our Housing Pledge target of 35,000 units by the end of 2031. These units are represented by 6 different typical buildings in three broad categories of low, medium and high-rise development, consistent with the types of development the MTSA's are experiencing and are likely to experience moving forward. A detailed methodology is [available here](#).



*Figure 2: A photo from the April 17th Council Strategy Session Workshop.*

Each workshop asked participants to place the provided buildings within the *Growing Together* geography. Staff were in continuous discussion with participants about their priorities, concerns, and ambitions for what Kitchener’s MTSA’s will become.

To date, staff have run 12 workshops in total, including a suite of 6 community workshops that form the core of this report and the analysis we have produced. The other workshops included groups such as City Staff, Waterloo Region District School Board teachers, the Waterloo Region Association of Realtors, and others. The full list can be found in [Appendix B](#).

*Table 2: Location and Number of Participants at Engagement Events*

<b>Date</b>	<b>Group/Event</b>	<b>Location</b>	<b>Participants</b>
<b>March 21 2023</b>	Focused Community Workshop, Mid-rise and High-rise Residents	Kitchener City Hall Rotunda	60
<b>March 23 2023</b>	Focused Community Workshop, Low-rise Non-multiple Residents	Kitchener Public Library	75
<b>March 25 2023</b>	Community Wide Workshop	Kitchener Market	370
<b>March 27 2023</b>	Community Wide Workshop	Stanley Park Community Centre	25
<b>March 30 2023</b>	Community Wide Workshop	Forest Heights KPL	20
<b>April 4 2023</b>	Focused Workshop, Low-rise Multiple Residents	Downtown Community Centre	12
<b>Total</b>			<b>562</b>

The results of each workshop were captured at the end of each event. Each workshop was photographed in detail. Each building placed by a community member was recreated in a digital smart model unique to each workshop.

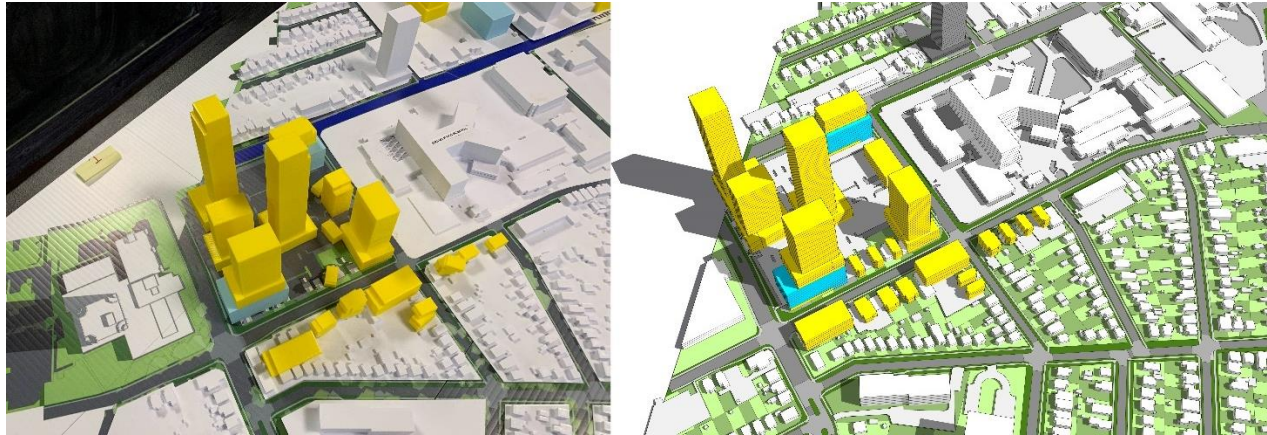


Figure 3: Left: A close-up photo from the March 25th workshop. Right: The same area in an image from the smart model.

The smart model contains information about every building within it; how many housing units it represents, and how many people and jobs are contained within. It provides instant access to data on station area density, people to job ratios, and more. What makes this so unique and valuable is that staff can directly align the community input received with various technical land use planning requirements, making direct comparisons possible, translating workshop results into mapping and datasets with real-world applicability.

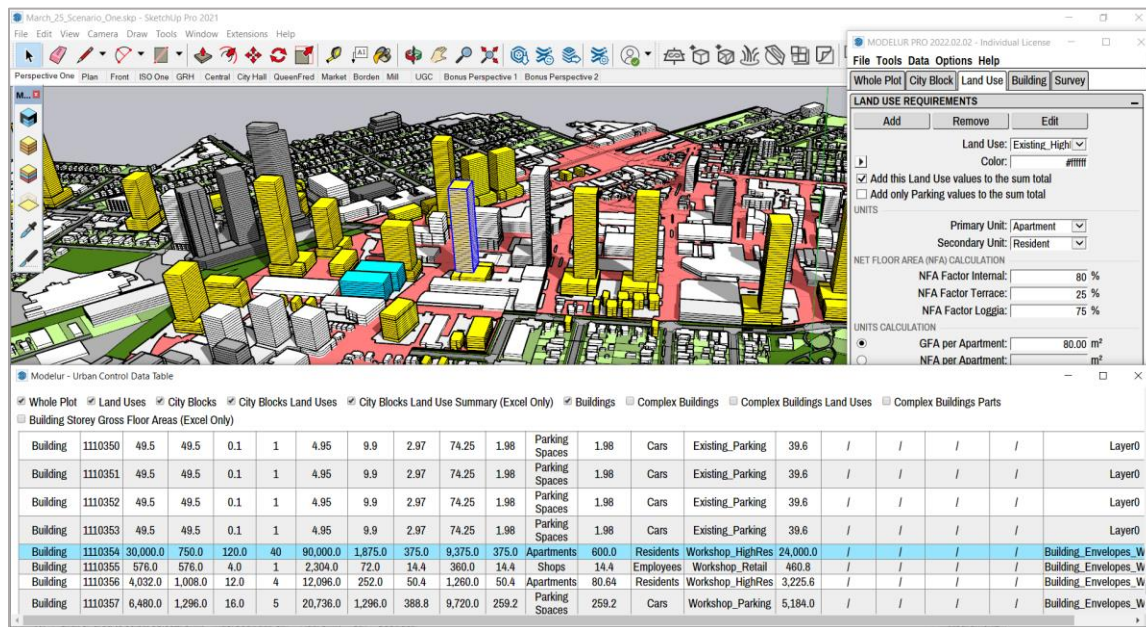


Figure 4: A screenshot of the digital smart model.

## Testing the Workshop Format

Prior to the community workshops, the workshop format was trialed with the *Downtown Community Working Group* that was formed to guide the *Downtown Vision* project. Their feedback helped shape the final workshop format and served as an opportunity to hear from that group on how growth and change can be shaped from their perspective. The feedback received is detailed in [Appendix C](#).

The workshop was tested on a second occasion internally at the Planning Division Staff Meeting on March 1<sup>st</sup>, with the intention of evaluating the format for final improvements.



Figure 5: Left: A photo from the January 24th workshop with the Downtown Community Working Group. Right; a photo from the March 1st Planning Division Staff Meeting workshop.

## Summary of Workshop Results

### Consolidated Results from the Six Public Workshops

Through the 6 public workshops, staff consulted with 562 total participants. The following pages summarize the feedback received and document the smart modeling analysis across these 6 workshops combined. Following this broad summary are summaries and analyses for each workshop individually in [Appendix A](#).

A summary of the April 17<sup>th</sup> Council workshop is also available in [Appendix A](#).

### Key Findings, Overall Summary

There were several consistent themes across all workshops;

- Broad support for growth and intensification within the MTSAs, with participants highlighting favourable access to transit, services, and amenities.
- Transit-oriented development contributes to a walkable and vibrant downtown Kitchener by bringing a greater number of more diverse people to the city core.
- Additional green space and parks needs to be considered as the city grows.



- Participants stated their concern for housing affordability and accessibility.
- Some community members shared concerns with tall buildings, including their impacts on shadows, wind, and urban design. Others supported tall buildings as part of a vibrant city, adding visual interest and variety to the architecture and urban design of the Kitchener.
- Staff heard multiple perspectives supporting a greater variety of housing styles and types, to serve the full range of needs in the community and to provide options for people who want to live here. An interest in larger units was commonly expressed.
- There was consistent interest in seeing high-rise development on currently vacant, industrial, or underutilized lands.
- Workshop participants placed the most and the highest density growth in the Urban Growth Centre – particularly around the Central Station/Innovation District stop – and surrounding the Borden and Mill stops. Higher density growth was also directed along King Street, Victoria Street, Charles Street, Ottawa Street and Weber Street.
- Many community members noted the importance of community infrastructure keeping pace with new growth, particularly schools, hospitals, and grocery stores.

## Mapping Summary

The maps below show the combined results of the six community workshops. The first map demonstrates where low, medium, and high-rise buildings were placed by all 562 workshop participants combined.

### Key Findings, Overall Building Placement

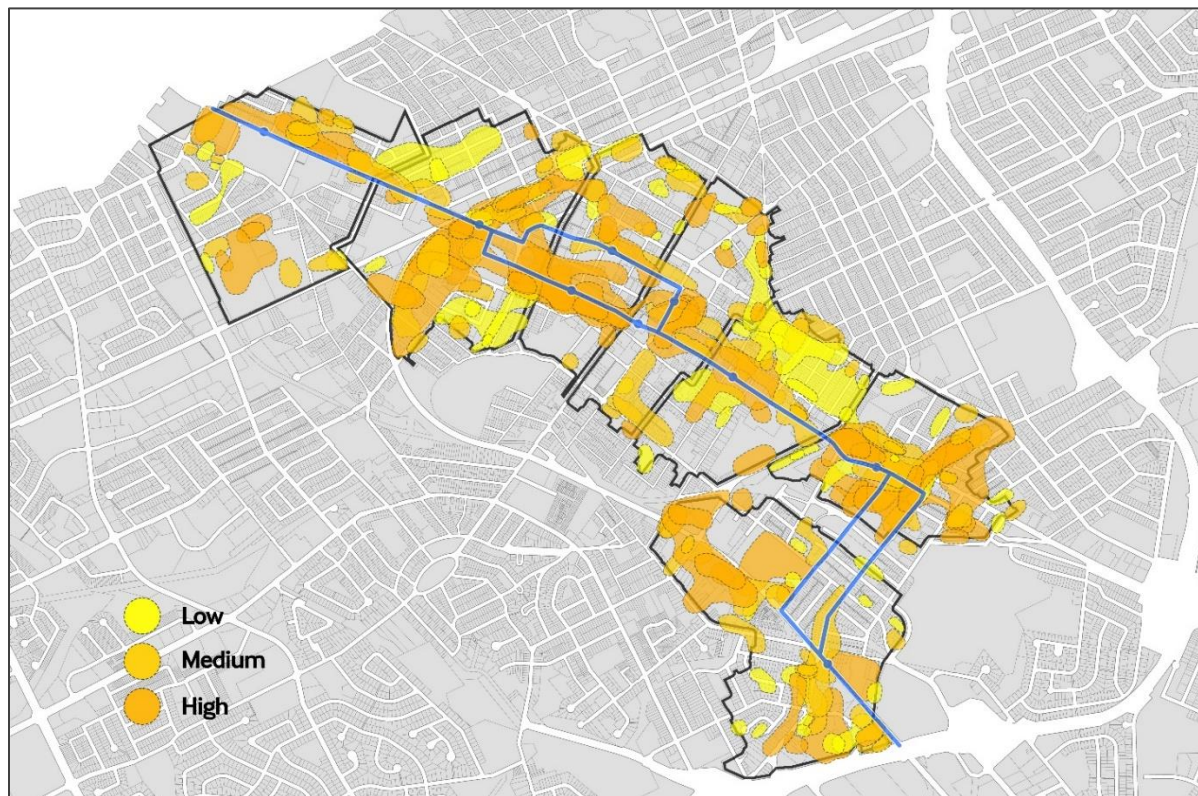


Figure 6: Map showing where all buildings were placed by workshop participants across the six public workshops.

As seen in the image above;

- Medium and high-density growth was focused at LRT stops, along the LRT corridor and also along major streets like Victoria Street, Charles Street, King Street, and Ottawa Street.
- Significant growth was also focused on large “opportunity sites” such as various large surface parking lots and existing industrial lands around the Borden and Mill Stations.
- Low-rise growth was generally placed in existing low-rise neighbourhoods. In some cases, low-rise buildings were placed in areas otherwise populated by mid and high-rise buildings. In other cases, mid and high-rise buildings were placed within existing low-rise neighbourhood contexts. However, broadly across the workshops, low-rise buildings were placed within low-rise existing neighbourhood contexts.
- A large amount of new high-density growth was placed within the Urban Growth Centre (downtown). Workshop participants demonstrated significant “room to grow” within downtown Kitchener, and broadly indicated a preference for the continued build out of the downtown and other key areas over a more ‘even’ distribution of high-rise forms across the Growing Together geography.

### Key Findings, Low-rise Building Placement

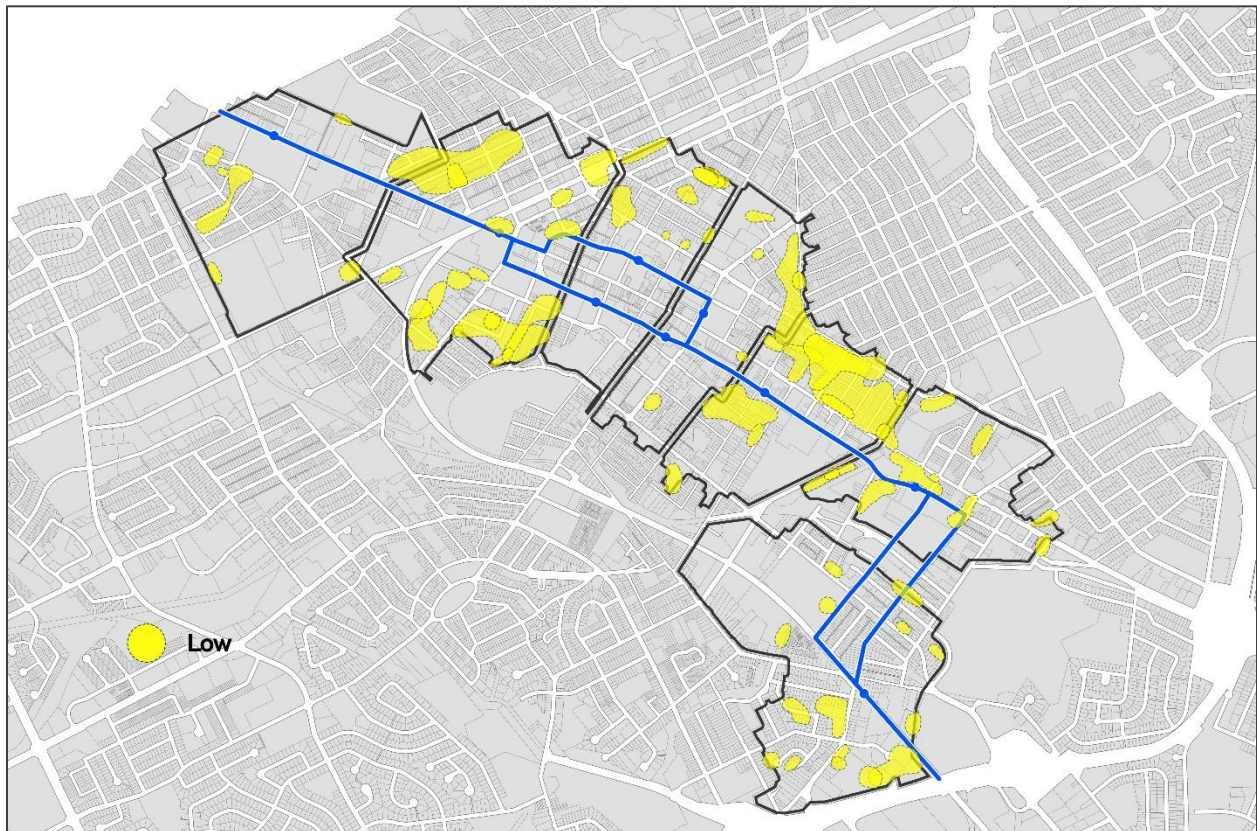


Figure 7: Map showing where low-rise buildings were placed across the six public workshops.

As seen in the image above;

- A significant concentration of low-rise buildings was placed near the Kitchener Market, generally between Cedar Street, King Street East, Stirling Avenue, and Weber Street East. Other areas of focus include Victoria Park and the Mt. Hope/Breithaupt Neighbourhood.
- Aside from these areas of focus, low rise buildings were broadly placed across the entire MTSA geography.
- In general, low-rise buildings were placed further away from LRT stations than other forms of growth and within existing low-rise neighbourhoods.

## Key Findings, Mid-rise Building Placement

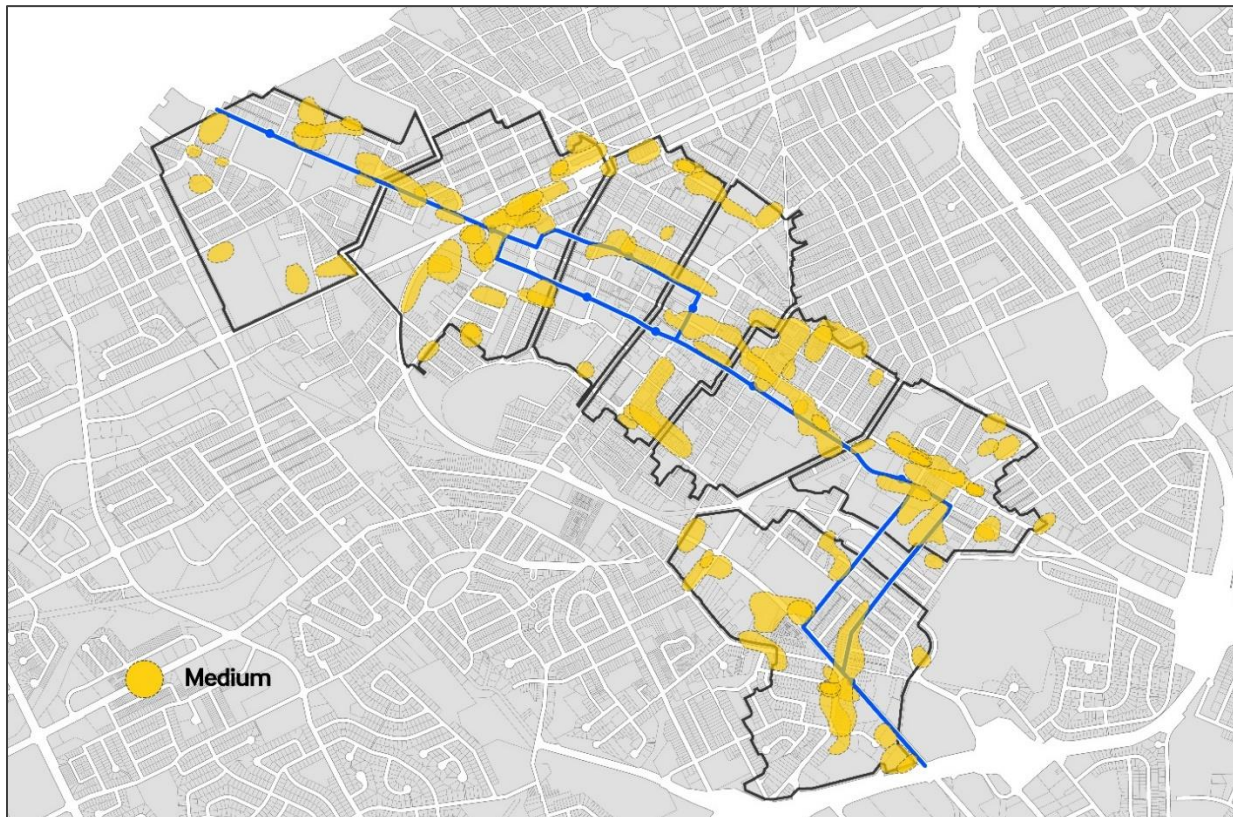
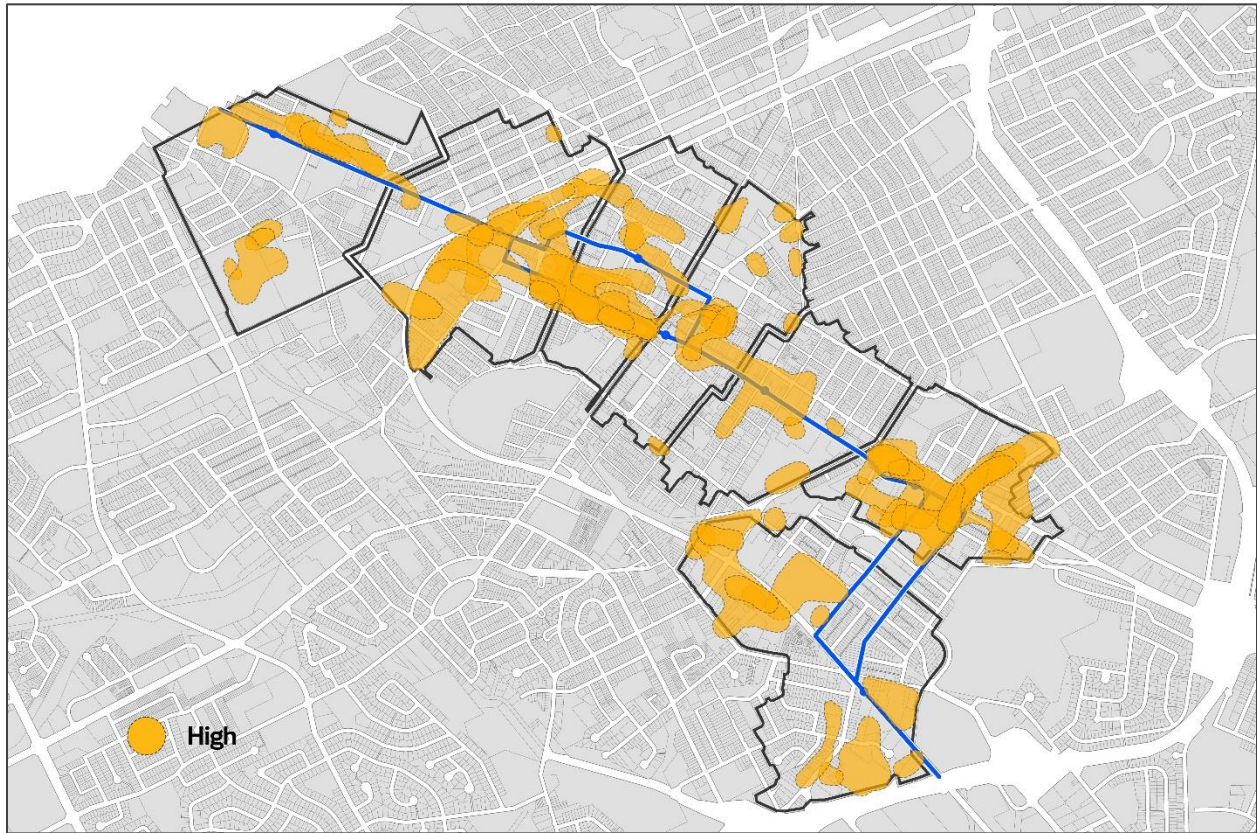


Figure 8: Map showing where mid-rise buildings were placed across the six public workshops.

- Mid-rise buildings were distributed fairly evenly throughout the MTSA's, with no obvious concentrations observed in one particular area.
- These buildings were often placed on larger roads like Ottawa Street, King Street, Courtland Avenue, Weber Street, or Victoria Street. They usually lined these streets.
- In general, mid-rise buildings were placed on the outside edges of low-rise neighbourhoods, appearing to serve as a “transition” between high and low-rise buildings. We can see this along Benton Street, Courtland Ave., Ottawa Street, and others.
- Mid-rise buildings were often placed in the same areas as high-rise buildings, indicating that a mix of mid and high-rise forms was often preferred for larger opportunity sites, with multiple buildings at a range of heights.

## Key Findings, High-Rise Building Placement



*Figure 9: Map showing where high-rise buildings were placed across the six public workshops.*

- High rise buildings were generally clustered in the immediate vicinity of LRT stations.
- The Urban Growth Centre (downtown) also saw a significant concentration of high-rise buildings placed there. This suggests capacity for continued growth.
- Borden Station received a significant amount of new high-rise growth surrounding the station stop.
- A few tall buildings were placed in the “Civic District” near Centre in the Square and the Kitchener Central Library.
- The north-east side of King Street (opposite Grand River Hospital) saw a concentration of high-rise buildings. The hospital side did not receive many tall buildings, with the notable exception of the large parking lot at Union/King, which saw significant growth added.
- Victoria Street, Mill/Stirling, and the Catalyst 137 property also saw tall buildings placed there, despite these areas being slightly further away from LRT stations. These areas were viewed as underutilized “opportunity sites” with large lots that are further away from low rise neighbourhoods and could be suitable for significant density.
- Very few tall buildings were placed in the middle of an existing low-rise neighbourhood.

## Key Findings, ‘Best Fit’ of all Building Placement

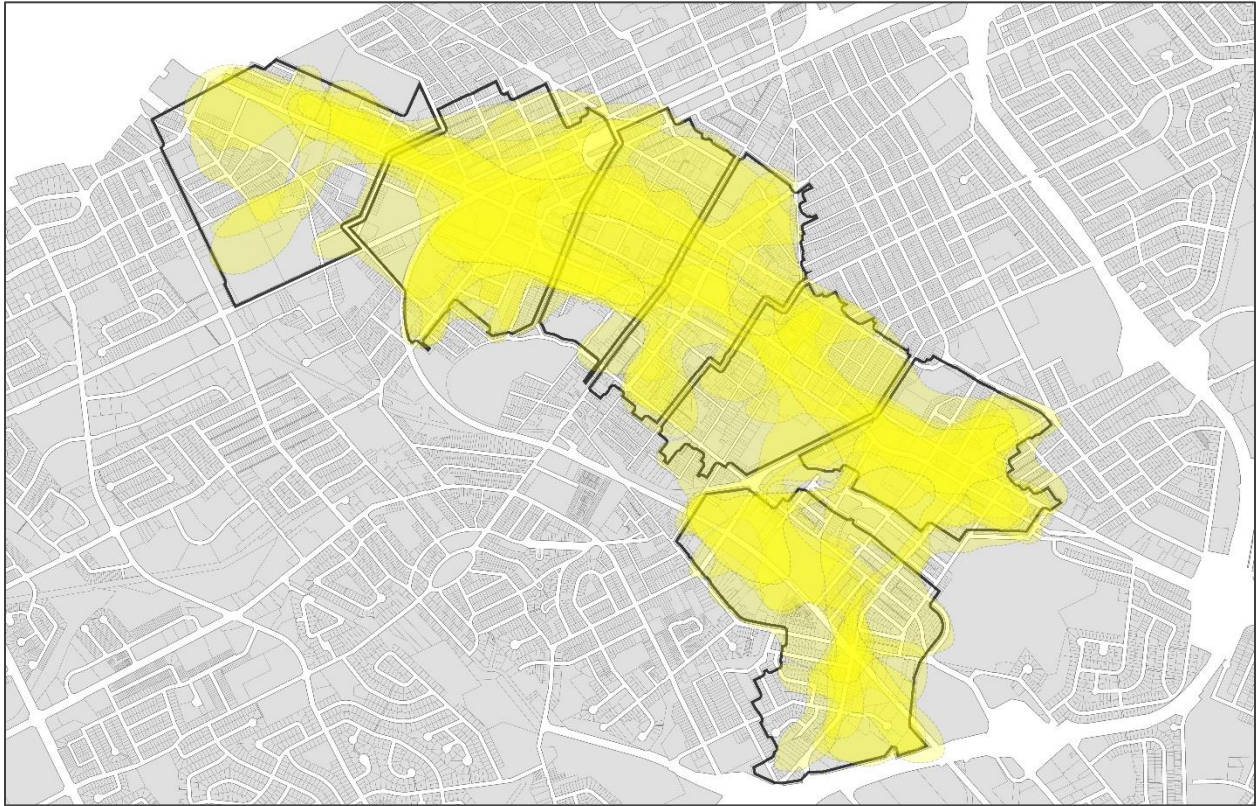


Figure 10: A map showing a broadly generalized ‘best fit’ of all building placement.

- This map removes the low/medium/high categories and shows a broadly generalized best fit of where all growth was placed throughout all six workshops combined. It shows that some form of growth can happen nearly everywhere within the *Growing Together* MTSAs.
- The least amount of growth was placed within parks and cemeteries, followed by the existing low-rise residential areas the furthest away from ION stops, such as the far southwest of the Mill station and the westernmost extremes of the Grand River Hospital Station. However, some growth was placed in every part of each MTSA at one point or another.
- Because this layers all 6 workshops together, areas of greater transparency indicate areas where fewer workshops concentrated buildings. Areas of greater opacity indicate areas where there was the most consensus around locating growth. These areas include the Urban Growth Centre boundary within the concentrated placement of buildings in the Central Station/Innovation District, Victoria Park/City Hall and Queen/Frederick MTSAs. This again shows strong community support for continued intensification of Downtown Kitchener.
- Intensification can also be read strongly along the entirety of the LRT route; along King Street, Charles and Duke, and Borden and Ottawa.
- Additional concentrations are clearly seen surrounding the Borden stop, including nearly all of the Borden MTSA (with the exception of the cemetery). The Mill stop sees a similar concentration around the station stop, but also extending along the rail corridor within underutilized industrial lands.

## Key Findings, Aggregated Data Analysis

A full quantitative analysis is available for each community workshop in [Appendix A](#). An aggregated summary of that analysis covering all workshops combined is provided below.

- On average, participants placed 16,116 of the 18,000 units, or 90% of the provided housing. This ranged from a low of 68% to a high of 98%, with higher turnout workshops generally placing more of the buildings (suggesting that more participants led to higher overall participation in the exercise).
- People placed the most growth in the Central station (22% of all units). The fewest number of units were placed in the Market station (6%). Significant growth was placed in the Urban Growth Centre (35% of all units). The following table shows the average distribution of units across the six community workshops.

*Table 3: Number of Units Placed in MTSA's (Average of all Engagement Sessions)*

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC*
Units Placed	16,116	1,731	3,947	1,968	1,326	1,066	3,527	2,550	6,211
% of 18k	90%	10%	22%	11%	7%	6%	20%	15%	35%

\*The UGC boundary includes portions of the Central, City Hall, Queen, and Market MTSA's

- Including existing buildings, the largest amount of total people, on average, would be living in the Central station (11.5k). The smallest populations are found in the Grand River Hospital (5.9k) and Market (5.0k) station areas.
- Including existing buildings, the largest amount of total jobs, on average, would be located in the Central station (7.4k). The lowest job totals are found in the Borden (2.0k) and Market (2.0k) stations.
- Including existing buildings, the lowest people-to-jobs ratio is found in the Grand River Hospital (1.13 people per job) and Frederick and Queen station areas (1.27 people per job). The highest ratio is found in the Borden station (3.28 people per job). A common best practice is to target a ratio of between 2:1 and 3:1, which is a mix of people and jobs that leads to a good balance of daytime and evening activity to support local businesses and other amenities. Generally speaking, an area with a ratio of less than 2:1 means we should consider ways to add additional housing. An area with a ratio of greater than 3:1 means we should consider ways to add additional employment.

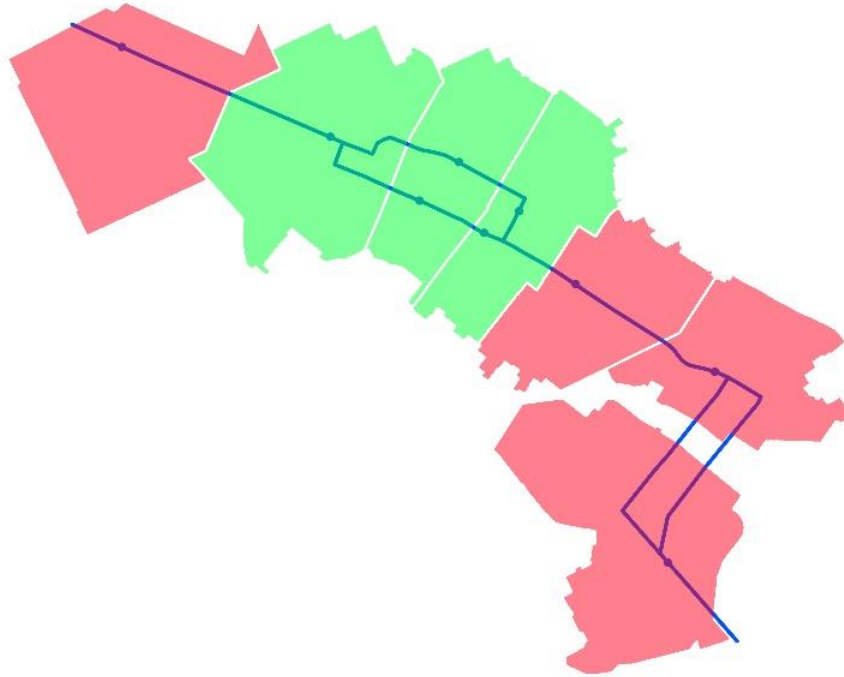
Table 4: Number of New People and Jobs in MTSA's (Average of all Engagement Sessions)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Total People	51,141	5,854	11,520	8,707	6,801	5,049	6,696	6,513	19,608
Total Jobs	29,504	5,164	7,351	5,295	5,334	1,972	2,041	2,346	16,146
Ppl/Job Ratio	1.73	1.13	1.57	1.64	1.27	2.56	3.28	2.78	1.21

- On average, the workshops met the provincial minimum density target of 160 people and jobs per hectare for Central Station, City Hall & Victoria Park and Queen & Frederick stations (green in map below). It did not reach the minimum density targets for Grand River Hospital, Kitchener Market, Borden or Mill stations (red in map below).
- Significant capacity was demonstrated in the Urban Growth Centre, achieving an average density across the workshops of 341 people and jobs per hectare.

Table 5: Density of People and Jobs per Hectare in MTSA's (Average of all Engagement Sessions)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Density	154	125	201	250	209	115	146	84	341



*Figure 11: A map showing whether, on average, each station was able to meet its minimum density target through the workshop exercise.*

## Next Steps

In early summer, draft land use and zoning direction will be available for review and comment. That overview will detail how the community input summarized here has been considered in the draft directions into the project moving forward. It will also summarize how the policies being developed through *Growing Together* are being designed to align with various City priorities and objectives.

Community engagement on draft directions will occur in person at events and virtually through the Growing Together engage page. In late summer/early fall, a full set of draft materials, including draft Official Plan land uses and policies, and zoning regulations will be available for review and comment.

Council consideration of a decision on amendments to the Official Plan and Zoning By-law are expected towards the end of 2023.



## Appendix A: Summary and Analysis of Community Workshops

### Mid-Rise and High-Rise Resident Workshop (March 21, 2023)

#### *Engagement Event Overview*

- **Focused** engagement for residents of mid-rise and high-rise apartments living within the MTSA.
- **60** participants in the workshop.
- **4,648** promotional postcards mailed to residents.
- Held in the Kitchener City Hall Rotunda on March 21<sup>st</sup>, 2023, from 2pm-8pm



Figure 12: Photo of the workshop in progress.

Staff spoke with a former Forest Heights resident of 20+ years who moved downtown because his partner felt it would be better for their lifestyle. He was indifferent about the change at the time but now thinks it was a good fit for this stage of their life.

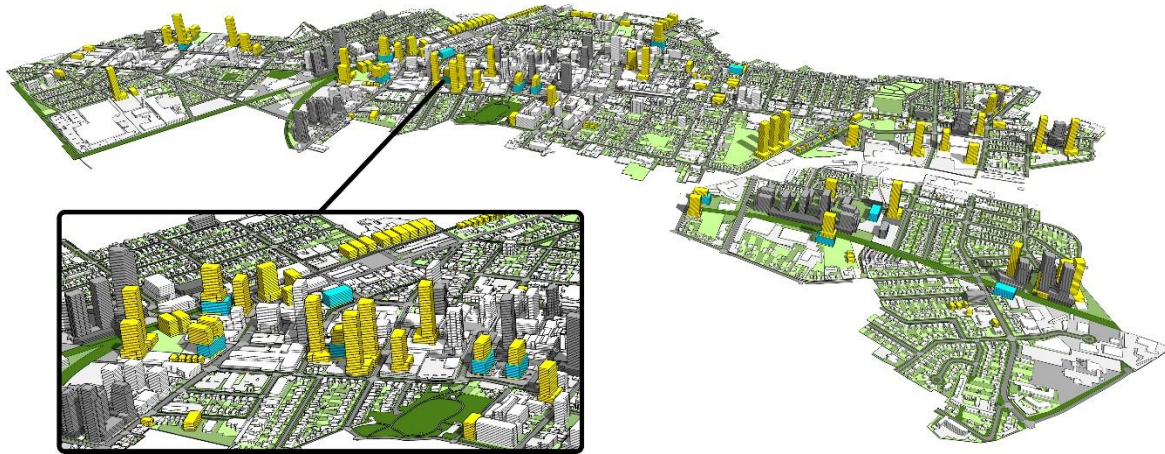


Figure 13: Image from the smart model of the workshop results.

Several people expressed that they enjoyed the workshop exercise and that it helped them to visualize the amount of housing that the City needs to plan for.

#### *Where People Placed Growth*

“We need to develop in empty spaces that are widely underutilized like the Borden Station Area and Airboss factory.”

One person who recently moved from the GTA to the Kaufman Lofts discussed the need for more services, amenities, and events in the downtown core and major transit station areas. They stressed a need for greater growth as it will bring more of these services, amenities, and events to the Downtown and the MTSAs.

The following “heat map” represents where workshop participants placed low, medium, and high-rise housing units through the workshop exercise. Concentrations of growth are found around ION LRT stops. Parts of Victoria Street and Ottawa Street also see significant growth potential identified.

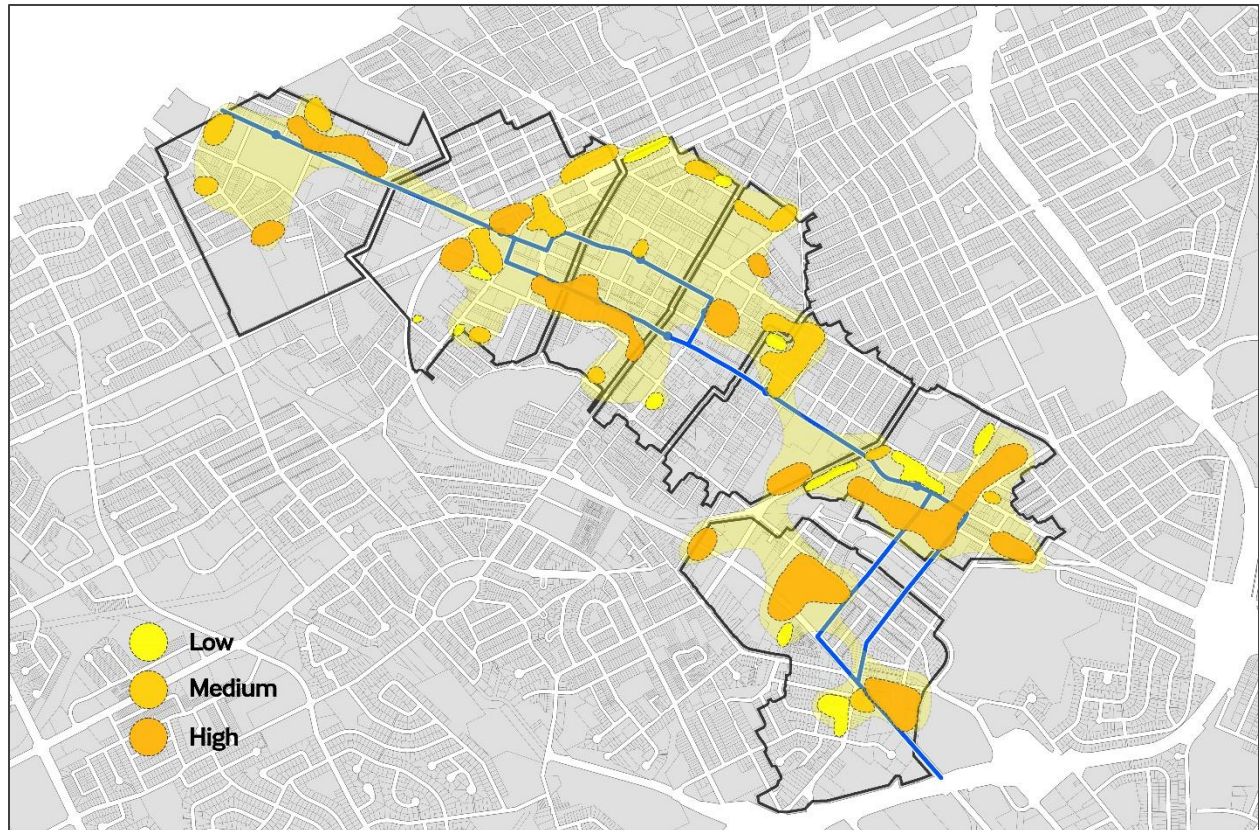


Figure 14: A heat map of where participants placed low, medium and high-rise buildings.

- 98% of the 18,000 total units were allocated during the workshop.
- Growth was generally placed near MTSA station stops, along the ION route, and throughout the Downtown.
- Low-rise growth was distributed widely.
- Mid-rise growth was also placed broadly throughout, but more mid-rise buildings were placed closer to ION stops.

“The ION is very convenient. Many stops are already very busy and have a lot of use. But Mill and Borden are not as busy as other stops. More development would help fix that.”

Multiple participants stacked towers on top of office buildings, expressing a desire for vertical mixed use. Others stacked towers on top of towers, noting that specific locations (the hub, for example) could be density carriers beyond the tallest building typology provided.

High-rise growth was placed in closer proximity to station stops and on large opportunity sites. The placement of low, medium and high-rise buildings can be seen separated out in the maps below. A fourth map shows a continuous map zone capturing all growth, as placed by participants.

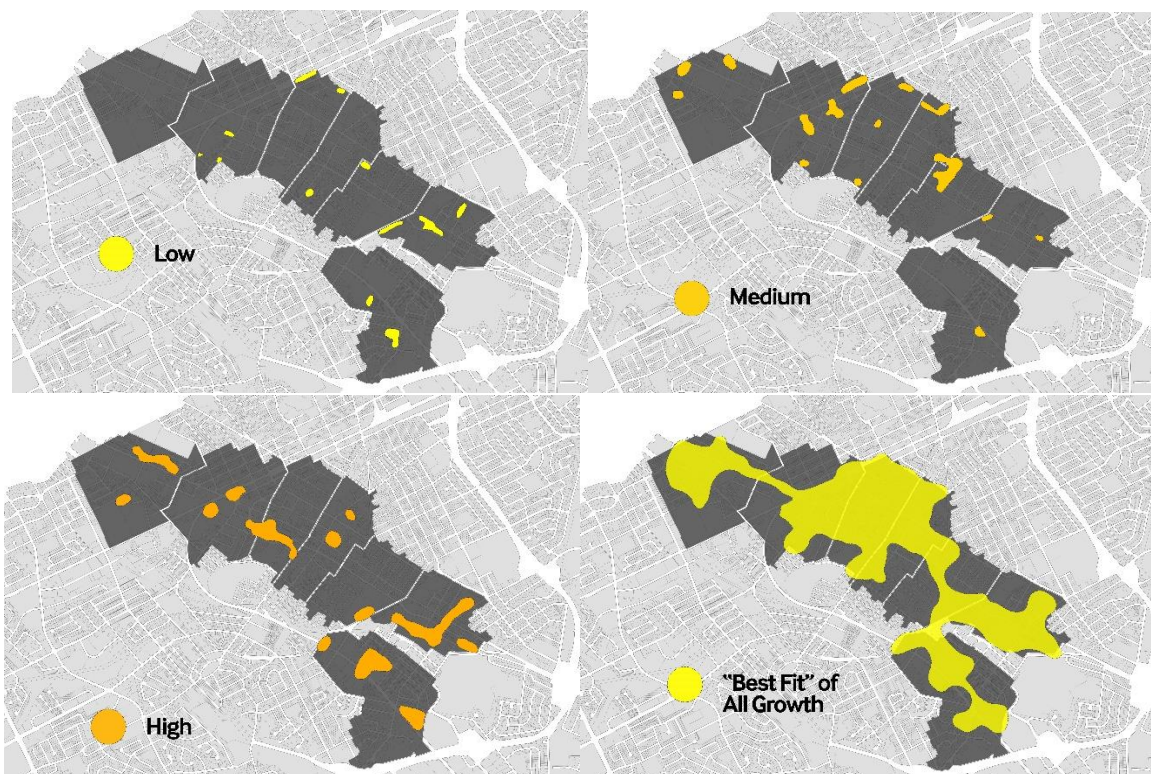


Figure 15: A series of four maps showing where participants placed low, medium, and rise growth, as well as a best fit map of all growth combined.

- People placed the most growth in the Central station (24% of all units). The fewest number of units were placed in the City Hall/Victoria Park station (9%). Significant growth was placed in the Urban Growth Centre (39% of all units)

Table 6: Number of Units Placed in MTSAs (Mid-Rise and High-Rise Resident Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC*
Units Placed	17,571	2,352	4,297	1,682	1,534	1,739	3,255	2,711	6,947
% of 18k	98%	13%	24%	9%	9%	10%	18%	15%	39%

\*The UGC boundary includes portions of the Central, City Hall, Queen, and Market MTSAs

- Including existing buildings, this workshop resulted in the largest amount of total people living in the Central station (12.2k). The smallest populations are found in the Borden (6.2k) and Market (6.2k) station areas. However, the distribution of population among station areas is relatively even in this workshop scenario compared to some others.
- Including existing buildings, this workshop resulted in the largest amount of total jobs being located in the Central (7.7k) station. The lowest job total is found in the Borden station area (1.4k).

- Including existing buildings, the lowest people to jobs ratio is found in the Frederick and Queen station area (1.3 people per job). The highest ratio is found in the Borden station (4.4 people per job).

Table 7: Number of New People and Jobs in MTSA's (Mid-Rise and High-Rise Resident Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Total People	53,619	6,891	12,206	8,306	7,182	6,150	6,209	6,666	20,957
Total Jobs	30,572	4,554	7,688	5,693	5,540	2,128	1,411	3,559	16,707
Ppl/Job Ratio	1.75	1.51	1.59	1.46	1.30	2.89	4.40	1.87	1.25

- This workshop met minimum density targets for Central Station, City Hall & Victoria Park, and Queen & Frederick stations (green in map below). It did not reach the minimum density targets for Grand River Hospital, Kitchener Market, Borden or Mill stations (red in map below).
- Significant capacity was demonstrated in the Urban Growth Centre, achieving a density in this workshop of 359 people and jobs per hectare.

Table 8: Density of People and Jobs per Hectare in MTSA's (Mid-Rise and High-Rise Resident Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Density	161	130	212	250	219	136	127	97	359

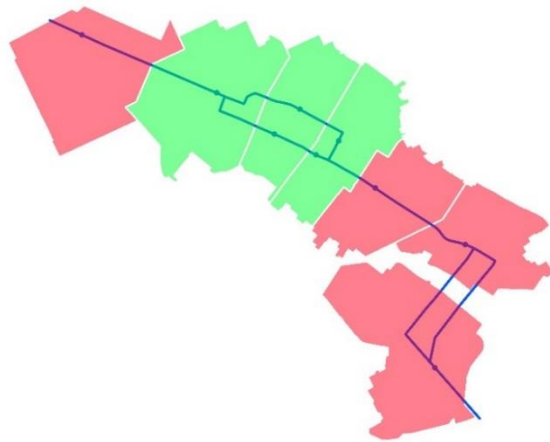


Figure 16: A map showing which MTSAs would meet their minimum required density targets as a result of this workshop.

Multiple participants stacked towers on top of office buildings, expressing a desire for vertical mixed use. Others stacked towers on top of towers, noting that specific locations (the hub, for example) could be density carriers beyond the tallest building typology provided.

There is a significant amount of recurring interest in specific services and amenities; hospital access to serve a growing population was top of mind for many. More grocery stores were often noted as a need. Staff wanted to better understand the comments and asked for clarification, as there are many small grocery stores operating in our MTSAs; people generally meant larger-format, nationally branded grocers.

### *What We Heard & What We Saw*

Participants in this workshop generally agreed that growth and intensification is inevitable and would prefer to see high-rise buildings continue to be built along the LRT. Participants expressed that the city could accommodate the most growth near LRT stations such as Borden and Mill.

Feedback expressed general satisfaction with the way Kitchener has been developing tall buildings over the last several years. One participant called for more interesting, 'less boxy' architectural forms. One participant cautioned against creating 'canyons' of too-similar towers.

When discussing building height, participants noted that the downtown could accommodate high-rise developments in line with currently proposed developments. Participants in the workshop noted they would like to see architecturally significant building design and high-quality building materials in new developments.

Some participants expressed a need for more 'family-sized' units in Kitchener's MTSAs. However, since 'family' means many different things to many different people, staff wanted to better understand this concern. People generally meant that they did not believe there were large enough units being created within new developments to serve the needs of households with multiple children. One participant suggested that building height does not concern him, but unit size does.

Participants commented on the housing affordability crisis and wanted to see the City encourage affordable housing. Participants had questions about the definitions of affordability and would like to see the definition broadened. It was expressed that larger units for larger household sizes should be provided through new development.

Several comments were made by participants indicating they enjoy living in high-rise buildings downtown and that they would be happy to see more tall buildings downtown. They noted this would bring vibrancy and life to the streets of downtown. More people living downtown would encourage new businesses, such as a downtown grocery store. Participants expressed interest in seeing mixed-use buildings hosting new companies and housing units.

Parking/traffic was discussed thoughtfully; with some concerned about the impact of additional cars on existing roads, but with others talking through cycling, transit, and trail opportunities as ways to help people rely less often on personal vehicles.

Some participants believe that a personal vehicle is still necessary, even downtown. Others feel the opposite, and rely on the ION, cycling, and other methods to get around.

While participants generally supported more housing development downtown, concern about traffic management was expressed.

Participants spoke about the need to ensure that City infrastructure and services such as water, transportation and fire can meet the needs of an increased population. Participants also spoke of the need for more green space to accommodate additional residents. Specifically, they mentioned the Iron Horse Trail/Schneider Creek as important opportunities for green space.



Figure 17: An additional photo of the workshop.



## Low-Rise Non-Multiple Resident Workshop (March 23, 2023)

### *Engagement Event Overview*

- **Focused** engagement for residents of low-rise non-multiple homes within the MTSA.
- **75** participants in the workshop.
- **3,013** promotional postcards mailed to residents.
- Held in the Central Branch Kitchener Public Library on March 23<sup>rd</sup> 2023 from 6pm-8pm

Residents discussed the positive benefits that the MTSA geography has – walkability, access to transit, shops, grocery stores, entertainment. They discussed how it is important to protect these functions/activities and that growth should accommodate these positive attributes.



Figure 18: Photo from the workshop.



Figure 19: Image from the smart model of the workshop results.

“Ottawa and Borden got a lot of density during the activity. It is a large area that is underutilized and right on the LRT. It is realistic for it to be taller here, adding office buildings, and a broader mixed of uses.”

### *Where People Placed Growth*

The following “heat map” represents where workshop participants placed low, medium, and high-rise housing units during the workshop exercise. Concentrations of growth are found around ION LRT stops, particularly the Grand River Hospital and Borden stations. Growth was also distributed throughout the Urban Growth Center and by the Mill station stop.

Several comments noted parking lots in the downtown that could be redeveloped.

“Mixed use development should be on King Street, near the LRT. It would make sense to see business on the ground floor and housing above.”

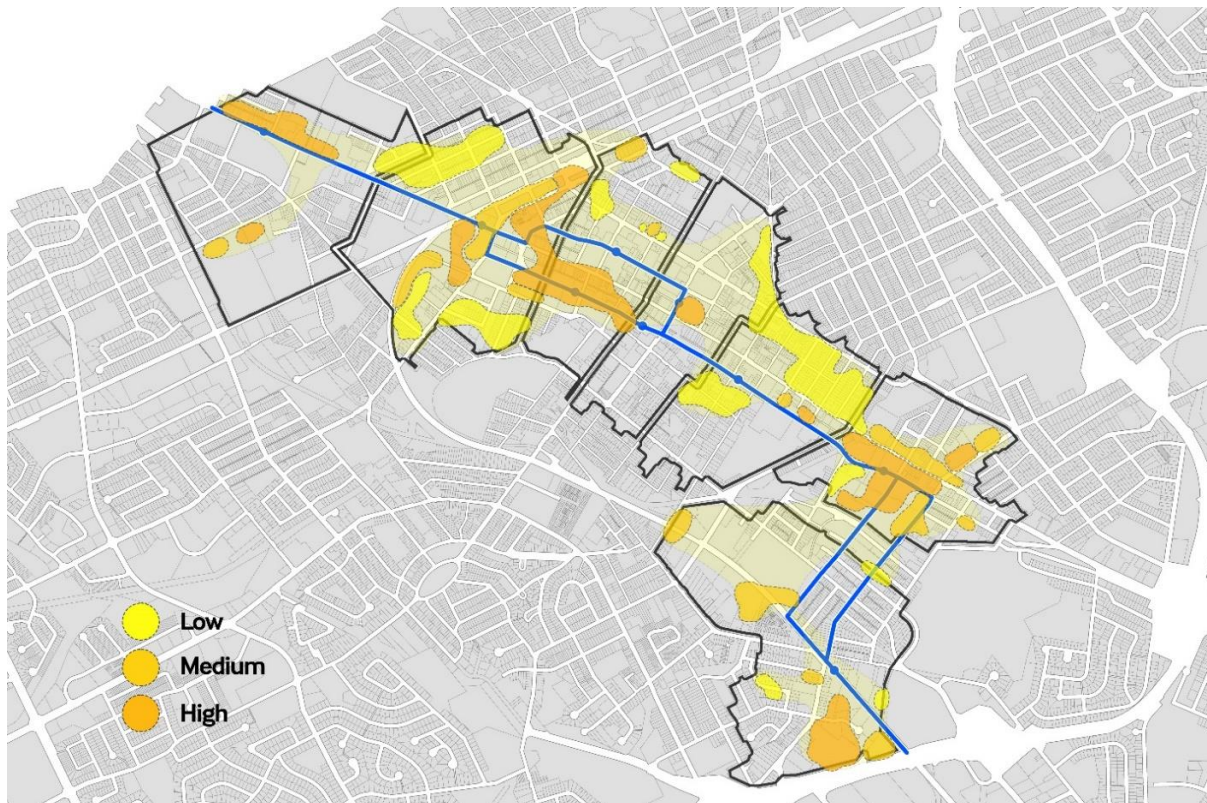


Figure 20: A heat map of where participants placed low, medium and high-rise buildings.

“Stirling and Courtland could be redeveloped. It doesn’t back onto many houses and it wouldn’t be disruptive to develop. It is also close to a station and very convenient”

“I think there should be more high-rises downtown. I want it to be more vibrant, give more life to the city, and attract business, restaurants, and places where people can walk to work”.

- 96% of the 18,000 total units were allocated during the workshop. Growth was generally placed near MTSA station stops, along the ION route, and throughout the west end of Downtown. Low-rise growth was distributed widely. Mid-rise growth was also placed broadly throughout but often placed closer to ION stops. High-rise growth on large opportunity sites and on lands in close proximity to station stops.
- The placement of low, medium and high-rise buildings can be seen separated out in the maps below.

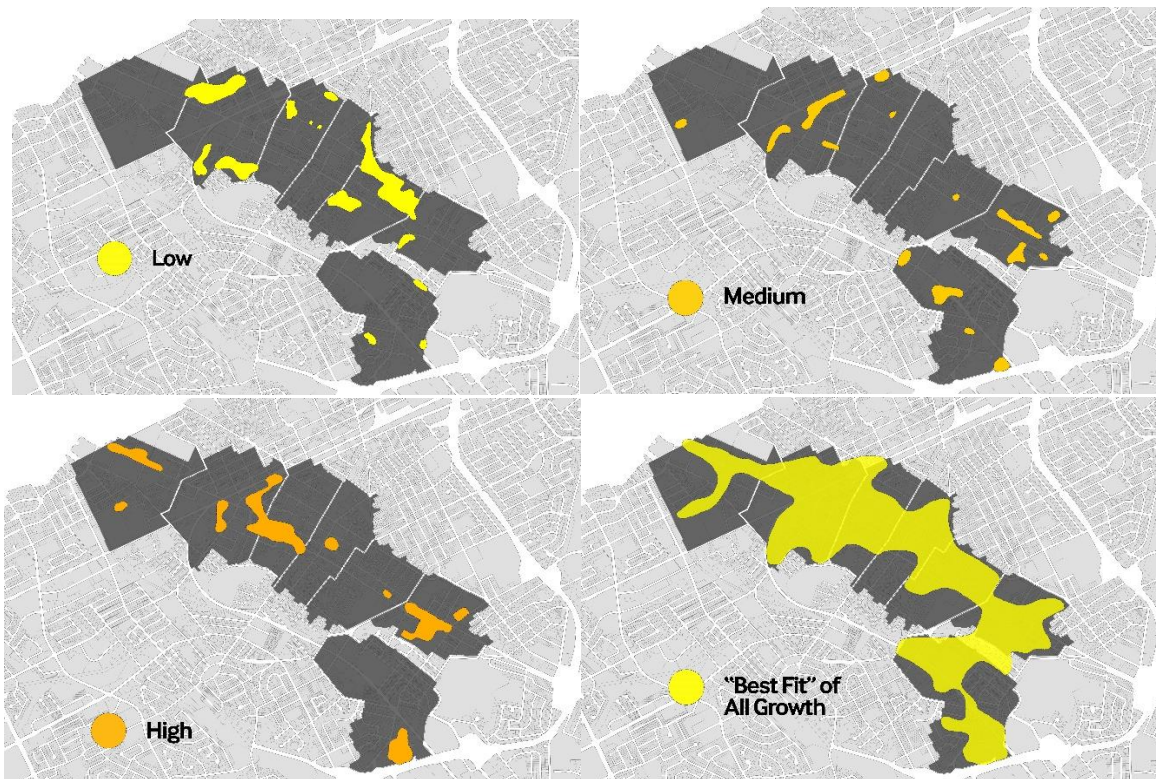


Figure 21: A series of four maps showing where participants placed low, medium, and high growth, as well as a best fit map of all growth combined.

- People placed the most growth in the Borden station (31% of all units). The fewest number of units were placed in the Queen and Frederick and Market stations (3% in each). Significant growth was placed in the Urban Growth Centre (30% of all units)

Table 9: Number of New Units in MTSA's (Low-Rise Non-Multiple Resident Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Units Placed	17,301	2,448	3,981	1,509	562	503	5,647	2,654	5,474
% of 18k	96%	14%	22%	8%	3%	3%	31%	15%	30%

- People placed the most new units in Central station. While this is the most populated MTSA today, this suggests that people see additional capacity for growth.
- Including existing buildings, this workshop resulted in the largest amount of total people living in the Central station (11.6k) and Borden station (10.3k). The smallest population is found in the Market station area (4.1k).
- Including existing buildings, this workshop resulted in the largest amount of total jobs being located in the Central (7.3k). The lowest job total is found in the Market station area (1.7k).
- Including existing buildings, the lowest people to jobs ratio is found in the Frederick and Queen station area (1.08 people per job). The highest ratio is found in the Borden station (3.3 people per job).

Table 10: Number of New People and Jobs in MTSA's (Low-Rise Non-Multiple Resident Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Total People	53,236	7,012	11,602	7,958	5,516	4,128	10,294	6,726	18,242
Total Jobs	30,967	6,229	7,275	4,864	5,109	1,679	3,123	2,687	15,457
Ppl/Job Ratio	1.72	1.13	1.59	1.64	1.08	2.46	3.30	2.50	1.18

- This workshop met minimum density targets for Central Station, City Hall & Victoria Park, Queen & Frederick and Borden stations (green in map below). It did not reach the minimum density targets for Grand River Hospital, Kitchener Market, or Mill stations (red in map below).
- Significant capacity was demonstrated in the Urban Growth Centre, achieving a density in this workshop of 321 people and jobs per hectare.

Table 11: Density of People and Jobs per Hectare in MTSA (Low-Rise Non-Multiple Resident Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Density	161	150	201	229	183	95	224	90	321

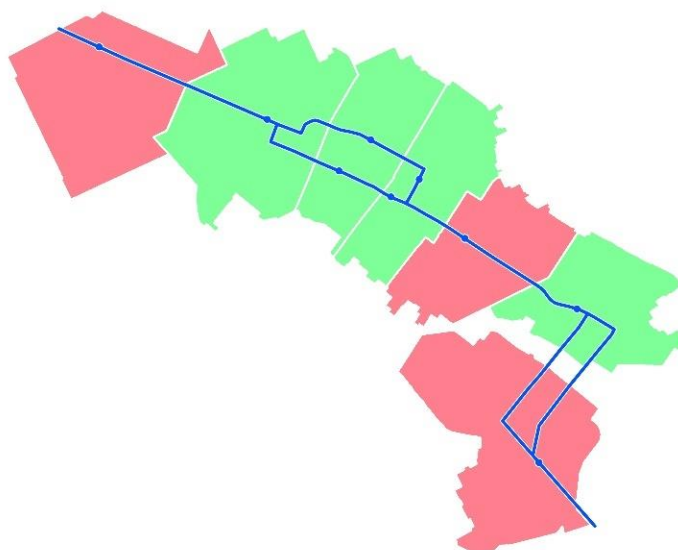


Figure 22: A map showing which MTSAs would meet their minimum required density targets as a result of this workshop.

“Mill and Ottawa can accommodate growth. The houses there are getting to be around 70 years old and it could be a great place to raise a family.”

“The Market Square area is underutilized, and well-located along transit.”

### What We Heard & What We Saw

Participants shared that housing near transit is necessary because it can allow more accessible connections to amenities, including shops and entertainment. Participants also spoke about the positive impact of more people living downtown, including more vibrant street life, foot traffic to support businesses, improved public realm and a more diverse community. Participants noted that mixed-use development would encourage walkability.

Participants noted they would like the City to direct growth to the under-utilized areas of the MTSAs, including redeveloping factory spaces in and around Borden Station and behind the Metz development. Participants want the City and Region to facilitate the development of more affordable housing.

Participants discussed the importance of gradually transitioning building heights from high-rise buildings to low-rise neighbourhoods. Specific locations mentioned for high-rise buildings included:

- Mill Street/Borden Parkway
- Mill Street/Ottawa Street South
- Stirling Ave South/Courtland Ave East
- Charles Street West/Francis Street South.

At this session there was some general opposition to growth among certain participants. Specific concerns noted include what they felt was an over-emphasis on high-rise buildings and the need to balance development with greenspace and community-building efforts. Concern was also noted regarding the potential for wind tunnels and shadowing. The need to plan for traffic considerations was also noted. Other participants expressed frustration with the anti-tower sentiment they heard from some others. They mentioned that they were excited about how Kitchener is growing. They believe that intensification brings great benefits with respect to local business and retail options, the quality of the public realm and the diversity of people occupying downtown, etc.

Participants noted the need for green space within the MTSAs, especially park space near the new buildings. They also mentioned that all the new units need access to city services. Participants also noted the need to protect heritage buildings.



Figure 23: An additional photo of the workshop.

## Low-Rise Multiple Resident Workshop (April 4, 2023)

### *Engagement Event Overview*

- **Focused** engagement for residents of low-rise multiple homes within the MTSAs.
- **12** participants in the workshop.
- **2,937** promotional postcards mailed to residents.
- Held in the Downtown Community Centre on April 4<sup>th</sup>, 2023, from 2pm-8pm

“Not everyone can afford a detached house. We need to provide options. Apartments are way more affordable than houses these days.”



Figure 24: Photo from the workshop.

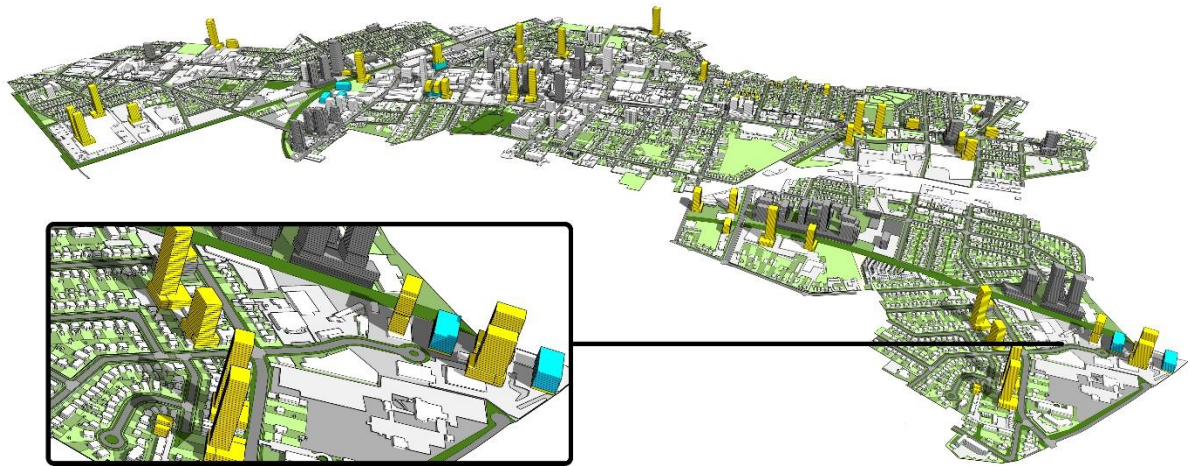


Figure 25: Image from the smart model of the workshop results.

One resident noted that it would be nice to have intensification focused in close proximity to ION Stations without being directly at the stations themselves.

### *Where People Placed Growth*

Multiple participants indicated that they do not want to see all of the growth and intensification focused exclusively along King Street.

Some residents mentioned that they would love to live closer to transit if the cost of those units were lower.

The following “heat map” represents where workshop participants placed low, medium, and high-rise housing units through the workshop exercise. Concentrations of growth are found around ION LRT stops, particularly the Borden and Mill stations. Buildings were also distributed throughout the Urban Growth Centre.



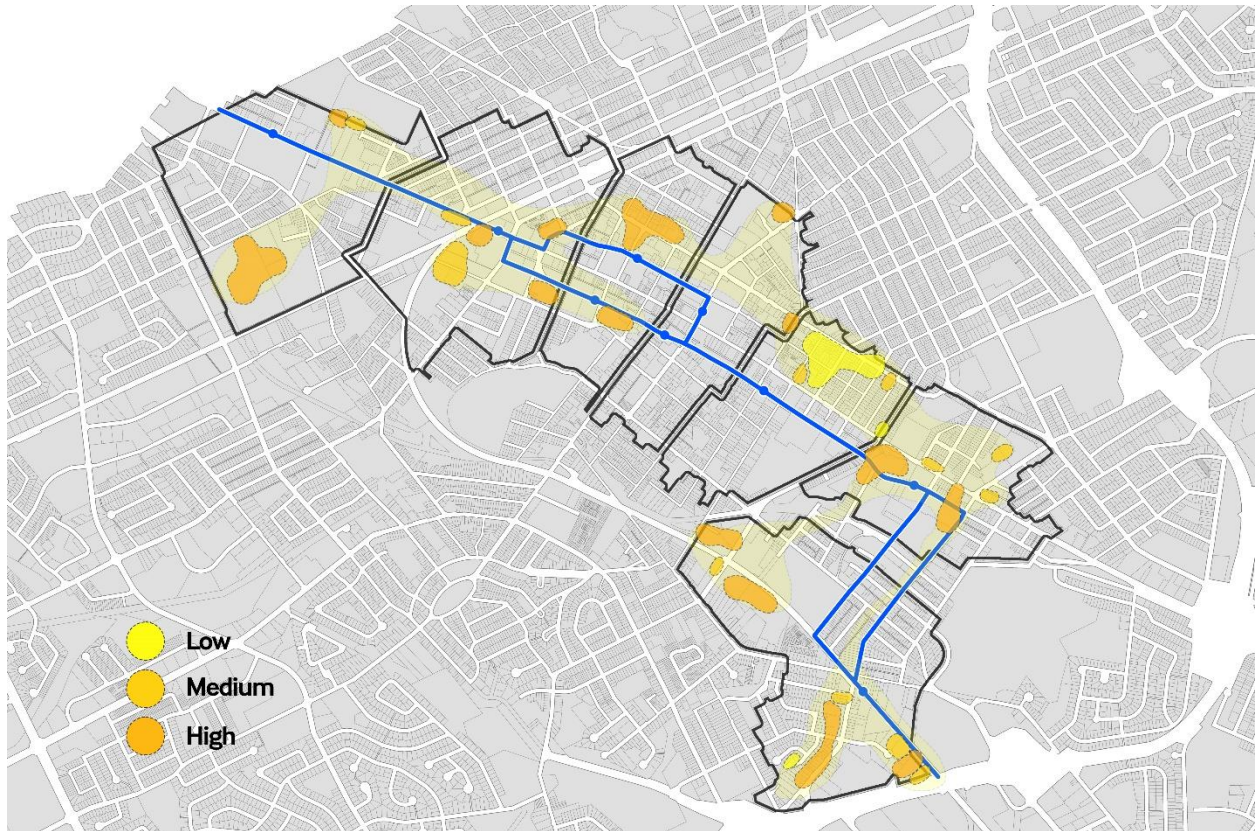


Figure 26: A heat map of where participants placed low, medium and high-rise buildings.

A couple noted that the Catalyst 137 site is massive and could be redeveloped to house a lot of people while having great access to the Iron Horse Trail.

Some discussed a lack of safety when crossing Weber Street and would prefer to live on the City Hall side of Weber where they can better access transit, shops, and services they need. They said that Weber limits their housing choices in the MTSA because of safety.

- 68% of the 18,000 total units were allocated during the workshop. This is due to low overall turnout at the workshop.
- Growth was generally placed near MTSA station stops, along the ION route, and throughout the west end and central Downtown. Overall, growth is distributed more evenly than other workshops, with taller buildings often located further away from ION stops. The placement of low, medium and high-rise buildings can be seen separated out in the maps below. A fourth map shows a continuous map zone capturing all growth, as placed by participants.



Figure 27: A series of four maps showing where participants placed low, medium, and rise growth, as well as a best fit map of all growth combined.

- People placed the most growth in the Mill station (21% of all units). The fewest number of units were placed in the Queen and Frederick (4%) and Market stations (2%). Moderate growth was placed in the Urban Growth Centre (17% of all units)

Table 12: Number of New Units in MTSAs (Low-Rise Multiple Resident Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC*
Units Placed	12,321	2,085	1,316	1,959	683	308	2,196	3,773	2,985
% of 18k	68%	12%	7%	11%	4%	2%	12%	21%	17%

\*The UGC boundary includes portions of the Central, City Hall, Queen, and Market MTSAs

- Including existing buildings, this workshop resulted in the largest amount of total people living in the City Hall/Victoria Park station (8.6k) and Mill station (8.4k). The smallest population is found in the Market station area (3.8k).
- Including existing buildings, this workshop resulted in the largest amount of total jobs being located in the Central (8.0k). The lowest job total is found in the Borden station area (1.4k).
- Including existing buildings, the lowest people to jobs ratio is found in the Central station area (0.9 people per job). The highest ratio is found in the Mill station (3.6 people per job).

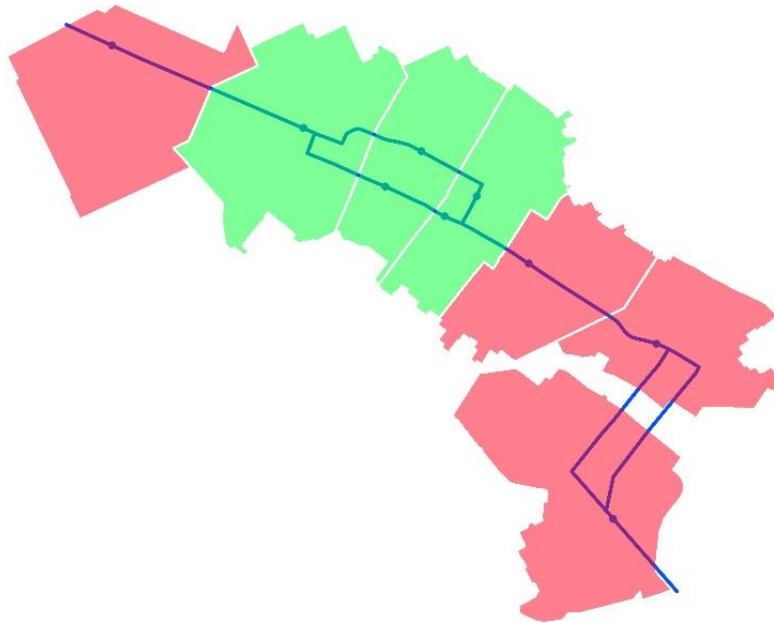
Table 13: Number of New People and Jobs in MTSA's (Low-Rise Multiple Resident Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Total People	44,647	6,378	7,199	8,600	5,701	3,828	4,492	8,449	14,120
Total Jobs	27,565	4,141	8,039	4,893	5,113	1,669	1,382	2,328	16,225
Ppl/Job Ratio	1.62	1.54	0.90	1.76	1.12	2.29	3.25	3.63	0.87

- This workshop met minimum density targets for Central Station, City Hall & Victoria Park, and Queen & Frederick stations (green in map below). It did not reach the minimum density targets for Grand River Hospital, Kitchener Market, Borden or Mill stations (red in map below).
- Even with so few buildings placed overall, significant capacity was again demonstrated in the Urban Growth Centre, achieving a density in this workshop of 289 people and jobs per hectare.

Table 14: Density of People and Jobs per Hectare in MTSA's (Low-Rise Multiple Resident Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Density	138	120	162	241	186	90	98	103	289



*Figure 28: A map showing which MTSAs would meet their minimum required density targets as a result of this workshop.*

#### *What We Heard & What We Saw*

Participants commented on the notion of walkability and expressed that connectivity and frequency of transit lines would benefit development within MTSAs. Many participants did question why there was so much anticipated growth for the MTSAs, but noted that if the City does need to grow, it would indeed make most sense along the LRT routes and within MTSAs where residents can easily access transit and amenities.

Staff spoke with a participant who owns a small rental building. They generally like growth and are excited that Kitchener is growing and is in a better place now than it used to be. They think that older buildings should be preserved in some cases and that heritage is important. They think that there should be a grocery store and some more mixed use in the area. That would serve Kitchener well.

There was a preference expressed for more growth to be accommodated within existing neighbourhoods surrounding the stations so that people feel a part of a neighbourhood. Specific mention was made to intensify near Mill Station, and numerous participants said the area of the Ottawa Street South corridor near Mill Street is a place which can accommodate growth. Mill Street and Stirling Ave were also noted as a specific location well-suited for growth. One participant expressed excitement about the growth and intensification of the downtown and the potential for more business and mixed-use commercial buildings to open.

Participants generally favoured a variety of housing sizes and affordability and encouraged a greater variety of housing choices in neighbourhoods. Participants discussed having neighbourhoods intensified by building more low and mid-rise units within them.

Some people preferred to have more growth accommodated in neighbourhoods surrounding the stations so that people can still have denser housing options while living “in the neighbourhoods” themselves and not “along busy streets”.

Participants noted that high-rises should be well-integrated into neighbourhoods if they are to be built. Some concern was expressed regarding the amount of concrete used in high-rise buildings and the lack of open sky. Some participants noted wanting to see heritage buildings maintained.

Participants expressed an interest in seeing green space accompanying new development. One resident was interested in hearing about district energy plans for the downtown and supported those initiatives.

It was noted that most people find detached houses unaffordable, and more housing options should be provided. The Catalyst site was mentioned as a place which should be redeveloped for housing.

## Community-Wide Workshop (March 25, 2023)

### *Engagement Event Overview*

- **Community-wide** engagement open to all.
- **370** participants in the workshop.
- Held at the Kitchener Market on March 25<sup>th</sup>, 2023, from 7am-2pm

Several participants were interested in the ways we would report this exercise back to the public, as well as how we would translate this exercise into our digital model for analysis. Several participants expressed a great appreciation for being able to participate in a workshop that can more directly inform the planning process as compared to other methods of engaging.



*Figure 29: Photo from the workshop.*



Figure 30: Image from the smart model of the workshop results.

“Change and progress has negative impacts for a few people but many positive impacts for many people over the longer term.”

### *Where People Placed Growth*

The following “heat map” represents where workshop participants placed low, medium, and high-rise housing units through the workshop exercise. Concentrations of higher densities are found around ION LRT stops, particularly the Central and Borden stations. Density was also distributed throughout the Urban Growth Center and along the ION route generally.

Many participants noted how important downtown Kitchener is to them and how much better it will be with more people living there, particularly with respect to feeling safer and more comfortable downtown, especially at night.

“The downtown is kind of quiet. It needs more life and businesses.”

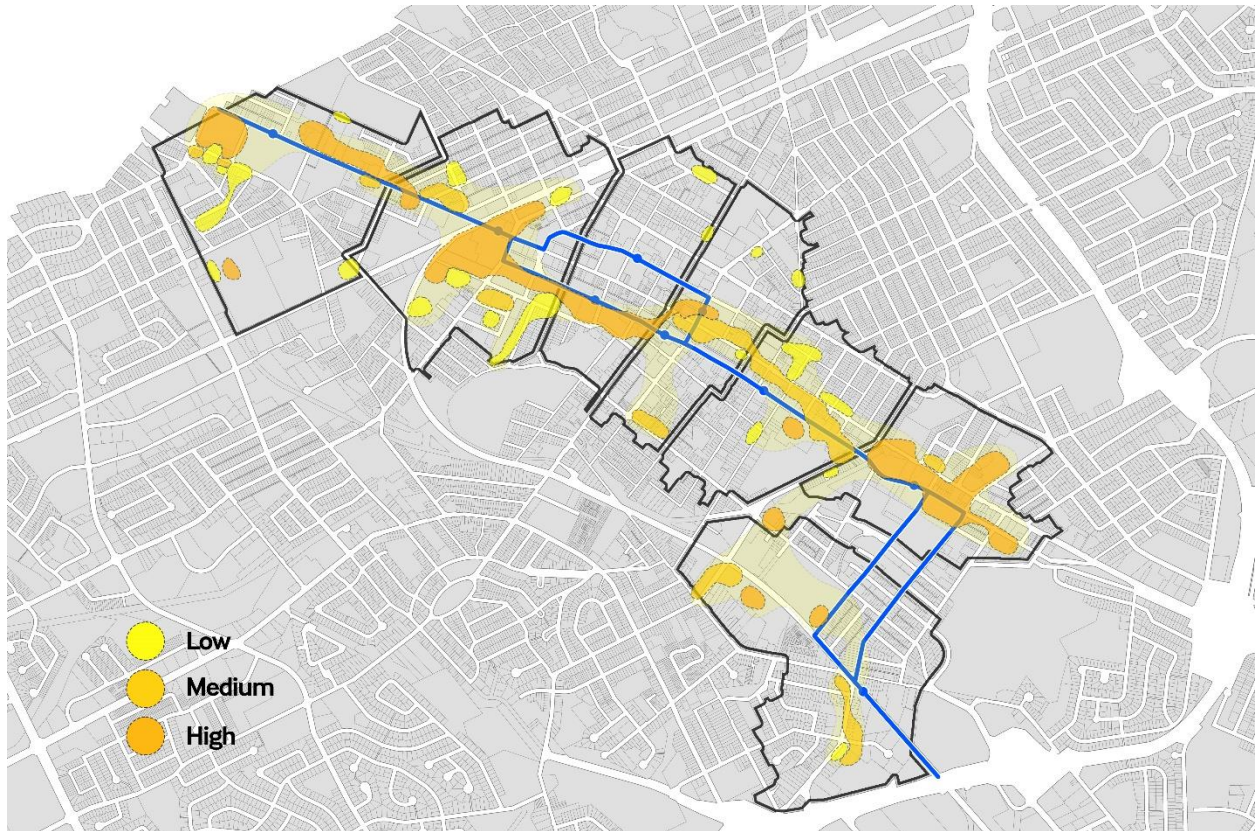


Figure 31: A heat map of where participants placed low, medium and high-rise buildings.

Several participants identified the Borden MTSA and King/Ottawa area as a key area for development, in order to create a cluster of 'stuff' to serve the surrounding neighbourhoods.

- 96% of the 18,000 total units were allocated during the workshop.
- Growth was more strongly correlated to the ION line itself compared to other workshops, with buildings being distributed fairly linearly along the transit route between Grand River Hospital and Borden stations. Low-rise growth was distributed widely. Mid-rise and high-rise growth followed the ION route quite closely in this workshop. The placement of low, medium and high-rise buildings can be seen separated out in the maps below. A fourth map shows a continuous map zone capturing all growth, as placed by participants.



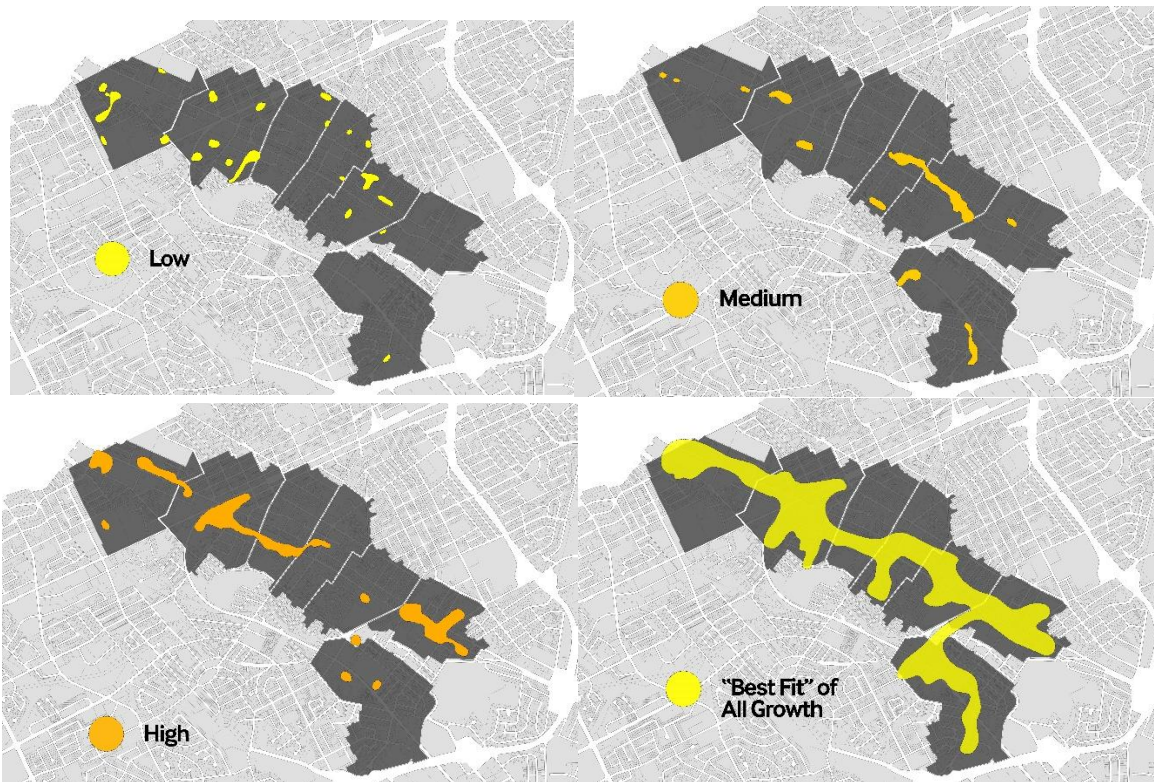


Figure 32: A series of four maps showing where participants placed low, medium, and rise growth, as well as a best fit map of all growth combined.

- People placed the most growth in the Central station (27% of all units). The fewest number of units were placed in the Mill (7%), Frederick and Queen (6%) and Market stations (5%). Significant growth was placed in the Urban Growth Centre (39% of all units).

Table 15: Number of New Units in MTSAs (March 25<sup>th</sup> Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Units Placed	17,264	3,192	4,814	1,981	1,164	950	3,819	1,343	7,099
% of 18k	96%	18%	27%	11%	6%	5%	21%	7%	40%

- Including existing buildings, this workshop resulted in the largest amount of total people living in the Central station (12.9k). The smallest population is found in the Mill station area (4.6k).
- Including existing buildings, this workshop resulted in the largest amount of total jobs being located in the Central (6.9k) station area. The lowest job total is found in the Borden station area (1.4k).
- Including existing buildings, the lowest people to jobs ratio is found in the Frederick and Queen station area (1.11 people per job). The highest ratio is found in the Borden station (4.98 people per job).

Table 16: Number of New People and Jobs in MTSA's (March 25th Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Total People	53,117	8,249	12,947	8,692	6,600	4,900	7,139	4,589	20,946
Total Jobs	29,729	5,835	6,891	4,882	5,942	2,932	1,433	1,814	16,329
Ppl/Job Ratio	1.79	1.41	1.88	1.78	1.11	1.67	4.98	2.53	1.28

- This workshop met minimum density targets for Grand River Hospital station, Central Station, City Hall & Victoria Park, and Queen & Frederick stations (green in map below). It did not reach the minimum density targets for Kitchener Market, Borden or Mill stations (red in map below).
- Significant capacity was demonstrated in the Urban Growth Centre, achieving a density in this workshop of 355 people and jobs per hectare.

Table 17: Density of People and Jobs per Hectare (March 25th Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Density	159	160	211	242	216	128	143	61	355

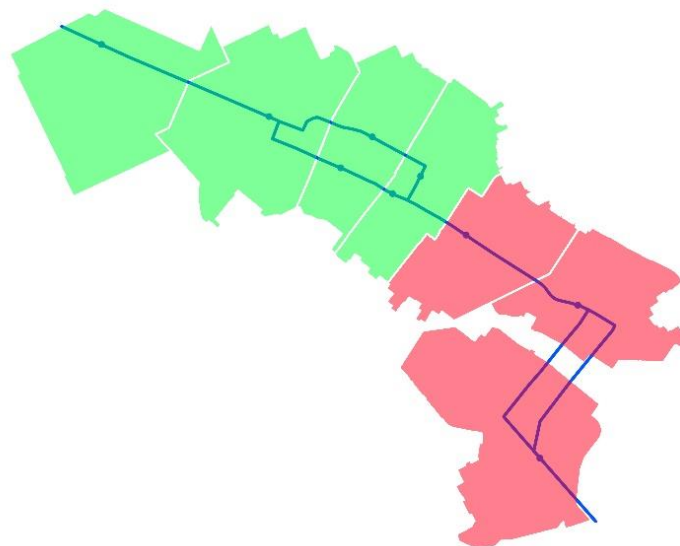


Figure 33 A map showing which MTSA's would meet their minimum required density targets as a result of this workshop.

*What We Heard & What We Saw*

A couple with a newborn who currently live in a 2-bedroom apartment expressed that they love living in a walkable area and would like more options for larger units to serve their needs. Without those larger unit options, they are instead looking at small detached houses and townhouses instead.

Participants noted that density is ideally achieved through a mix of mid and high-rise units and that low-rise units should be allowed everywhere within the MTSA's. Other community members expressed concerns about high-rises, noting increased traffic and lack of parking. Montreal was identified as an example of a city that has dense, low-rise neighbourhoods. Community members commented that they liked Montreal's dense neighbourhoods because they are walkable and diverse, with many amenities.

Multiple participants, including one who had duplexed their home and a couple who lived in the Victoria Park neighbourhood, expressed that parking is a barrier to development and that the City should remove parking requirements, particularly near transit stations.

Participants generally favour new housing developments along the LRT and pointed out that the transit hub should have nearby amenities such as shops and restaurants. Participants would like the City to encourage mixed-use buildings with mixed retail options at grade. Specifically, participants noted they would like to see lands near Borden Station, King/Victoria, and King/Ottawa developed with mixed-uses providing access to amenities for nearby neighbourhoods.

Participants spoke about downtown's importance and would like to see it busier and more vibrant and noted that more people living downtown would contribute positively towards this. They expressed that they would like to see downtown become more activated, with a better pedestrian experience and an emphasis on walkability.

Many participants indicated they would like more housing style variety in new developments, particularly larger unit sizes. Numerous participants noted they were looking for larger units to accommodate their families but were having issues with affordability.

Parks and green space were noted numerous times as a necessary ingredient of a community. Participants would also like to see high-quality public realm and community space in the downtown area. Public services, such as schools, were important considerations for an increasing population.

“It’s very important that we don’t keep building on our farmland.”

“All that low-rise (referring to the low-rise areas of the workshops model) sure takes up a lot of space, doesn’t it?”

“Our preference is to not live above the 6<sup>th</sup> storey. That’s too high for us.”



Figure 34: An additional photo from the workshop.

## Community-Wide Workshop (March 27, 2023)

### Engagement Event Overview

- **Community-wide** engagement open to all.
- **25** participants in the workshop.
- Held at the Stanley Park Community Centre on March 27<sup>th</sup> 2023 from 2pm-8pm



Figure 35: Photo from the workshop.



Figure 36: Image from the smart model of the workshop results.

*Where People Placed Growth*

The following “heat map” represents where workshop participants placed low, medium, and high-rise housing units through the workshop exercise. Concentrations of growth are found along the ION LRT route, particularly in the MTSAAs surrounding downtown.

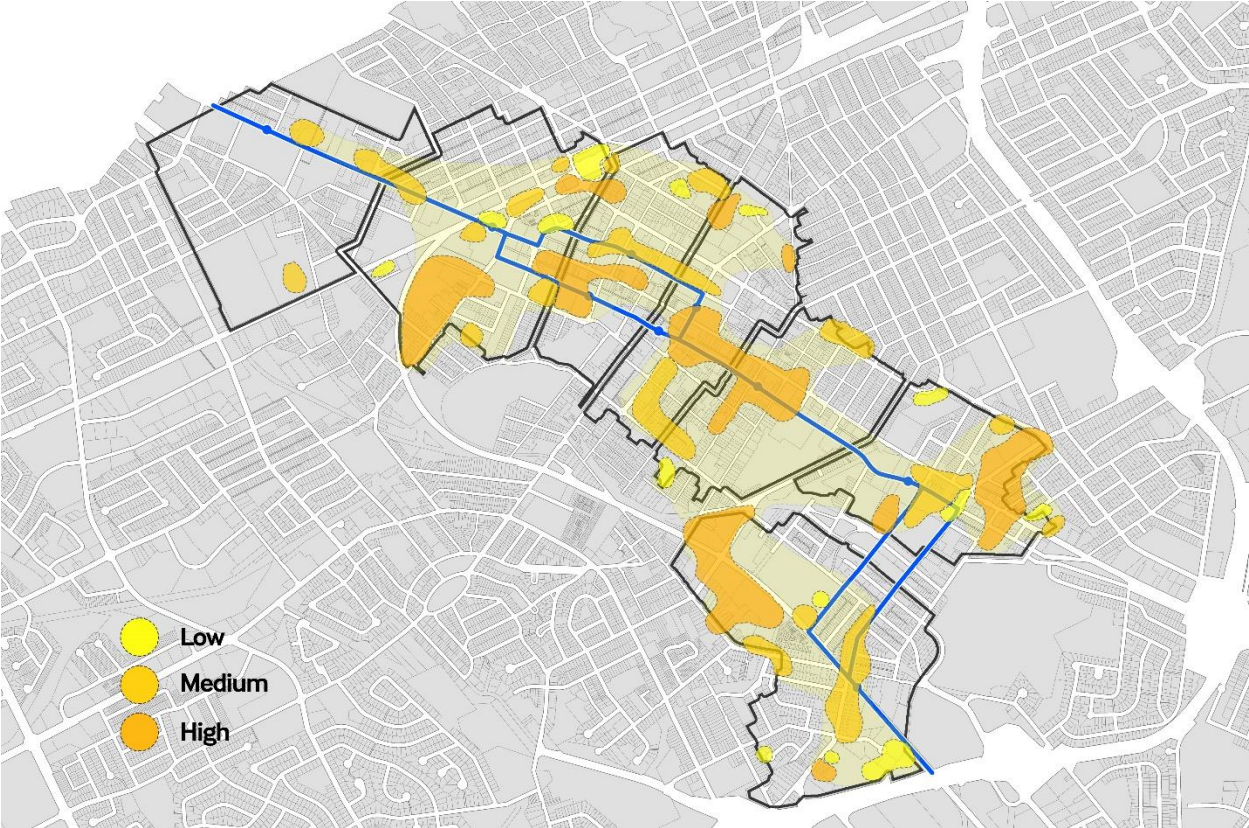


Figure 37: A heat map of where participants placed low, medium and high-rise buildings.

A member of the Conestoga College Student Association discussed the importance of housing for a growing student population.

“We moved to downtown to be in the downtown action. We’d love to continue to live downtown but find construction and parking to be a continuous issue.”

- 95% of the 18,000 total units were allocated during the workshop.
- Very little growth was placed in the Grand River Hospital MTSA in this workshop. Most buildings were concentrated in the downtown along the ION route, along Victoria Street, and along Ottawa Street. The industrial areas on the west side of the Mill station were also allocated high-rise growth. The placement of low, medium and high-rise buildings can be seen separated out in the maps below. A fourth map shows a continuous map zone capturing all growth, as placed by participants.

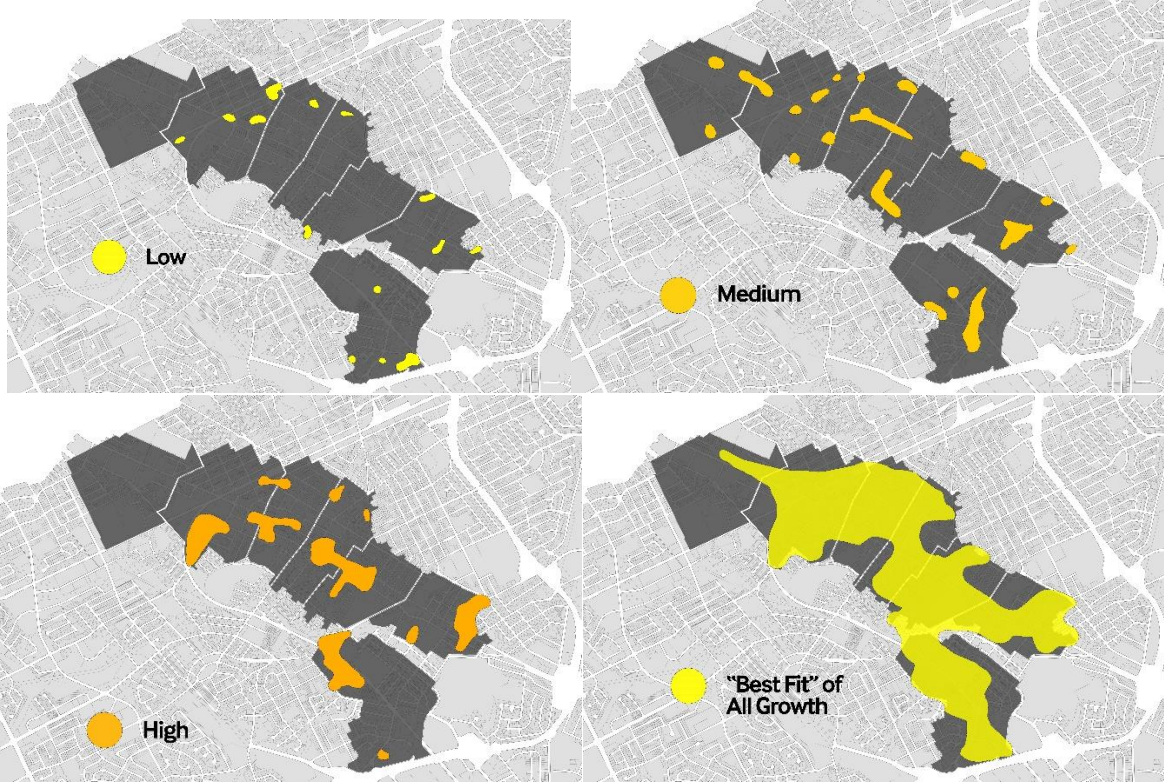


Figure 38: A series of four maps showing where participants placed low, medium, and rise growth, as well as a best fit map of all growth combined.

- People placed the most growth in the Mill station (23% of all units). The fewest number of units were placed in the Grand River Hospital station (0%). Significant growth was placed in the Urban Growth Centre (38% of all units)

Table 18: Number of New Units in MTSA's (March 27<sup>th</sup> Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Units Placed	17,123	0	3,554	1,758	2,374	2,577	2,761	4,098	6,796
% of 18k	95%	0%	20%	10%	13%	14%	15%	23%	38%

- Including existing buildings, this workshop resulted in the largest amount of total people living in the Central station (10.9k). The smallest population is found in the Grand River Hospital station area (3.0k).
- Including existing buildings, this workshop resulted in the largest amount of total jobs being located in the Central (6.9k) station area. The lowest job total is found in the Market station area (1.8k).
- Including existing buildings, the lowest people to jobs ratio is found in the Grand River Hospital station area (0.57 people per job). The highest ratio is found in the Mill station (4.75 people per job).

Table 19: Number of New People and Jobs in MTSA's (March 27<sup>th</sup> Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Total People	52,810	10,902	8,508	8,487	7,437	5,424	9,036	10,902	21,166
Total Jobs	30,156	6,852	6,098	5,167	1,755	3,062	1,901	6,852	16,186
Ppl/Job Ratio	1.75	0.57	1.59	1.40	1.64	4.24	1.77	4.75	1.31

- This workshop met minimum density targets for Central Station, City Hall & Victoria Park, and Queen & Frederick stations (green in map below). It did not reach the minimum density targets for Grand River Hospital, Kitchener Market, Borden or Mill stations (red in map below).
- Significant capacity was demonstrated in the Urban Growth Centre, achieving a density in this workshop of 356 people and jobs per hectare.

Table 20: Density of People and Jobs per Hectare (March 27<sup>th</sup> Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Density	159	95	189	261	235	151	141	104	356

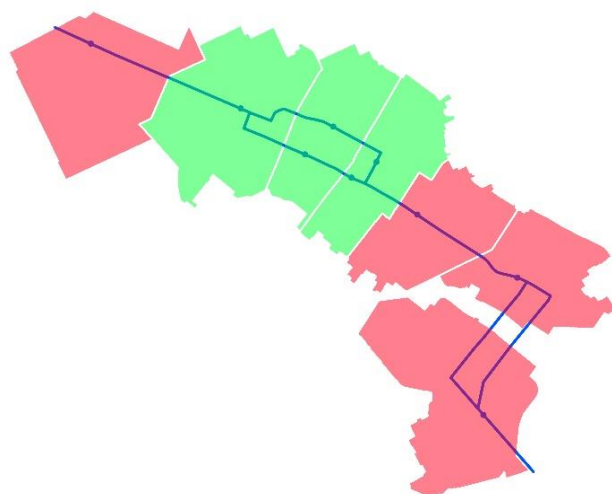


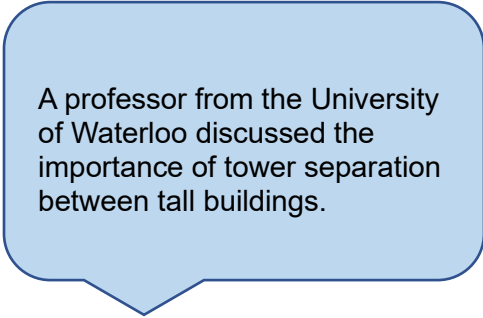
Figure 39 A map showing which MTSA's would meet their minimum required density targets as a result of this workshop.



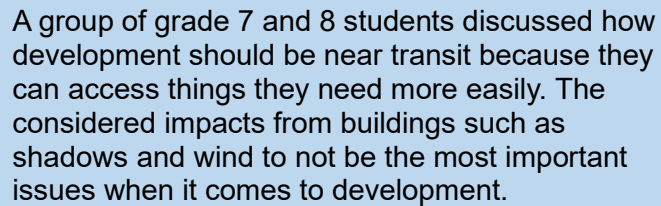
*What We Heard & What We Saw*

Participants spoke about the benefits of living within an MTSA boundary, including walkable amenities and access to transit and other public services. Participants would like the City to continue establishing green space within MTSA's and noted the importance of playgrounds.

Students from the nearby college noted that more student housing should be available, lessening the burden on affordable units in the area. Younger students recommended that housing be built near transit to access everything they need, including schools.



A professor from the University of Waterloo discussed the importance of tower separation between tall buildings.



A group of grade 7 and 8 students discussed how development should be near transit because they can access things they need more easily. They considered impacts from buildings such as shadows and wind to not be the most important issues when it comes to development.

One community member expressed concern about living in high rises and would like to see bigger units and a better housing type mix considered.

## Community-Wide Workshop (March 30, 2023)

### Engagement Event Overview

- **Community-wide** engagement open to all.
- **20** participants in the workshop.
- Held at the Forest Heights KPL on March 30<sup>th</sup> 2023 from 2pm-8pm.



Figure 40: Photo from the workshop.

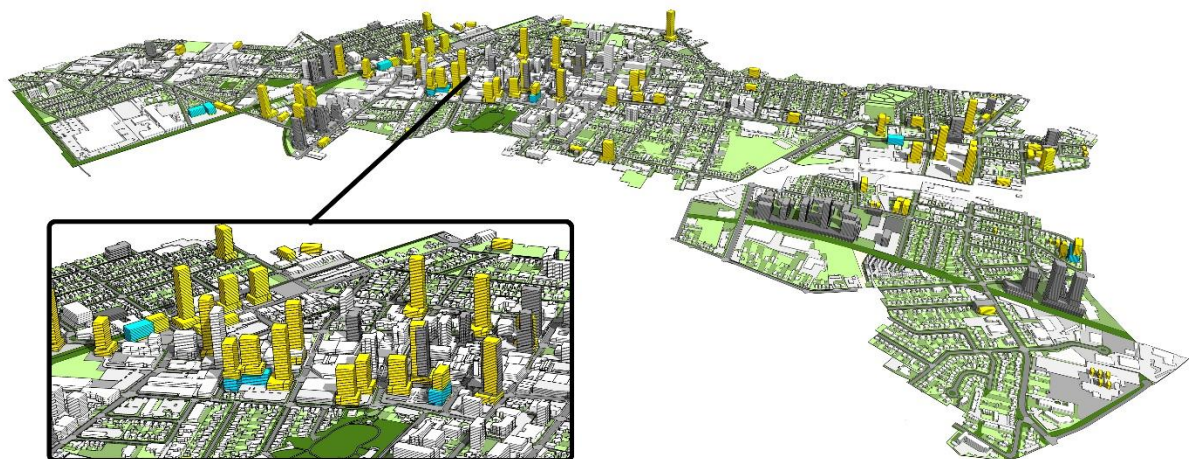
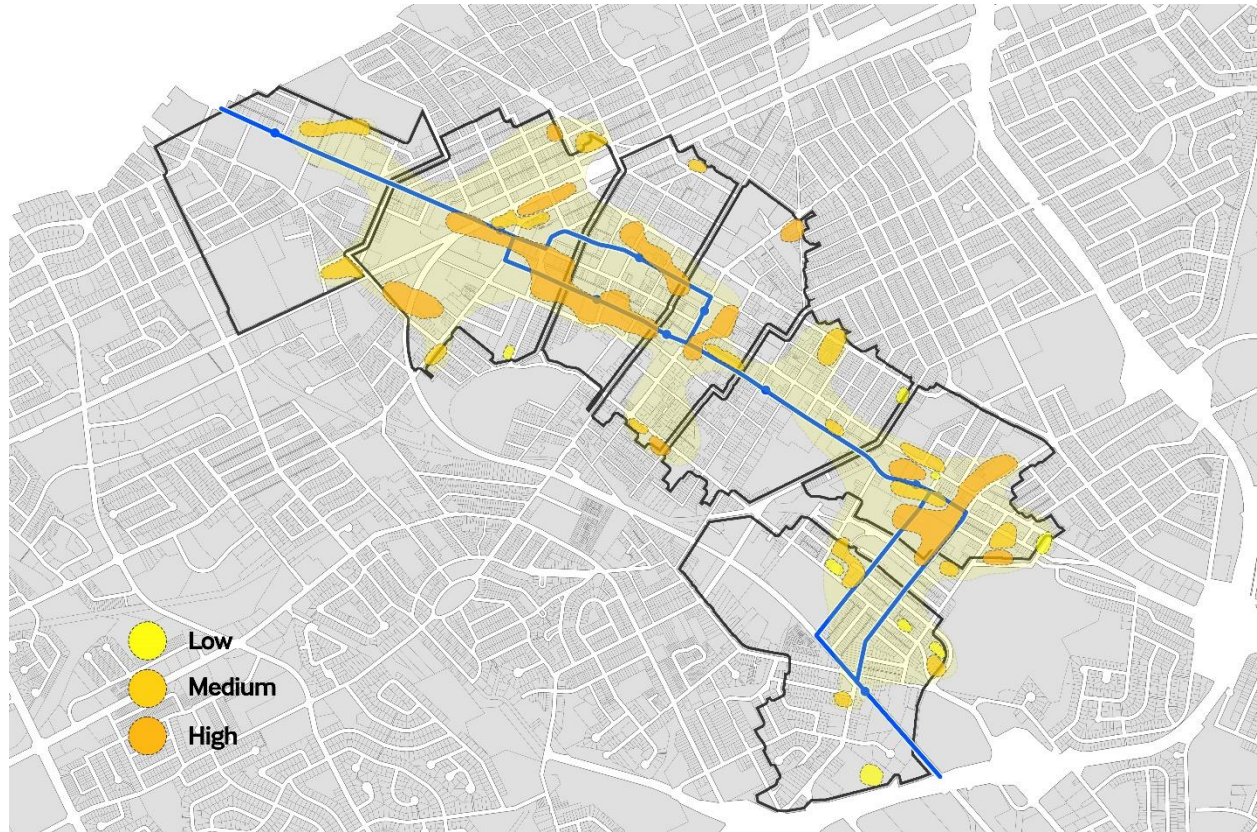


Figure 41: Image from the smart model of the workshop results.

### *Where People Placed Growth*

The following “heat map” represents where workshop participants placed low, medium, and high-rise housing units through the workshop exercise. Concentrations of higher densities are found around ION LRT stops, particularly the Central and Borden stations. Density was also distributed throughout the Urban Growth Center and along the ION route generally.



*Figure 42: A heat map of where participants placed low, medium and high-rise buildings.*

“Development should occur in Borden (the MTSA). It’s underused, with a lot of factory space and open areas that could be filled with housing. There aren’t enough services there now, and development would help provide direction.”

- 84% of the 18,000 total units were allocated during the workshop.
- Growth was more strongly correlated to the ION line itself compared to other workshops, with buildings being distributed fairly linearly along the transit route, albeit with very few buildings places in the Grand River Hospital, Market and Mill Station Areas The placement of low, medium and high-rise buildings can be seen separated out in the maps below. A fourth map shows a continuous map zone capturing all growth, as placed by participants.

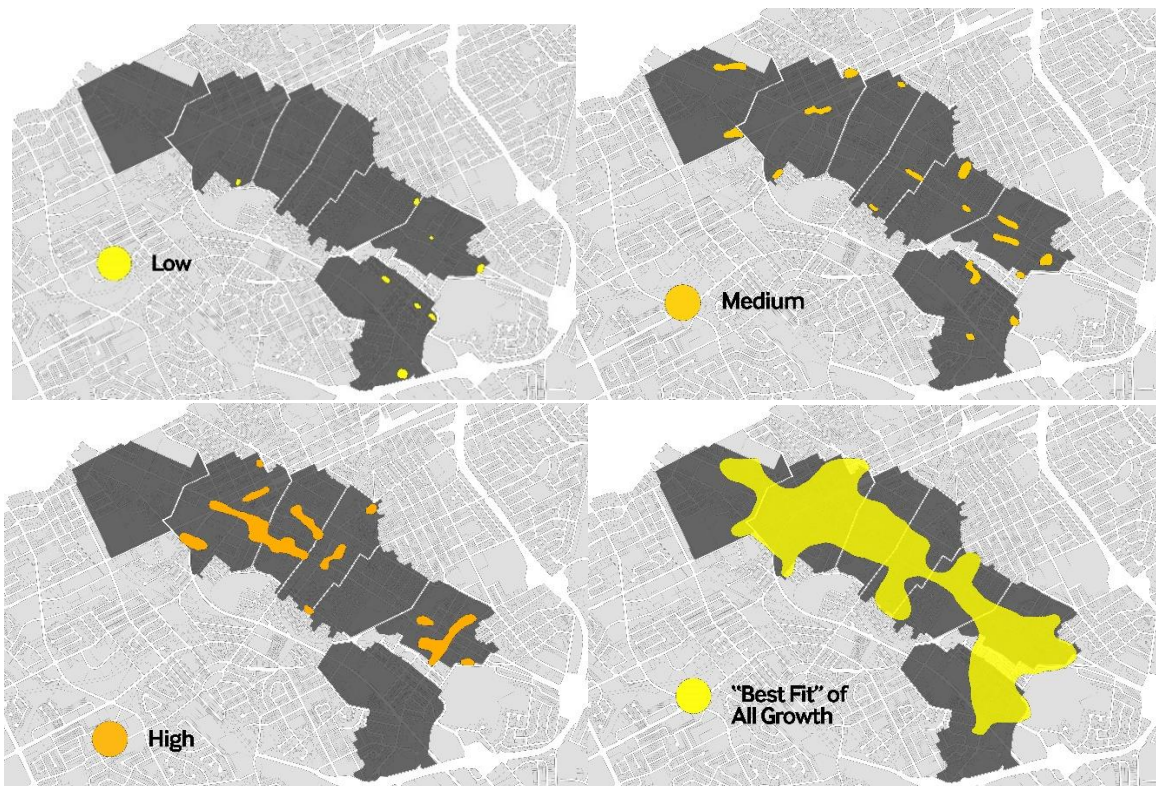


Figure 43: A series of four maps showing where participants placed low, medium, and rise growth, as well as a best fit map of all growth combined.

- People placed the most growth in the Central station (32% of all units). The fewest number of units were placed in the Grand River Hospital (2%) and Market stations (2%). Significant growth was placed in the Urban Growth Centre (44% of all units)

Table 21: Number of New Units in MTSAs (March 30<sup>th</sup> Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Units Placed	15,114	311	5,717	2,921	1,639	321	3,483	723	7,967
% of 18K	84%	2%	32%	16%	9%	2%	19%	4%	44%

- Including existing buildings, this workshop resulted in the largest amount of total people living in the Central station (14.3k). The smallest population is found in the Grand River Hospital (3.6k) and Mill station areas (3.6k).
- Including existing buildings, this workshop resulted in the largest amount of total jobs being located in the Central (7.4k) station area. The lowest job total is found in the Market station area (1.7k).
- Including existing buildings, the lowest people to jobs ratio is found in the Grand River Hospital station area (0.73 people per job). The highest ratio is found in the Borden station (3.61 people per job).

Table 22: Number of New People and Jobs in MTSA's (March 30<sup>th</sup> Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Total People	49,417	3,576	14,265	10,176	7,318	3,852	6,620	3,609	22,217
Total Jobs	28,035	4,905	7,362	5,341	5,135	1,669	1,835	1,789	15,971
Ppl/Job Ratio	1.76	0.73	1.94	1.91	1.43	2.31	3.61	2.02	1.39

- This workshop met minimum density targets for Central Station, City Hall & Victoria Park, and Queen & Frederick stations (green in map below). It did not reach the minimum density targets for Grand River Hospital, Kitchener Market, Borden or Mill stations (red in map below).
- Significant capacity was demonstrated in the Urban Growth Centre, achieving a density in this workshop of 364 people and jobs per hectare.

Table 23: Density of People and Jobs per Hectare in MTSA's (March 30<sup>th</sup> Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Density	148	96	230	277	215	91	141	51	364

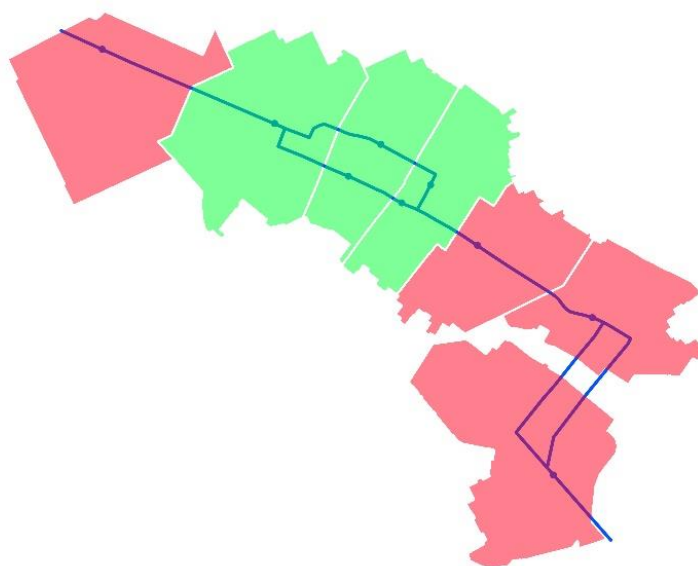


Figure 44 A map showing which MTSA's would meet their minimum required density targets as a result of this workshop.

*What We Heard & What We Saw*

One participant had recently experienced a disability and was looking to move closer to downtown to be closer to transit and other services that they need. This person was struggling to find options that were affordable and suited their needs. They preferred a smaller apartment in a low-rise form, such as a backyard home, multiplex or apartment building. They still valued their independence and didn't feel suited to a retirement home or the assisted living arrangements available to them.

Community members agreed that new housing developments should be built along transit routes. They noted that housing should be developed near services and amenities. It was noted that areas around Borden Station could be developed into housing. Building housing would then attract other services and amenities to the site. Additional dwelling units (ADUs or backyard homes) were also cited as another way for the City to accommodate increased density.

Community members spoke about the need for investment in transportation infrastructure, including buses, GO transit and cycling. Participants commented that focus should be placed on building spaces for children as the city grows.

Affordability concerns were noted amongst participants, with one indicating that co-operative and non-profit style affordable housing is preferable when discussing affordability. Community members suggested the City mandate affordability targets. The City-owned property at Courtland and Borden was noted as having the potential for affordable housing and community space.

## Council Workshop (April 17, 2023)

### *Engagement Event Overview*

- **Focused** engagement with members of Kitchener City Council.
- **11** participants in the workshop.
- Held in the Kitchener City Hall Learning Room on April 17<sup>th</sup>, 2023, from 3pm-4:30pm

Through a council strategy session, Kitchener City Council participated in the Growing Together Workshop. This was an opportunity for Council to complete the same exercise as our public participants, provide feedback, and better understand the ways growth and change are shaping Kitchener's MTSAs.



*Figure 45: Photo from the workshop.*

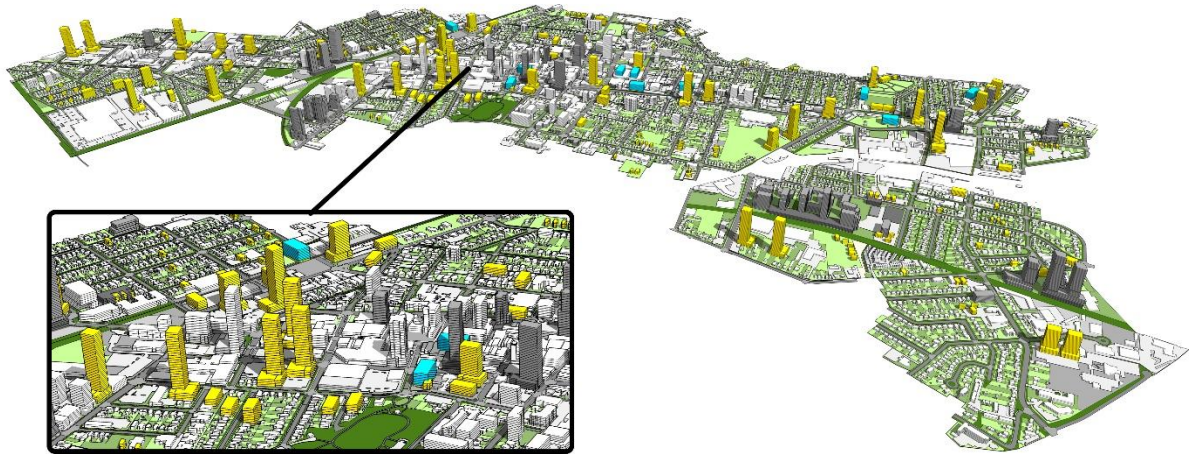


Figure 46: Image from the smart model of the workshop results.

### Where Council Placed Growth

The following “heat map” represents where workshop participants placed low, medium, and high-rise housing units through the workshop exercise. This workshop demonstrates a very even mix of low, medium and high across each MTSA. Higher densities are placed in closer proximity to the ION route, particularly along Charles Street.

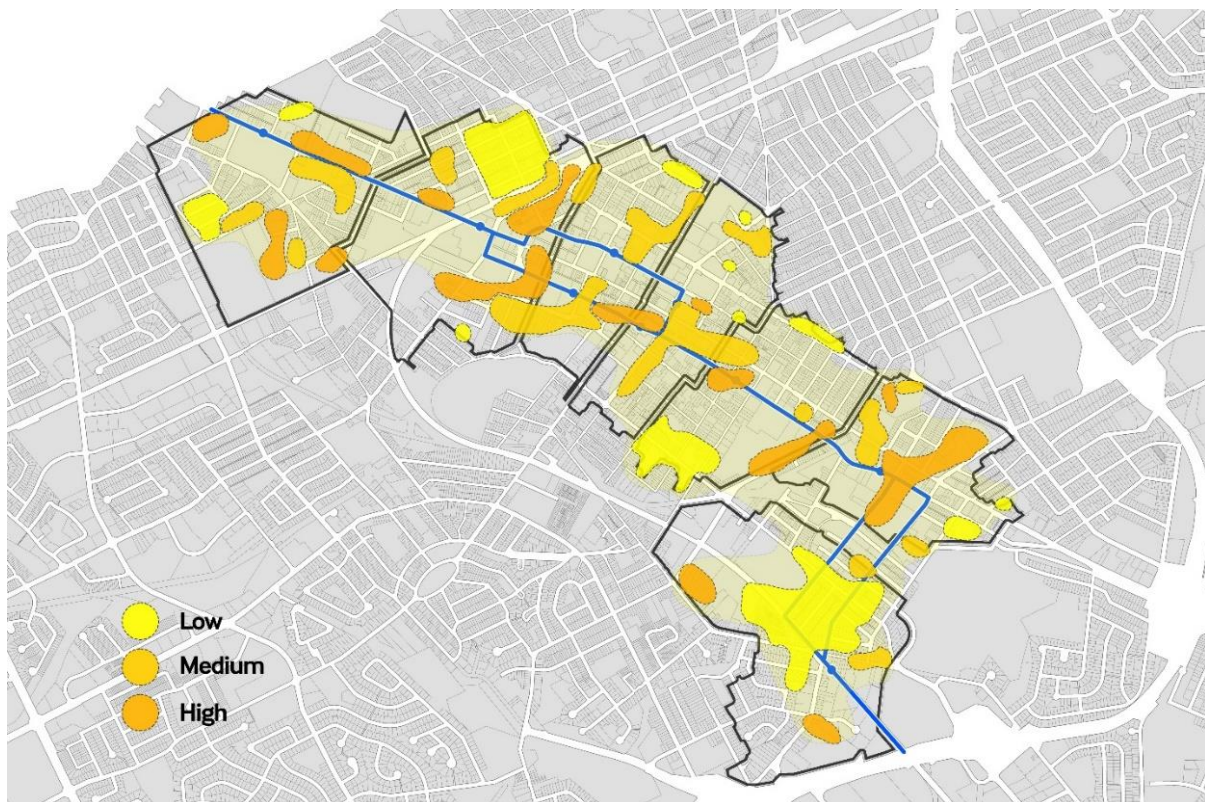


Figure 47: A heat map of where participants placed low, medium and high-rise buildings.



- 92% of the 18,000 total units were allocated during the workshop.
- Growth was generally placed very consistently across the geography, with fewer clusters of density as compared to other workshops.
- Low-rise growth was distributed widely, predominately in existing low-rise areas.
- Mid-rise growth was also placed broadly throughout, but more mid-rise buildings were placed closer to the ION route.
- High-rise growth was placed in patterns that are very similar to mid-rise growth. The placement of low, medium and high-rise buildings can be seen separated out in the maps below. A fourth map shows a continuous map zone capturing all growth, as placed by participants.

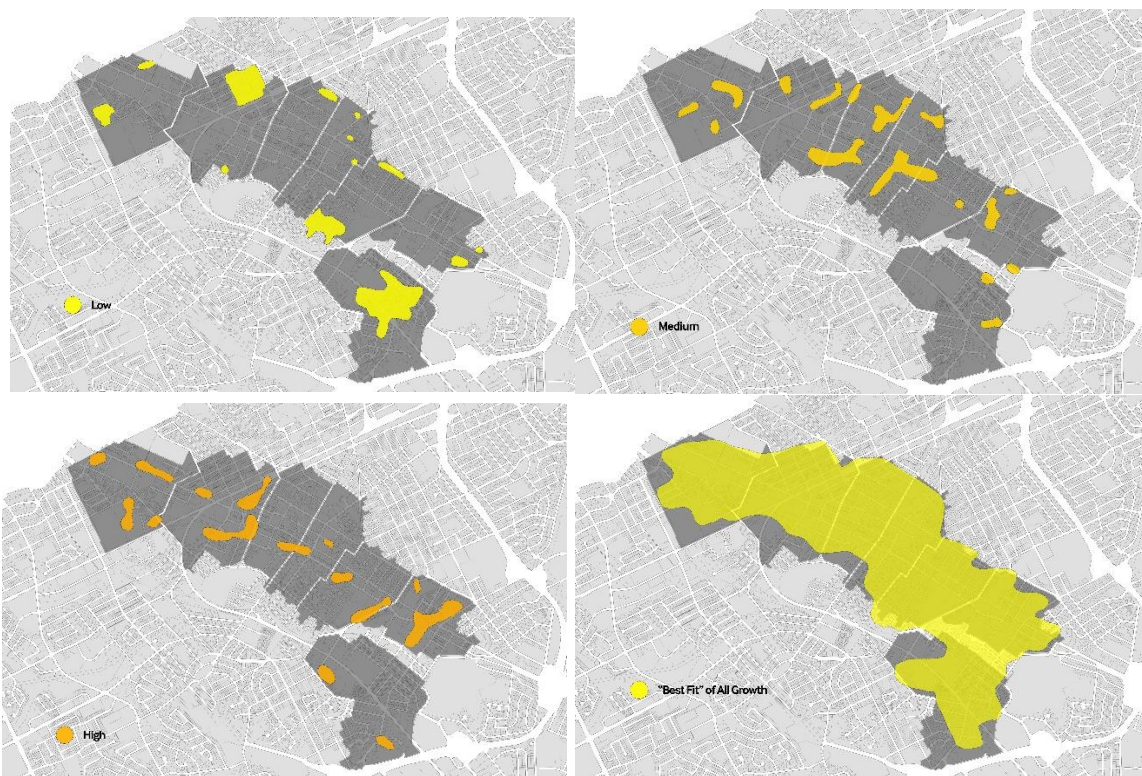


Figure 48: A series of four maps showing where participants placed low, medium, and rise growth, as well as a best fit map of all growth combined.

- Council placed the most growth in the Central station (25% of all units). The fewest number of units were placed in the City Hall/Victoria Park station (5%). Significant growth was placed in the Urban Growth Centre (26% of all units).

Table 24: Number of New Units in MTSA's (City Council Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC*
Units Placed	16,647	3,687	4,439	913	1,231	1,894	2,659	1,824	4,666

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC*
% of 18k	92%	20%	25%	5%	7%	11%	15%	21%	26%

\*The UGC boundary includes portions of the Central, City Hall, Queen, and Market MTSA's

- Including existing buildings, this workshop resulted in the largest amount of total people living in the Central station (12.3k). The smallest populations are found in the Borden (5.3k) and Mill (5.3k) station areas. However, the distribution of population among station areas is relatively even in this workshop scenario compared to some others.
- Including existing buildings, this workshop resulted in the largest amount of total jobs being located in the Central (6.5k) and Queen & Frederick (6.3k) stations. The lowest job total is found in the Mill station area (1.4k).
- Including existing buildings, the lowest people to jobs ratio is found in the Frederick and Queen station area (1.05 people per job). The highest ratio is found in the Mill station (3.74 people per job).

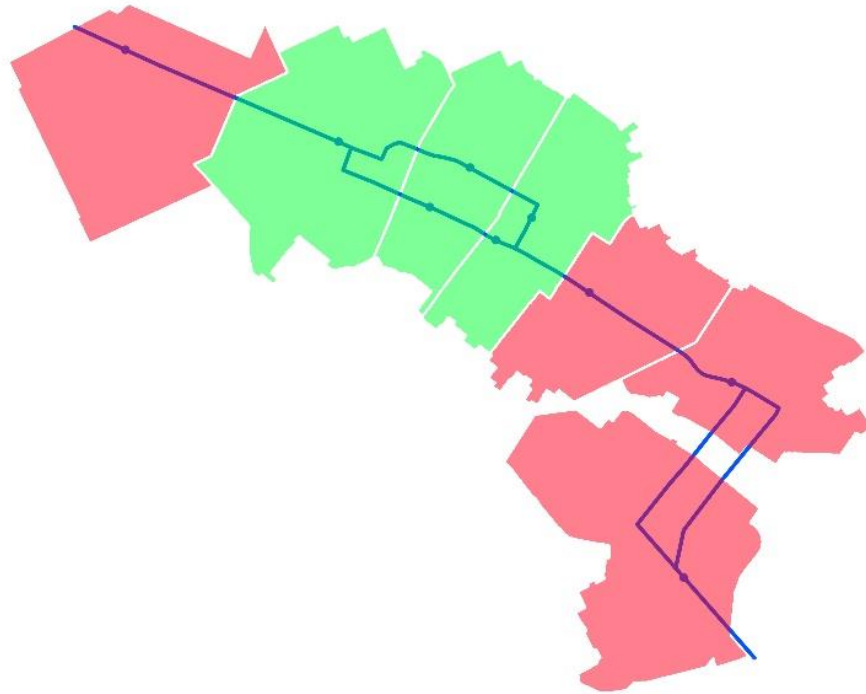
Table 25: Number of New People and Jobs in MTSA's (City Council Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Total People	52,058	9,073	12,292	7,058	6,687	6,360	5,273	5,316	16,890
Total Jobs	28,886	4,177	6,468	5,668	6,362	2,146	2,642	1,423	17,101
Ppl/Job Ratio	1.80	2.17	1.90	1.25	1.05	2.96	2.00	3.74	0.99

- This workshop met minimum density targets for Central Station, City Hall & Victoria Park, and Queen & Frederick stations (green in map below). It did not reach the minimum density targets for Grand River Hospital, Kitchener Market, Borden or Mill stations (red in map below).
- Significant capacity was demonstrated in the Urban Growth Centre, achieving a density in this workshop of 324 people and jobs per hectare.

Table 26: Density of People and Jobs per Hectare in MTSA's (City Council Workshop)

Major Transit Station Areas									
MTSA	Total	GRH	Central	City Hall	Queen	Market	Borden	Mill	UGC
Density	155	151	200	227	225	139	132	64	324



*Figure 49: A map showing which MTSAs would meet their minimum required density targets as a result of this workshop.*

#### *What We Heard & What We Saw*

Council expressed the importance of staying consistent with the plan to build up around the ION LRT. They talked about the integration of green development standards and district energy. Members of council also spoke to the importance of providing for more opportunities to build missing middle housing supply, to create better connectivity and walkability in the MTSAs, and to plan for green space and parkettes.

Council also spoke to the importance of built form transition between areas of low-rise and high-rise buildings, while continuing to build up along Kitchener’s mixed-use corridors.

Council identified opportunities for growth to be directed to Charles Street, Mill Street, Stirling Ave, Victoria Street and more, as well as on underutilized surface parking lots. There was also an interest in seeing more office and mixed-use in the Borden station area.

One councilor noted a concern that some constituents had been in contact with them to express that the workshop format was not their preferred way to engage.

## Appendix B: Engagement and Communications Materials

### Previous Engagements

Over 20 engagements were held throughout the Planning Around Rapid Transit Stations (PARTS) and Neighbourhood Planning Review (NPR) projects that continue to inform the Growing Together work. Those engagements included;

- Planning Around Rapid Transit Stations (PARTS) Central Plan
  - Community Engagement Session 1, November 19<sup>th</sup> 2014. A feedback report was produced for this engagement.  
Stakeholder and Landowner Interviews held December 9<sup>th</sup> and 10<sup>th</sup>, 2014. A feedback report was produced for these engagements.
  - Attendance at the Downtown Neighbourhood Alliance General Meeting, May 23 2015, to engage with the neighbourhood associations in and around the PARTS geography and encourage their participation in the process moving forward.
  - Community Engagement Session 2, May 26<sup>th</sup> 2015
- Planning Around Rapid Transit Stations (PARTS) PARTS Midtown & Rockway Plans
  - Public Information Centre 1, May 5<sup>th</sup> 2016.
  - Public Information Centre 2, September 29<sup>th</sup> 2016
  - Stakeholder Workshop, December 14<sup>th</sup> & 15<sup>th</sup>, 2016
  - Public Information Centre 3, May 18<sup>th</sup>, 2017
- Neighbourhood Planning Review (NPR)
  - A series of seven open houses were held for residents of each existing secondary plan neighbourhood area in the MTSAs. These were held between May 29<sup>th</sup> 2018 and April 18<sup>th</sup> 2019.
    - Midtown Secondary Plan
    - Victoria Park Secondary Plan
    - Cedar Hill & Schneider Creek Secondary Plan
    - Former Victoria Street Secondary Plan
    - Rockway Secondary Plan
    - King Street East Secondary Plan
    - Civic Centre Secondary Plan
  - A series of six urban design charrettes were also held in this time period to develop urban design guidelines specific to each neighbourhood. These were approved in 2019.
  - A statutory public meeting was held in December 2019, with a follow up report presented to council in June 2021.

While the workshop summary details the feedback and analysis received at the 6 community workshops, 12 workshops in total have been run to date with a variety of groups and stakeholders. That full list is provided below:

*Table 27: History of Growing Together Engagement Workshops*

<b>Date</b>	<b>Group/Event</b>	<b>Location</b>	<b>Participants</b>
<b>January 24 2023</b>	Downtown Community Working Group	Downtown Community Centre	19
<b>March 1 2023</b>	City of Kitchener Planning Staff	Kitchener City Hall	30
<b>March 21 2023</b>	Focused Community Workshop, Mid-rise and High-rise Residents	Kitchener City Hall Rotunda	60

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Date	Group/Event	Location	Participants
March 23 2023	Focused Community Workshop, Low-rise Non-multiple Residents	Kitchener Public Library	75
March 25 2023	Community Wide Workshop	Kitchener Market	370
March 27 2023	Community Wide Workshop	Stanley Park Community Centre	25
March 30 2023	Community Wide Workshop	Forest Heights KPL	20
April 4 2023	Focused Workshop, Low-rise Multiple Residents	Downtown Community Centre	12
April 17 2023	Council Strategy Session	Kitchener City Hall	11
April 21 2023	WRDSB Geography Teachers	Downtown Community Centre	28
May 2 2023	Waterloo Region Association of Realtors	Bingemans Conference Centre	30
May 18 2023	Cambridge/Kitchener/Waterloo Planners	Kitchener City Hall	10
<b>Total</b>			<b>690</b>

## Growing Together Engagement Materials

The engagement and communications process included a variety of engagement materials, as shown below.

### Sample Postcard Notice

**KITCHENER**  
**GROWING TOGETHER**  
**PLANNING FOR KITCHENER'S MAJOR TRANSIT STATION AREAS**

To learn more about the project and see additional available dates and times, visit:  
[www.engagewr.ca/growingtogether](http://www.engagewr.ca/growingtogether)

**YOU'RE INVITED TO A WORKSHOP ON:**  
**March 23 2023**  
Beginning at 6pm at **Kitchener Public Library, 85 Queen St. N. Meeting Room D (basement)**

**Photo from the workshop** ▲ **Study Topics** ▼

- Land Use & Zoning
- Growth & Change
- Housing
- Sustainability
- Built Form
- Mobility

**Submit comments to:**  
City of Kitchener  
**Adam Clark, Senior Urban Designer**  
519.741.2200 x 7027  
growingtogether@kitchener.ca  
200 King St. W., Kitchener ON, N2G 4G7

**Additional information:**  
Join us for a hands-on workshop where we will use a 3D printed model of Kitchener to explore how growth and change are shaping the areas around the ION light-rail system. Participate in a guided workshop beginning at **6pm**.

**Current status:** **Next steps:**

- 1 Community workshops in spring 2023 to explore themes of growth, change, housing, and more.
- 2 Publish draft policy documents in early summer 2023.
- 3 Broad community and stakeholder engagement on draft materials in order to finalize a recommendation to be considered by Planning Committee and Council
- 4 Recommendation report brought to Council for decision.

Figure 50: A sample of one of the postcards that were mailed out to residents.

*Newspaper Article (left) and Flyer Handout (right)*

## NOTICE OF A PLANNING STUDY

# Growing Together Workshops





**Join Us At These Events!**

**Date:** March 25, 2023  
**Time:** 7:00 a.m. - 2:00 p.m.  
**Location:** Kitchener Market  
 300 King Street East

**Date:** March 27, 2023  
**Time:** 2:00 p.m. - 8:00 p.m.  
**Location:** Stanley Park  
 Community Centre  
 505 Franklin St. N.

**Date:** March 30, 2023  
**Time:** 2:00 p.m. - 8:00 p.m.  
**Location:** Forest Heights Library  
 251 Fischer-Hallman Rd.

Photo from workshop



Land Use &  
Zoning



Growth &  
Change



Housing

To learn more about this project, visit: [www.kitchener.ca/growingtogether](http://www.kitchener.ca/growingtogether) Or email us at: [growingtogether@kitchener.ca](mailto:growingtogether@kitchener.ca)

City Planning staff are engaging with the community through a series of workshops that explore, in a hands-on way, how growth and change are occurring in the areas surrounding the ION light rail system in Kitchener. Through the Growing Together project, we will be updating our policies to address issues concerning housing and growth. The workshop is centered around a 3D-printed model of the city where participants can explore these issues together with staff in a fun, all-ages and abilities exercise. **You can drop-in at any time and stay as briefly or as long as you'd like!**

Figure 51: The Record Ad published to advertise the Growing Together workshops.





## GROWING TOGETHER



**Visit us online!**  
[www.engagewr.ca/growingtogether](http://www.engagewr.ca/growingtogether)  
[growingtogether@kitchener.ca](mailto:growingtogether@kitchener.ca)

Learn more, give us your feedback and participate in other online activities. Check back regularly for project updates and more!

  
Land Use &  
Zoning

  
Growth &  
Change

  
Housing

  
Sustainability

  
Built Form

  
Mobility

Figure 52 The flyer handout made available at the workshops to direct people to the engage page.

Sample of Growing Together Card Deck

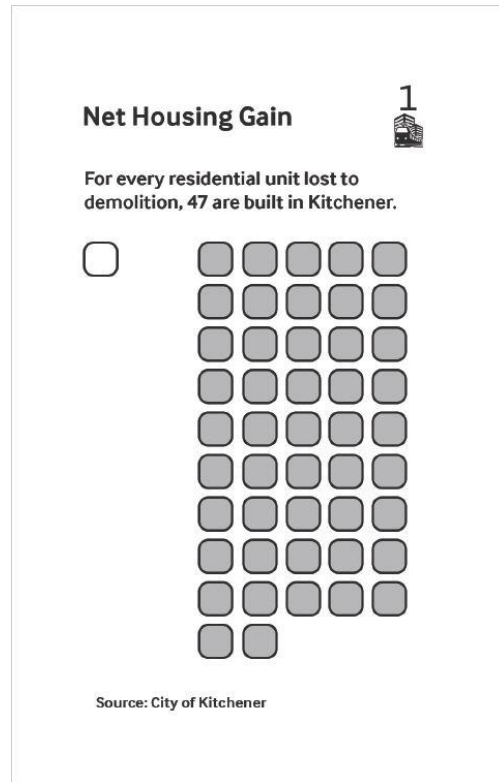
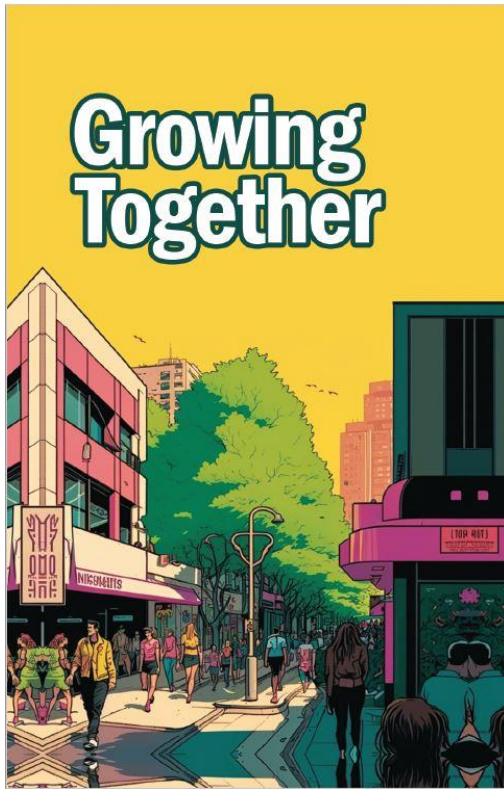


Figure 53 Left; A sample of the front of the Growing Together card deck. Right; A sample of the back of one of the cards from the Growing Together card deck.

## Appendix C: City of Kitchener Downtown Community Working Group Meeting #7 Summary

The seventh Downtown Community Working Group (DCWG) meeting was held on January 24, 2023, from 4:30 to 7:00 pm at the Downtown Community Centre. 19 of 29 members were in attendance. Discussions at the meeting are summarized below.

### Growth and Housing Activity

The following input was collected during the activity as the group worked through two different considerations in a hands-on growth and housing activity:

1. Adding 18,000 units of housing to provide more housing choice.
2. Adding an additional 13,500 units to provide housing affordability.

### Consideration 1

Input following the first consideration included the following:

- Important to have low-rise units to make it feel like a neighbourhood – to allow for a transition from existing lower density neighbourhoods to higher density development.
- Want to see additional housing units near transit stations.
- Want to see mid-rise units over the old police station and other business.
- Add low-rise units to support the population of people experiencing homelessness, near to where they are staying now.
- Use former industrial lands for housing.
- Develop housing on the parking lot at Charles and Water Streets.
- There is underutilized land near the square.

### Consideration 2

Input following the second consideration included the following:

- Density can be a good thing if done in a mixed way.
- This is a good visual reminder that density does not mean the entire city gets demolished; we can intensify but still retain our identity.
- It is really amazing that we can add this much density and the city remains vibrant.
- If there is this much density, there needs to be schools and other supports in place.
- Need to include how traffic will work with and around this new growth.
- The corridors can handle the density we need to add.

### Roundtable Discussions – Growth and Housing

Following the activity, DCWG members were asked to engage in small roundtable discussions on growth and housing in DTK. Discussions from each roundtable are summarized below.

#### *What locations are suitable for low, medium, or high-density growth? Why?*

##### *Group 1*

- It is important for all areas to have a mix of density and types of housing.



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- Density should be concentrated near the LRT line.
- Medium and higher density areas need supports and amenities such as schools, shops, and parks.
- All areas need to include green space.

### *Group 2*

- Medium and high density should be concentrated along transit lines.
- Important to examine opportunities for additional units in laneways, backyards etc.
- Need to disperse density across the City of Kitchener and not just downtown.
- Necessary to protect green space and build around it.

### *Group 3*

- Proximity to the LRT should determine the density.
- Growth should occur in corridors such as Queen and Ottawa.
- Have low and medium density as buffer areas for established neighbourhoods.
- Use underutilized land like parking lots; avoid demolition for environmental reasons.
- Important to protect green space.

### *Group 4*

- Limit sprawl of growth outside of the city.
- Distribute the higher density, have transition zones, options for families.
- Ensure higher density is livable (i.e., people, excitement, parks, and green space.)
- Medium and high density along the corridors.

## *How would you organize and distribute intensification?*

### *Group 1*

- Close to ION stations and other transit, across from hospital.
- Creation of destinations near amenities.
- Clustering in a way that makes sense.
- Mixed use is important.

### *Group 2*

- Ensure that space is left for businesses, arts, and culture.
- Integrate the new construction into the existing fabric of the city.
- Proximity to shops, restaurants, and groceries.
- Organize in an integrated fashion, services need to be present before density.

### *Group 3*

- Intensification near the transit routes.
- Understand what is enticing people to move to Kitchener.
- Mixed use is important.
- We need to encourage the public's understanding of this topic.

*Group 4*

- Organized alongside schools, parks, daycares, and businesses.
- Mixed use and distributed, not all in the same spot.
- Development that works across socio-economic spectrum.
- Growth should be across the city.

*How important are housing choice and affordability to you and is this reflected in this exercise?*

*Group 1*

- Diversity in housing choice and supply mix i.e.: deeply affordable units.
- Rent control should be considered.
- Variety of housing types is very important.
- Expansion of housing types, not just single units.

*Group 2*

- Housing choice and affordability are incredibly important.
- Supply is not enough to drive affordability.
- City needs to look at other options to encourage affordability and housing type diversity.
- Encourage people to move through the housing spectrum.

*Group 3*

- Variety of housing is very important, mix needs to include the missing middle.
- Need to have more medium sized dwelling units.
- Encouragement of co-op housing.
- Density can be achieved without relying on high rises (i.e.: multigenerational housing).

*Group 4*

- Encourage affordable housing across the city; this is currently lacking.
- Choice of housing form is important, range of unit sizes.
- City could incentivize missing housing types.
- Important to destigmatize rental units.

*Based on our discussion today, how would you summarize the future of growth and housing in downtown Kitchener in a single statement?*

*Group 1*

- Intentionally planned neighbourhoods with a diversity of housing types and densities including affordable and accessible housing. Welcoming to everyone and a diversity of transportation types.

*Group 2*

- Intentional, thoughtful, livable, diverse, and unique.

- Communities should feel unique and ‘not cookie cutter’.

#### *Group 3*

- Well designed, intentional, integrated.
- Livable, transit-oriented, mix of housing types.
- Downtown Kitchener is well designed, intensified core neighbourhood, where housing is integrated with commercial retail, arts, culture, and green space.

#### *Group 4*

- Livable, variety, mixed income.
- The future of growth and housing in DTK offers well thought out, livable housing, with a variety of choices and walkable amenities.

#### *Growth and Housing Activity Input*

The group also provided input on the growth and housing activity, summarized below:

- Low-density foam blocks do not stay in place.
- A delight to be in an optimistic attitude in the group – excited to envision more buildings.
- Having the ability to make some of the housing unit pieces modular, so that they can be stacked.
- Label more streets, trails, and green spaces.
- Show the rail lines more clearly.
- Addition of transit terminals would be good.
- The model shows that there is still a lot of white space – the city has not been erased even when we add the density.
- Actively encourage participants to be creative and to dive into the exercise.

# Growing Together Phase 2

## What We Heard: Pop-Up Engagement Summary

*Detailing Public Workshop Engagements Held in June and July of 2023*



Prepared by: City of Kitchener

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## Project Overview

In phase 1 of Growing Together (March and April, 2023), staff led several workshops with the community and other stakeholders. The background, parameters and instructions for those workshops can be [found here](#).

Staff detailed the results of these workshops and provided mapping and analysis of the exercise in the [What We Heard: Workshop Engagement Summary](#) that was presented to council at the June 19<sup>th</sup> Planning and Strategic Initiatives Committee.

Combining the workshop results with other inputs, including contextual analysis of our MTSAs, staff developed a [Draft Approach to Growth & Change](#) which introduced the key elements of the proposed planning framework behind the Growing Together project.

Staff released this draft approach at the end of June 2023, to continue to receive community input into the process while the detailed policies and regulations were developed. Staff also identified and developed two additional engagement activities to help better understand community priorities: the Priority Streets Exercise and the Missing Middle Block Exercise.

The results of these exercises are detailed in this summary.

## Engagement and Communications Approach

As with our Phase 1 workshops, the *Growing Together* summer engagement materials were intentionally designed to be:

- **Equitable:** To reach a more diverse and representative range of community members.
- **Educational:** To create an intuitive exercise using realistic building types and other parameters.
- **Measurable:** To collect community input that can be meaningfully analyzed and quantified.



Figure 1: A photo from staff's June 24<sup>th</sup> presence on Gaukel St. as part of the KW Multicultural Festival.

## How the Events Were Organized

Staff chose to align our engagements through a ‘pop-up’ presence at three events;

- Kitchener-Waterloo Multicultural Festival on June 24<sup>th</sup>, 2023 from 12pm-8pm
- Downtown Kitchener Ribfest and Craft Beer Show on July 15<sup>th</sup>, 2023 from 12pm-8pm
- Summer Series at Kitchener Market on July 19<sup>th</sup>, 2023 from 2pm-8pm

Staff also held public office hours to meet with community members on July 21<sup>st</sup>, 2023 from 9am-12pm, with two slots available for each half-hour interval. In this phase of engagement, staff engaged with the community for a total of 25 hours.

Including phase 1’s public workshops, staff have, to date, engaged with the community for over 59 hours.

As with phase 1, the phase 2 events were chosen to help staff meet the equity criteria of our engagement plan. By creating a highly visible presence as part of several popular summer events, we were able to engage with a broad range of community members who brought a range of perspectives forward.

Additionally, the continued use of hands-on and visually interesting materials (3D printed models and transparent map layers), piqued the interest of many passers-by who stopped out of general interest. Several community members approached us with comments and questions like “This is cool,” “What is this?” “Is this about Missing Middle?”, etc.

## How We Reached Out

In June 2023, the [project webpage](#) was updated with the Phase 1 Engagement Summary, Draft Approach to Growth & Change, and the dates and times of our upcoming engagements. The community was also notified via social media, noting where and when staff would be available for engagement.

The greatest priority for this phase of engagement was to “go to where the people are” by engaging as part of already-popular summer events.

In an effort to encourage greater participation, staff also provided translated instructions for each exercise in 6 of the most frequently spoken languages in Kitchener (2021 Census); Arabic, Chinese, Hindi, Punjabi, Spanish and French.

In total, across the three events and including our office hours, staff engaged with a total of 322 community members.



Figure 2: A photo from staff’s July 19th presence on Eby St. as part of the Summer Series at Kitchener Market.

Table 1: Location and Number of Participants at Engagement Events

<b>Date</b>	<b>Group/Event</b>	<b>Location</b>	<b>Participants</b>
<b>June 24 2023</b>	Kitchener-Waterloo Multicultural Festival	Gaukel Street	159
<b>July 15 2023</b>	Downtown Kitchener Ribfest and Craft Beer Show	Gaukel Street	95
<b>July 19 2023</b>	Summer Series at Kitchener Market	Eby Street	58
<b>July 21 2023</b>	Staff Office Hours	Kitchener City Hall	10
<b>Total</b>			<b>322</b>

Including the public workshops from Phase 1, staff have now spoken to 884 community members through the Growing Together process. Including the additional stakeholder workshops and 16 additional participants from the development industry as part of Staff Office Hours, staff have now spoken with nearly a thousand community members and other stakeholders (998).

Staff spoke with community members on a wide variety of topics, with individual conversations ranging from a few minutes to over an hour. Multiple staff members were present at each event so that multiple conversations could be held simultaneously.

At each event, the results of the exercises were captured and reproduced digitally.



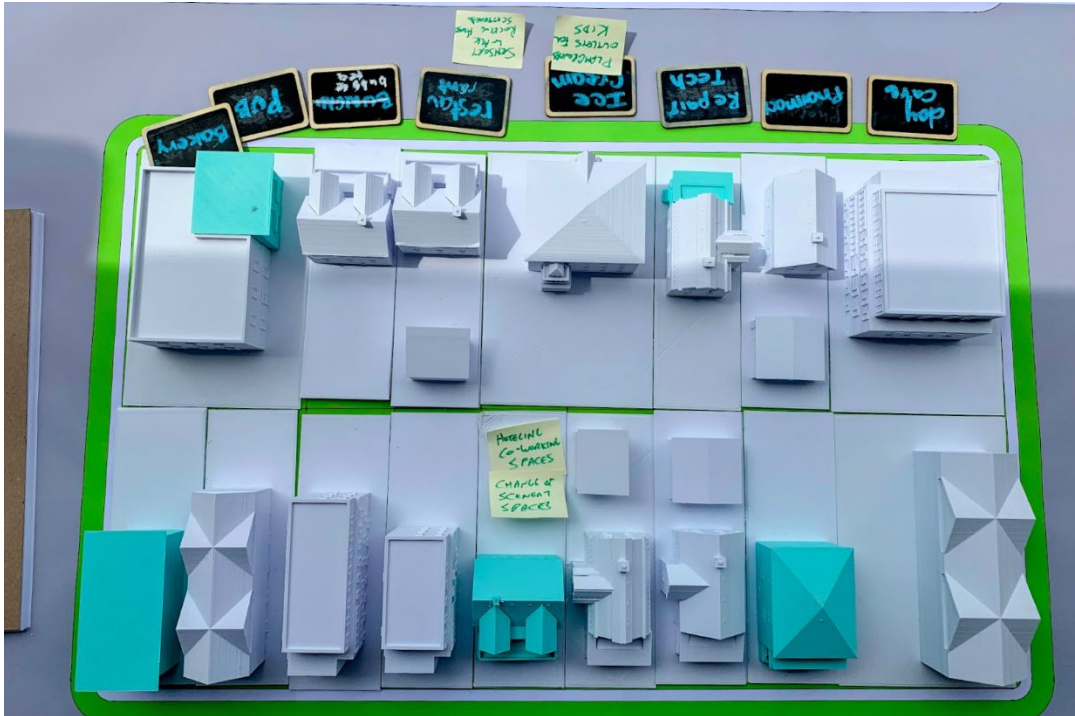


Figure 3: A photo of one configuration from the Missing Middle Block Exercise.

## The Engagement Activities

### Priority Streets

The first exercise asked participants to identify which streets within the Growing Together geography provided the most amenity and utility as a pedestrian. It also asked people to identify which streets they desired to see more and better amenity and utility as a pedestrian.

To gather community input, staff used transparent mapping layers and asked participants to draw these streets onto the map in two colours; pink for existing, yellow for desired.

After a participant or group of participants finished drawing their preferred priority streets on the map, staff photographed the map, erased the lines, and prepared the map for the next participant.

At the end of our summer engagements, staff digitized the results and consolidated the feedback onto a single map, which was used—alongside other considerations—to form staff's proposed Priority Streets framework.

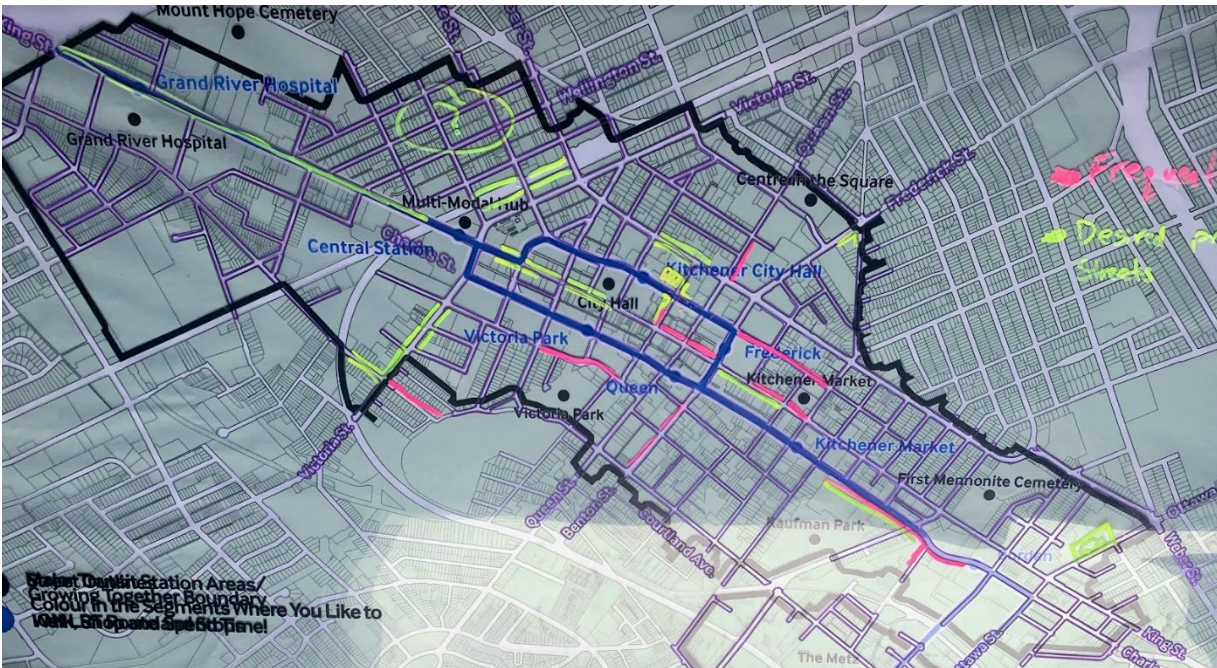


Figure 4: A photo of the transparent map used in the Priority Streets exercise, from staff's July 15<sup>th</sup> presence on Gaukel St.

### What We Heard and Saw

Many streets and street segments were identified by a broad range of participants, with the downtown core, streets near the market, and King and Victoria Streets being frequently identified as priorities. Charles, Queen, Frederick and Ottawa were also identified.

Many participants hope to see more pedestrian-only and pedestrian-first streets in the future. A small number of participants view pedestrianization of streets and bike lanes as a negative that makes it less convenient to get around the city by private vehicle.

On Gaukel Street, one participant asked why the City would take away space from cars by pedestrianizing streets. Thanks to the location of the engagement, staff were able to point out the many people who were, at that moment, walking or rolling comfortably and safely up and down Gaukel Street. This helped the participant better understand the value streets can have to people who aren't driving.

Many participants remarked on the importance of providing more to do, particularly downtown, but also widely across the Growing Together geography. This included more and a greater variety of public and private open spaces, plazas, trails and pathways, formal and informal gathering opportunities, and formal or informal community spaces.

A pair of participants spoke to the need for more “African spaces”, to serve a strong existing and emerging community need. Both had moved to Waterloo to attend university and had more recently relocated in and around downtown Kitchener but are missing public or private amenity spaces they have enjoyed in other places they’ve lived. They spoke mostly to the need for more plazas where groups could informally gather without the need for pre-planned programming.

A broad general theme was “we need more of every type of amenity, everywhere”. Some people specifically meant parks, others meant shops and services, others meant event spaces. The need for better spaces for children and families was noted, as were more and better shops, services and amenities for teens and even pets. Better and more patio spaces for restaurants, cafes and bars, with less noise from traffic, was also identified as a need.

The map below shows the consolidated results of our Priority Streets mapping exercise;

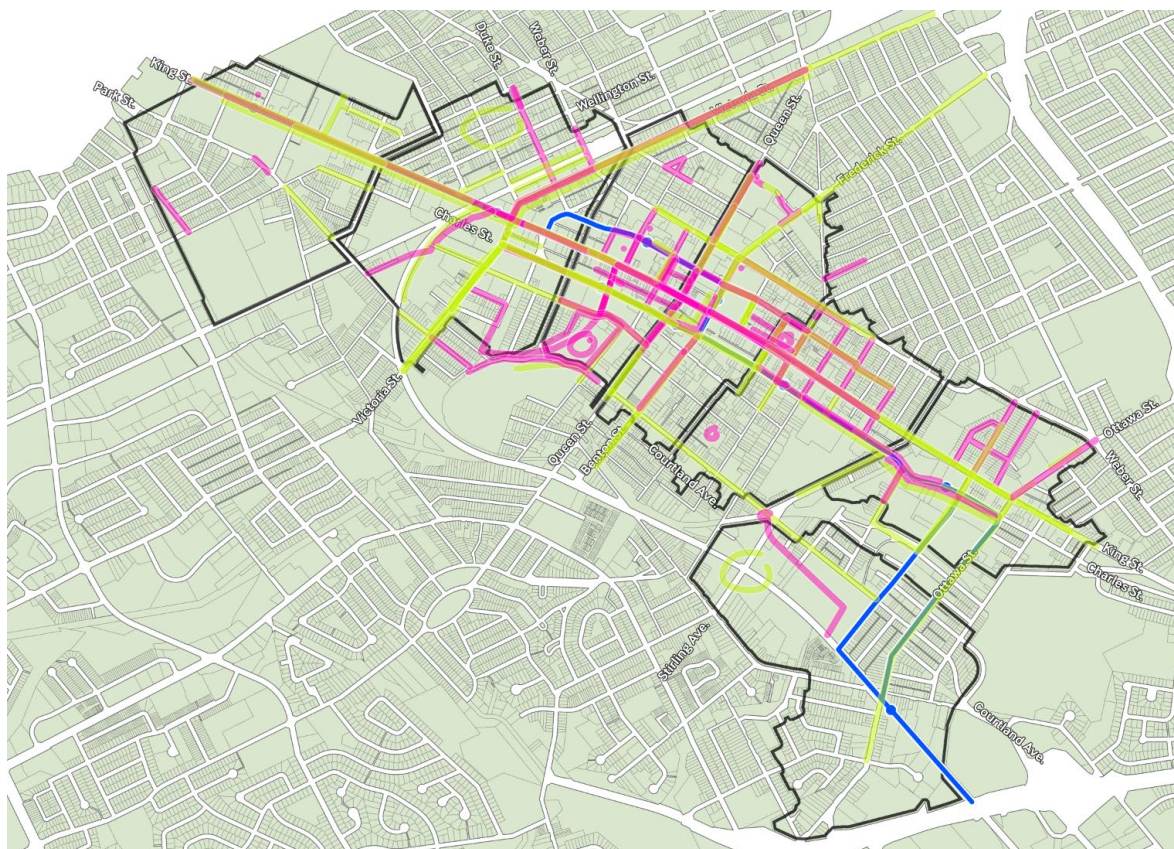


Figure 5 Consolidated mapping of all community feedback received on Priority Streets.

### Missing Middle Block Exercise

The second exercise asked participants to arrange a series of different missing middle building typologies on a low-rise existing residential block. The intent was to provide a hands-on resource to help guide conversations about the forms and styles of missing middle intensification being pursued in the Growing Together project, as informed by the Missing Middle and Affordable Housing Report.

The other intent of the block exercise was to ask people about the types of non-residential uses they would like to see in low-rise central neighbourhoods. Staff kept a list of all uses requested through this engagement, which included many shops and services, food stores, general stores, personal services and community spaces.

Support for both missing middle housing and non-residential uses in low-rise areas was nearly universal. As with Priority Streets, the intent for this exercise was to digitize and map the results, to show and extract trends and patterns to help staff develop zoning regulations. However, support was so strong for the full range of building types and non-residential uses that this step became unnecessary, as there was no additional information to extract from the results of the engagement.



Figure 6 A photo of the Missing Middle Block exercise from staff's presence on Gaukel St. as part of Multicultural Festival.

### *What We Heard and Saw*

Support for missing middle and non-residential uses in low-rise areas was nearly unanimous. Many participants felt that non-residential uses could be distributed anywhere within neighbourhoods. Some preferred that certain, higher activity uses be limited to street corners.

A pair of participants thought that businesses would be nice in low-rise neighborhoods but not necessarily too big so that they wouldn't attract too much parking. They liked the idea of restaurants and places for teens to hang out and also thought that such uses should be generally located on street corners.

Participants spoke to missing middle and other forms of intensification as critically important for saving Ontario's farmland. Others noted that more housing, particularly in a wider variety of unit and building types, would help them find suitable housing for themselves or others, would allow them to age in place, raise a family, or otherwise meet their needs. Several participants noted that increased missing middle permissions will help younger people afford housing; whether through newly built multiplexes or apartment buildings, or by adding additional units to a home they purchase to generate income to pay a mortgage they otherwise couldn't afford.

Many participants also noted a desire for more grocery and food stores, with several adding clarification that they didn't mean convenience stores, but healthier options with produce.

### *The List*

Following is the list of non-residential uses that were identified by community members and needed, welcome or desired within existing low-rise neighbourhood areas. Bolded items were uses that were suggested repeatedly;

- **Bakery**
- **Pharmacy**
- Repair Tech
- Daycare
- **Ice Cream**
- **Restaurant**
- **Pub**
- **Grocery Store**
- **Green Grocer**
- Tailor
- **Community Spaces**
- Convenience Store
- Small Medical/Dental
- **Café/Patio**
- "Night Out for Teens/Kids"
- Market
- Office/Mixed Use
- Small Craft Vendors

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- Pop-Up Shops
- Hoteling or co-working spaces
- “Change of scenery” spaces for people working from home
- **Bubble Tea**
- **Amenities for kids**
- “Sensory walk” amenities with many small things to stop and see/do while walking through a neighbourhood

### *Additional Information*

Sets of card decks were also made available at all events, as were handouts directing participants to [engagewr.ca/growingtogether](https://engagewr.ca/growingtogether). Additional maps on transparent paper were also available to help aid conversations and could be layered in any combination desired to present as much or as little information as needed, as clearly and cleanly as possible. Those layers included;

- A base layer with the Growing Together boundary and ION LRT route/stops
- A map of the draft zoning
- A map showing where a built-form transition policy would apply
- A series of maps showing the results of the Growing Together Workshops, including where participants placed low, medium and high-rise development
- The Priority Streets maps.

The results of this phase of engagement are being used to inform the official plan policies and zoning by-law regulations that are currently in development for a September 2023 public release.

# Growing Together Phase 3

## What We Heard: Draft Materials Engagement Summary

*Detailing Public Engagements Held in November of 2023*



Prepared by: City of Kitchener

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## Project Overview

In phase 1 of Growing Together (March and April, 2023), staff led 12 workshops with the community and other stakeholders. The background, parameters and instructions for those workshops can be [found here](#).

Staff detailed the results of these workshops and provided mapping and analysis of the exercise in the [What We Heard: Workshop Engagement Summary](#) that was presented to council at the June 19<sup>th</sup> Planning and Strategic Initiatives Committee.

Combining the workshop results with other inputs, including contextual analysis of our MTSAs, staff developed a [Draft Approach to Growth & Change](#) which introduced the key elements of the proposed planning framework behind the Growing Together project.

Staff released this draft approach at the end of June 2023, to continue to receive community input into the process while the detailed policies and regulations were developed. Staff also identified and developed two additional engagement activities to help better understand community priorities: the Priority Streets Exercise and the Missing Middle Block Exercise. Staff engaged on these materials at several events in the summer of 2023.

The results of these exercises are detailed in the phase 2 [What We Heard: Pop-Up Engagement Summary](#). This summary was published to [engagewr.ca/growingtogether](https://engagewr.ca/growingtogether) on November 3<sup>rd</sup>, 2023 alongside the draft official plan amendment and zoning by-law amendment.

Following the public release of these draft materials, staff continued to engage the community through two walk-in sessions and a second full-day presence at the Kitchener Market. The results of those engagements are summarized in this report.



Figure 1 A photo from staff's November 18th presence at the Kitchener Market.

## Engagement and Communications Approach

As with our Phase 1 workshops, and Phase 2 pop-ups the *Growing Together* fall engagement materials were intentionally designed to be:

- **Equitable:** To reach a more diverse and representative range of community members.
- **Educational:** To create an intuitive exercise using realistic building types and other parameters.
- **Measurable:** To collect community input that can be meaningfully analyzed and quantified.

## How the Events Were Organized

Staff offered two office hours walk-in engagements to meet with community members about site or area specific questions and concerns. Comments were also submitted to our Engage page and emailed to staff at [growingtogether@kitchener.ca](mailto:growingtogether@kitchener.ca). We also spent a day at the Kitchener Market to engage on the draft materials more broadly;

- Walk-in Office Hours at Mill Courtland Community Centre on November 14<sup>th</sup>, 2023 from 3pm-6pm
- An Open House at Kitchener Market on November 18<sup>th</sup>, 2023 from 7am-2pm
- Walk-in Office Hours at the Downtown Community Centre on November 20<sup>th</sup>, 2023 from 3pm-6pm

In this phase of engagement, staff engaged with the community for a total of 13 hours.

Including the phase 1 and phase 2 public workshops, pop-ups and office hours, staff have, to date, engaged with the community for over 72 hours.

As with phase 1 and phase 2, locations and times were chosen to help staff meet the equity criteria of our engagement plan. By creating a highly visible presence at the market and offering a mix of daytime and evening times for our walk-ins at community centres, we continued to engage with a broad range of community members who brought a range of perspectives forward.

## How We Reached Out

- On November 3<sup>rd</sup>, the Growing Together project engage page was updated, with subscribers receiving a notification.
- An additional email was sent to our public and industry stakeholder lists.
- The open house was advertised in The Record on October 27<sup>th</sup>.
- The open house was advertised through the City's Twitter account.
- Posters were arranged to be posted at all City community centres.
- 13,059 postcards were sent to all property owners and residents within the Growing Together geography, including information about the proposed zoning on each property.

The greatest priority for this phase of engagement was to ensure broad awareness of the draft materials and opportunities for engagement. Like previous phases of engagement, individual conversations lasted from several minutes to well over an hour, with multiple city staff available at each event.

In total, across the three events, staff engaged with a total of 250 community members.



Figure 2 A sample postcard that was mailed to all property owners and tenants.

Table 1: Location and Number of Participants at Engagement Events

Date	Group/Event	Location	Participants
November 14 2023	Walk-in Office Hours	Mill Courtland Community Centre	20
November 18 2023	Open House	Kitchener Market	200
November 20 2023	Walk-in Office Hours	Downtown Community Centre	30
<b>Total</b>			<b>250</b>

Additionally, for this phase of work, staff have presented or met with a number of additional stakeholders and advisory groups, including;

- Downtown Action and Advisory Committee (DAAC)
- Economic Development Advisory Committee (EDAC)
- Mayor’s Advisory Council for Kitchener Seniors (MACKS)
- Heritage Kitchener
- Active Transportation and Trails Advisory Committee

Including all phases, staff have now spoken to 1,134 community members through the Growing Together community engagement process. Including the additional stakeholder workshops,

meetings, advisory committees and more, staff have now spoken with over 1,300 people in total across more than 100 hours.

### *What We Heard and Saw, Overall*

Staff received generally positive feedback through this phase of engagement, with broad support for more housing in a variety of forms and more affordable housing. The methods used to engage throughout the process were also very well received.

It is important to note however that several comments received were discriminatory toward certain types of people or populations and will not be included in this summary as there are not planning merits to those types of comments. City of Kitchener planning staff do not evaluate people or their housing needs based on ethnic or cultural background, age, identity, socio-economic status, immigration status, family composition, mental or physical health status, length of tenure as Kitchener residents, type of residential unit resided in, or any other personal factor.

### *Walk-in Office Hours*

Many of the conversations during our walk-in office hours were focused on site-specific interests and concerns. To protect the confidentiality of those conversations, only general themes will be included in this engagement summary.

There were some concerns about the range of uses permitted by the draft SGA1 zone. This is in contrast to the nearly universal support for a wide range of uses heard during our phase 2 summer engagement. Concerns were also expressed over whether heritage conservation district policies and cultural heritage landscape policies would do enough to restrict development.

Staff heard a range of perspectives from property owners, with some requesting lower density permissions for areas surrounding their property and others requesting higher density permission for their property and the ones surrounding them.



*Figure 3 A photo from our Walk-in Office Hours at Mill Courtland Community Centre on November 14th*

### *Open House at Kitchener Market*

On November 18<sup>th</sup>, staff returned to the Kitchener Market with our 3d-printed physical model of the Growing Together Major Transit Station Areas. Staff worked with a new model base that showed the draft proposed zoning. The yellow buildings used in the previous workshop were again used, this time to demonstrate the kinds of growth and change that could happen in areas of interest, according to the draft zoning.



*Figure 4 Underneath the existing context buildings, the new model base shows the zoning for each lot in our MTSAs.*

Feedback at the market was broadly supportive and positive. Several people commented that it is important to get ahead of growth and plan for it in advance. It was also noted that it was very appreciated that input used from the March workshop engagements had been used to inform the draft zoning.

Parents of younger children were happy that their children could place buildings on the model while staff explained the exercise to them. They thought it was a really good way for their children to be entertained so that staff could catch a few minutes of the parents' time.

The largest ongoing concern in the community remains the lack of green space and parks to accommodate additional growth. People were able to understand how the parkland dedication

process works through development review but would have liked to have seen new parks located on the 3d model/map.

Staff also heard concerns about housing affordability, which included conversations about the cost of high-density housing. Staff were able to speak to the fact that while housing affordability is a primary concern in all forms, that high-density housing currently represents the most affordable housing options on the market, as noted in our [community guide](#).

Concerns also arose around shadows cast by very tall buildings, bike lanes making travel less convenient for motorists, and the pace of growth and change we're experiencing. Other participants were happy to see taller buildings and excited by the pace of change, and also noted that bike lanes make cycling safer and more convenient.

Many of these commonly heard concerns are addressed in our Community Guide, which was posted to [engagewr.ca/growingtogether](http://engagewr.ca/growingtogether) alongside our other November 3<sup>rd</sup> materials. The community guide, and shorter community brief, have been downloaded a combined 502 times, and the community guide video explainer has been viewed 308 times.

## I'm Concerned About: Shadows

### Won't new tall buildings create too many shadows?

- Shadow impacts are one of many things we have taken under consideration. Here are a few of the ways we are mitigating shadow impacts in Growing Together;
  - Through built form regulations, particularly physical separation, maximum building length and maximum floor plate area. This will ensure that tall buildings aren't too big and/or too close together.
  - Through the continued implementation of our Urban Design Manual, which considers additional criteria such as tower overlook, placement and orientation. Shadow studies are also required as part of our site plan application process.
  - Through a transitional regulation that limits building height to 12m within 12m of a low-rise zoned area.

### Wouldn't limiting building height more also do more to prevent shadow impacts?

- Not necessarily. Shadow impacts are dynamic, throughout the day and across the seasons. There is no single measurement that ensures the least amount of impact from shadowing.
- In fact, strict limits on building height can worsen shadow impacts in many cases. With shorter permitted heights, buildings get wider and their floor plate areas get larger. This creates significantly greater shadow impacts on areas closest to the development.
- Shadows are always in motion. The further away a shadow is from its origin point, the faster it moves over the ground. This means that a taller, more slender tower will cast a longer shadow, but that shadow will be cast on an individual property for a shorter amount of time. Shadows from a shorter, wider tower will not reach as far or impact as many properties total, but the properties that are affected are impacted for a much longer time.



*Figure 5 A slide from our Community Guide explaining in more detail the way in which shadow impacts work, are studied, and are managed.*

Overall, people understood that change in these areas is inevitable, and were supportive of the process of planning for and realistically communicating that change. Many participants took photos of the model and interacted with it. People who live in the area enjoyed finding their home on the model and discussing what kind of change might take place around it.

An important recurring trend worth noting from this stage of engagement is that community members tend to be very supportive of the Growing Together draft materials when speaking in general terms. Criticism is mostly tied to site or neighbourhood specific concerns, with an even mix between concerns that the zones allow too much growth and concerns that the zones allow

too little growth. While staff continue to tweak our draft materials based on feedback where it can be supported by our professional planning opinion, this even balance of feedback suggests that the draft zoning strikes a fair balance and weights input appropriately.

While there are always concerns within the community regarding growth and change, there is also a great deal of enthusiasm for a more urban, sustainable future for Kitchener's Major Transit Station Areas.

### *Additional Information*

Sets of card decks were also made available at all events, as were handouts directing participants to [engagewr.ca/growingtogether](https://engagewr.ca/growingtogether). Additional land use and zoning maps were also available to help aide conversations. Hard copies of the draft Official Plan Amendment and draft Zoning By-law Amendment were available for review at all events.

Staff continue to receive written submissions via our Engage page and through the project email. Staff are meeting with stakeholders about site-specific requests and questions. All written submissions will be included in an additional appendix in the final staff report.

Written submissions closely follow the trend of our in person engagement, with strong support for the general principles of Growing Together, and an even split between feedback that the zones allow too much and that they allow too little.

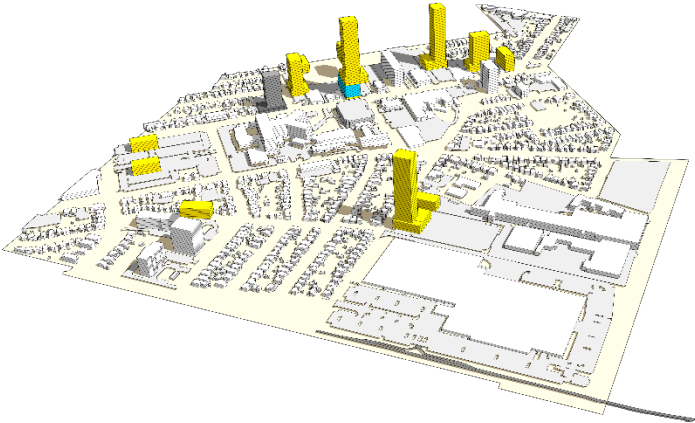
The results of this phase of engagement are being used to inform the final draft official plan policies and zoning by-law regulations that are intended to appear before council for decision in early 2024.

# Community Workshop Smart Modelling Outputs

This report documents the detailed outcomes of each of the six community workshops held for the Growing Together project in March and April of 2023. Each workshop asked participants to place 3D-printed typical building forms onto a 3D-printed context model of the Growing Together geography. Staff then documented these workshop results, translated them into a digital smart model, and analyzed the results to inform the project moving forward. A summary of these materials is found in the Growing Together: What We Heard, Workshop Engagement Summary document that can be found on [engagewr.ca/growingtogether](http://engagewr.ca/growingtogether). Below are the detailed breakdowns of each workshop by individual MTSA, to show the results of the analysis in a more detailed format.

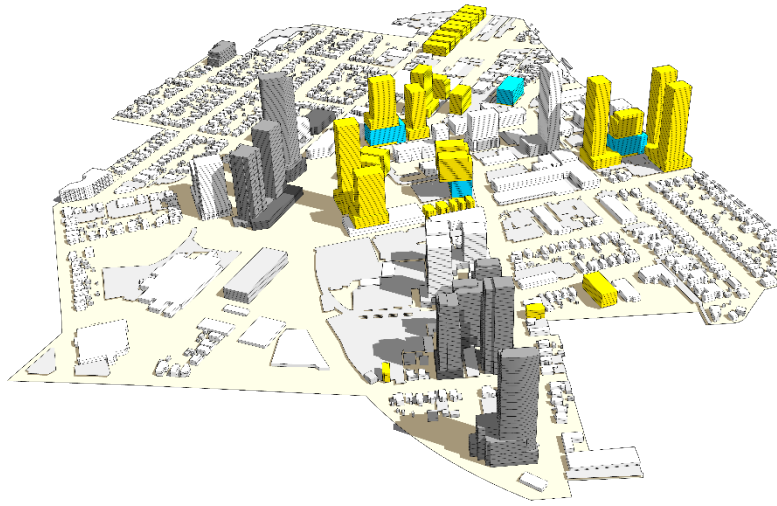
## Mid-Rise and High-Rise Resident Workshop (March 21, 2023)

### *Workshop Results | Grand River Hospital Station*





*Workshop Results | Central Station/Innovation District*



*Workshop Results | City Hall & Victoria Park Station*



*Workshop Results | Frederick & Queen Station*



*Workshop Results | Market Station*



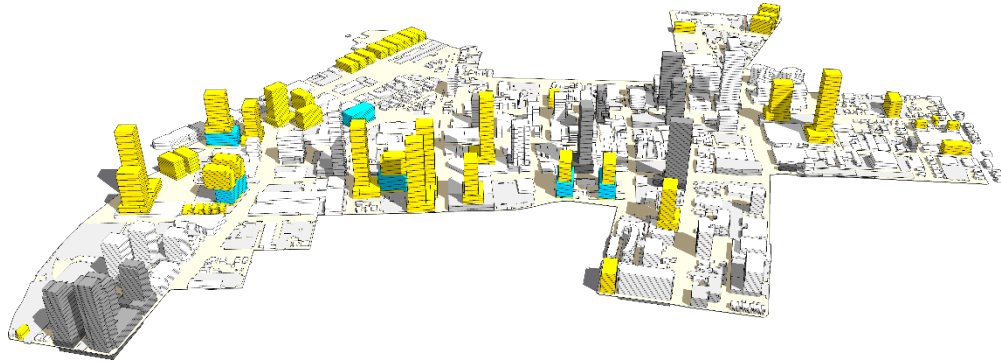
*Workshop Results | Mill Station*



*Workshop Results | Borden Station*



*Workshop Results | The Urban Growth Centre*

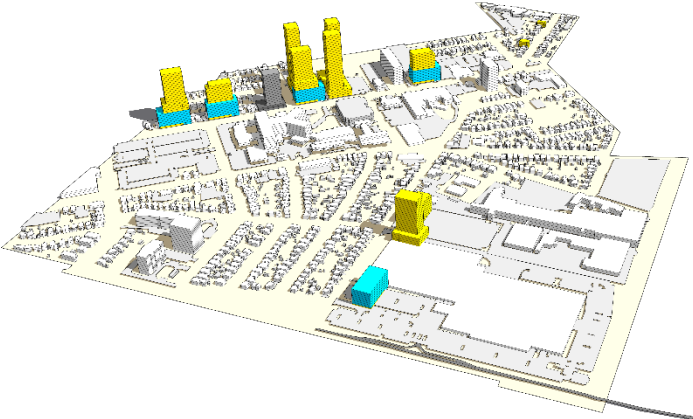


## Workshop Results | Summary Table of Smart Model Data

March 21st 2023			People and Jobs per Hectare							
		Total	GRH	Central	Vic Park	Frederick	Market	Borden	Mill	UGC
		522	88	94	56	58	61	60	105	105
Existing (E) Only		94	81	116	184	167	81	37	35	223
Existing (E) & Proposed (P)		135	85	184	235	170	81	72	126	270
Existing (E) & Workshop (W)		161	130	212	250	219	136	127	97	359
Units (E)	Low	3287	415	486	230	261	493	225	630	130
	Med	3039	242	416	761	695	446	163	313	1342
	High	7202	888	1826	2155	1641	692	0	0	4090
	<b>Total</b>	<b>13528</b>	<b>1545</b>	<b>2728</b>	<b>3146</b>	<b>2597</b>	<b>1631</b>	<b>388</b>	<b>943</b>	<b>5562</b>
Units (P)	All	12498	202	3562	1726	98	0	1176	5732	3034
Units (W)	Low	507	0	65	178	27	32	121	84	85
	Med	3992	560	1499	563	566	431	311	62	2505
	High	13072	1792	2733	941	941	1276	2823	2565	4357
	<b>Total</b>	<b>17571</b>	<b>2352</b>	<b>4297</b>	<b>1682</b>	<b>1534</b>	<b>1739</b>	<b>3255</b>	<b>2711</b>	<b>6947</b>
% of 18k		0.98	0.13	0.24	0.09	0.09	0.10	0.18	0.15	0.39
% of Total Low		n/a	0.00	0.13	0.35	0.05	0.06	0.24	0.17	0.17
% of Total Med		n/a	0.14	0.38	0.14	0.14	0.11	0.08	0.02	0.63
% of Total High		n/a	0.14	0.21	0.07	0.07	0.10	0.22	0.20	0.33
Units (E&W)	Low	3250	415	551	409	288	525	346	714	215
	Med	7032	802	1915	1324	1261	877	474	375	3847
	High	20274	2680	4559	3096	2582	1968	2823	2565	8447
	<b>Total</b>	<b>30556</b>	<b>3897</b>	<b>7025</b>	<b>4829</b>	<b>4131</b>	<b>3370</b>	<b>3643</b>	<b>3654</b>	<b>12509</b>
% of Total		1.00	0.13	0.23	0.16	0.14	0.11	0.12	0.12	0.41
People (E)		24604	3016	5015	5467	4608	3275	912	2307	9324
Jobs (E)		24259	4073	5922	4824	5088	1669	1303	1380	14047
People & Jobs (E)		48863	7089	10937	10291	9696	4944	2215	3687	23371
Ppj Ratio (E)		1.01	0.74	0.85	1.13	0.91	1.96	0.70	1.67	0.66
Parking (E)		62883	11231	11047	8737	11201	5394	6830	8023	23055
People (E&P)		44601	3340	10714	8229	4766	3275	2798	11479	14179
Jobs (E&P)		25628	4096	6604	4908	5115	1669	1497	1741	14199
People & Jobs (E&P)		70229	7436	17318	13137	9881	4944	4295	13220	28378
Ppj Ratio (E&P)		1.74	0.82	1.62	1.68	0.93	1.96	1.87	6.59	1.00
Parking (E&P)		76166	11491	13645	10104	11317	5394	8714	15082	25724
People (E&W)		53619	6891	12206	8306	7182	6150	6209	6666	20957
Jobs (E&W)		30572	4554	7688	5693	5540	2128	1411	3559	16707
People & Jobs		84191	11445	19894	13999	12722	8278	7620	10225	37664
Ppj Ratio (E&W)		1.75	1.51	1.59	1.46	1.30	2.89	4.40	1.87	1.25
Parking (E&W)		65153	12804	13932	9835	12222	6441	9300	10361	23325

Low-Rise Non-Multiple Resident Workshop (March 23, 2023)

*Workshop Results | Grand River Hospital Station*



*Workshop Results | Central Station/Innovation District*



*Workshop Results | City Hall & Victoria Park Station*



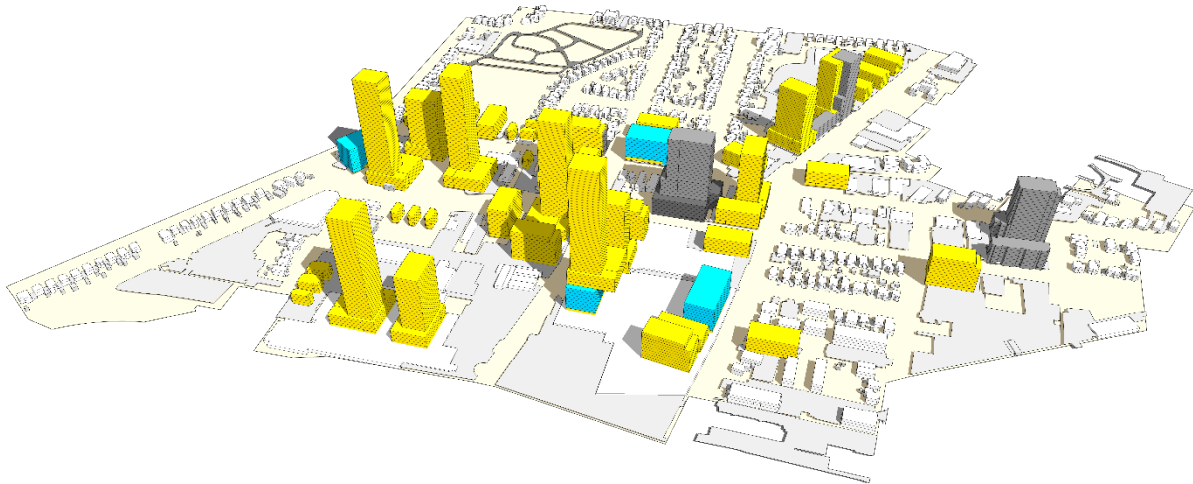
*Workshop Results | Frederick & Queen Station*



*Workshop Results | Market Station*



*Workshop Results | Borden Station*

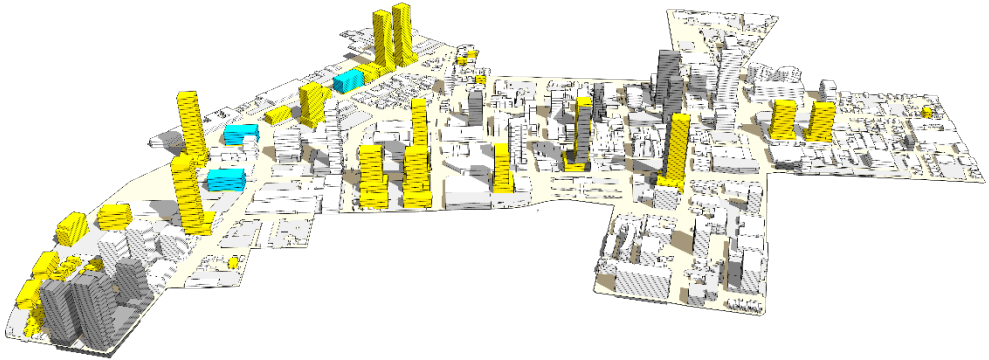




*Workshop Results | Mill Station*



*Workshop Results | The Urban Growth Centre*

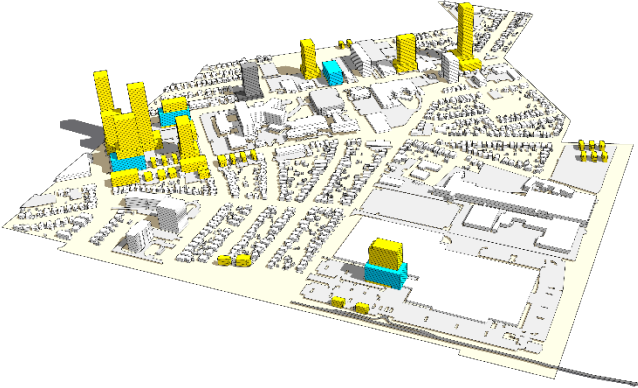


## Workshop Results | Summary Table of Smart Model Data

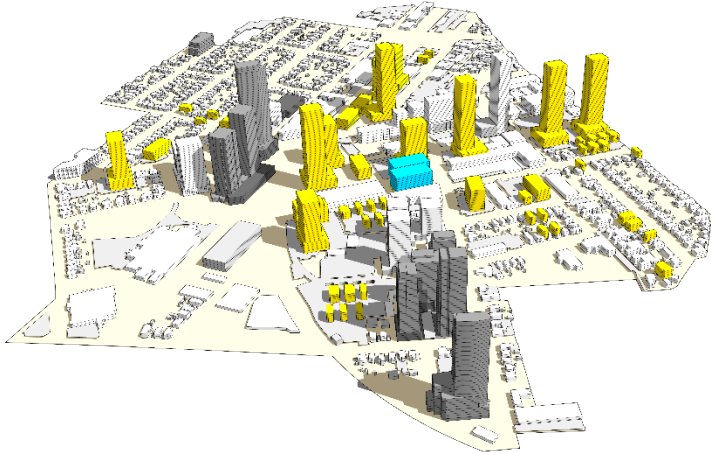
March 23rd 2023			People and Jobs per Hectare							UGC
	Total	GRH	Central	Vic Park	Frederick	Market	Borden	Mill	UGC	
	522	88	94	56	58	61	60	105	105	
Existing (E) Only	94	81	116	184	167	81	37	35	223	
Existing (E) & Proposed (P)	135	85	184	235	170	81	72	126	270	
Existing (E) & Workshop (W)	161	150	201	229	183	95	224	90	321	
Units (E)	Low	3287	415	486	230	261	493	225	630	130
	Med	3039	242	416	761	695	446	163	313	1342
	High	7202	888	1826	2155	1641	692	0	0	4090
	<b>Total</b>	<b>13528</b>	<b>1545</b>	<b>2728</b>	<b>3146</b>	<b>2597</b>	<b>1631</b>	<b>388</b>	<b>943</b>	<b>5562</b>
Units (P)	All	12498	202	3562	1726	98	0	1176	5732	3034
Units (W)	Low	873	20	335	86	46	183	93	111	204
	Med	3872	378	745	314	0	62	1622	751	745
	High	12556	2050	2901	1109	516	258	3932	1792	4525
	<b>Total</b>	<b>17301</b>	<b>2448</b>	<b>3981</b>	<b>1509</b>	<b>562</b>	<b>503</b>	<b>5647</b>	<b>2654</b>	<b>5474</b>
% of 18k	0.96	0.14	0.22	0.08	0.03	0.03	0.31	0.15	0.30	
% of Total Low	n/a	0.02	0.38	0.10	0.05	0.21	0.11	0.13	0.23	
% of Total Med	n/a	0.10	0.19	0.08	0.00	0.02	0.42	0.19	0.19	
% of Total High	n/a	0.16	0.23	0.09	0.04	0.02	0.31	0.14	0.36	
Units (E&W)	Low	3615	435	821	316	307	675	318	741	324
	Med	6912	620	1162	1076	695	507	1785	1064	2087
	High	19758	2938	4726	3263	2157	950	3932	1792	8614
	<b>Total</b>	<b>30285</b>	<b>3993</b>	<b>6709</b>	<b>4655</b>	<b>3159</b>	<b>2132</b>	<b>6035</b>	<b>3597</b>	<b>11025</b>
% of Total	1.00	0.13	0.22	0.15	0.10	0.07	0.20	0.12	0.36	
People (E)	24604	3016	5015	5467	4608	3275	912	2307	9324	
Jobs (E)	24259	4073	5922	4824	5088	1669	1303	1380	14047	
People & Jobs (E)	48863	7089	10937	10291	9696	4944	2215	3687	23371	
Ppj Ratio (E)	1.01	0.74	0.85	1.13	0.91	1.96	0.70	1.67	0.66	
Parking (E)	62883	11231	11047	8737	11201	5394	6830	8023	23055	
People (E&P)	44601	3340	10714	8229	4766	3275	2798	11479	14179	
Jobs (E&P)	25628	4096	6604	4908	5115	1669	1497	1741	14199	
People & Jobs (E&P)	70229	7436	17318	13137	9881	4944	4295	13220	28378	
Ppj Ratio (E&P)	1.74	0.82	1.62	1.68	0.93	1.96	1.87	6.59	1.00	
Parking (E&P)	76166	11491	13645	10104	11317	5394	8714	15082	25724	
People (E&W)	53236	7012	11602	7958	5516	4128	10294	6726	18242	
Jobs (E&W)	30967	6229	7275	4864	5109	1679	3123	2687	15457	
People & Jobs	84203	13241	18877	12822	10625	5807	13417	9413	33699	
Ppj Ratio (E&W)	1.72	1.13	1.59	1.64	1.08	2.46	3.30	2.50	1.18	
Parking (E&W)	74868	13172	13603	9609	11707	5681	10833	9740	27161	

Community-Wide Workshop (March 25, 2023)

*Workshop Results | Grand River Hospital Station*



*Workshop Results | Central Station/Innovation District*



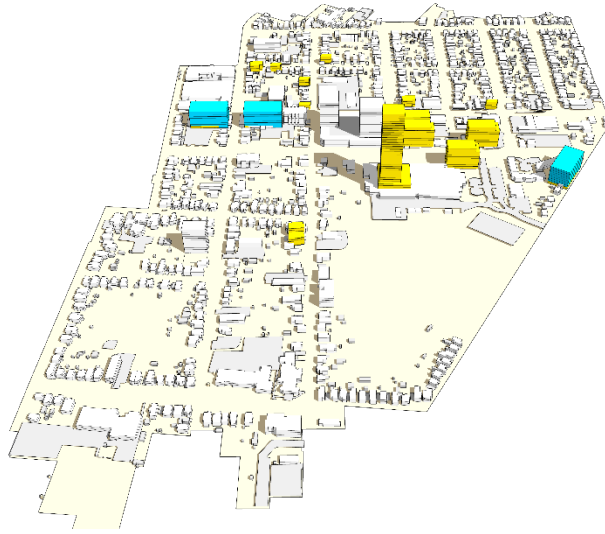
*Workshop Results | City Hall & Victoria Park Station*



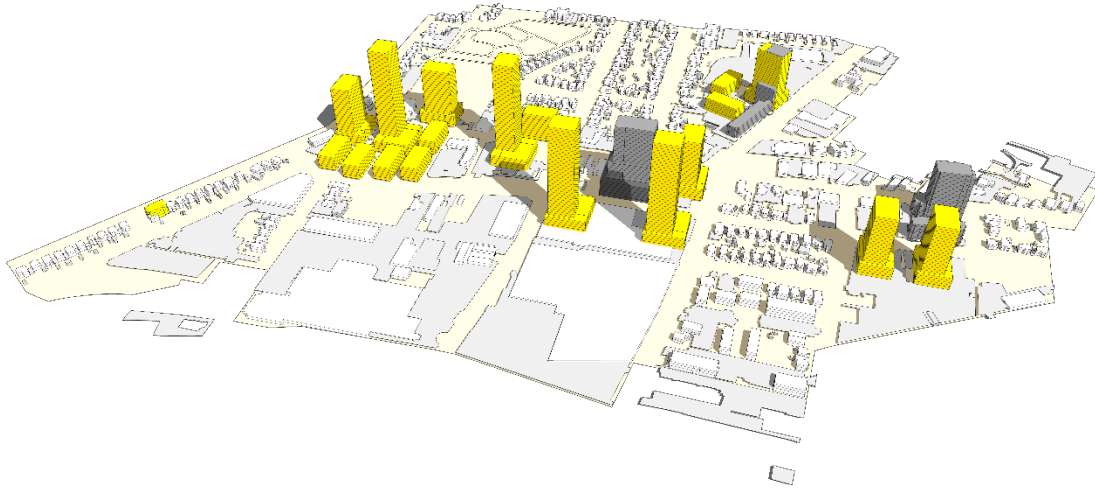
*Workshop Results | Frederick & Queen Station*



*Workshop Results | Market Station*



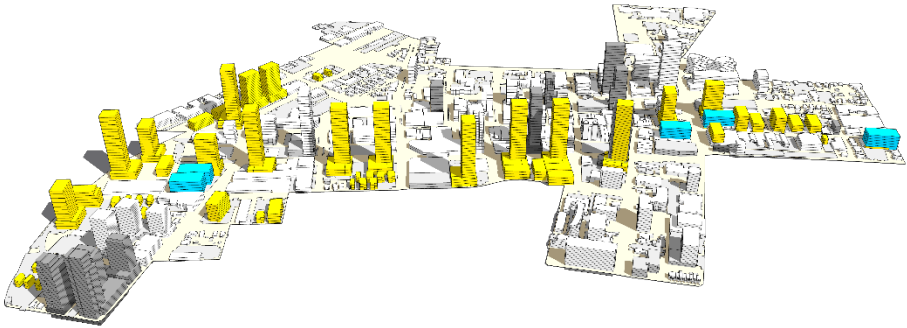
*Workshop Results | Borden Station*



*Workshop Results | Mill Station*



*Workshop Results | The Urban Growth Centre*

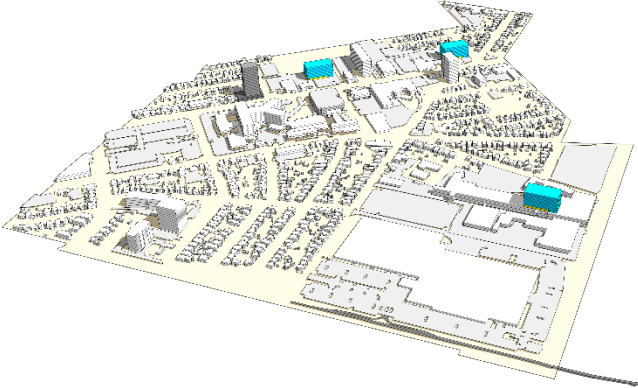


## Workshop Results | Summary Table of Smart Model Data

March 25th 2023			People and Jobs per Hectare							UGC
			Total	GRH	Central	Vic Park	Frederick	Market	Borden	
		522	88	94	56	58	61	60	105	105
Existing (E) Only		94	81	116	184	167	81	37	35	223
Existing (E) & Proposed (P)		135	85	184	235	170	81	72	126	270
Existing (E) & Workshop (W)		159	160	211	242	216	128	143	61	355
Units (E)	Low	3287	415	486	230	261	493	225	630	130
	Med	3039	242	416	761	695	446	163	313	1342
	High	7202	888	1826	2155	1641	692	0	0	4090
	<b>Total</b>	<b>13528</b>	<b>1545</b>	<b>2728</b>	<b>3146</b>	<b>2597</b>	<b>1631</b>	<b>388</b>	<b>943</b>	<b>5562</b>
Units (P)	All	12498	202	3562	1726	98	0	1176	5732	3034
Units (W)	Low	710	193	327	34	26	85	13	32	222
	Med	3740	434	813	246	622	440	557	628	1244
	High	12814	2565	3674	1701	516	425	3249	683	5633
	<b>Total</b>	<b>17264</b>	<b>3192</b>	<b>4814</b>	<b>1981</b>	<b>1164</b>	<b>950</b>	<b>3819</b>	<b>1343</b>	<b>7099</b>
% of 18k		0.96	0.18	0.27	0.11	0.06	0.05	0.21	0.07	0.39
% of Total Low		n/a	0.27	0.46	0.05	0.04	0.12	0.02	0.05	0.31
% of Total Med		n/a	0.12	0.22	0.07	0.17	0.12	0.15	0.17	0.33
% of Total High		n/a	0.20	0.29	0.13	0.04	0.03	0.25	0.05	0.44
Units (E&W)	Low	3452	608	814	265	287	577	238	664	342
	Med	6780	676	1229	1008	1317	886	720	944	2586
	High	20016	3454	5500	3856	2157	1117	3249	683	9723
	<b>Total</b>	<b>30248</b>	<b>4738</b>	<b>7543</b>	<b>5129</b>	<b>3761</b>	<b>2580</b>	<b>4207</b>	<b>2291</b>	<b>12651</b>
% of Total		1.00	0.16	0.25	0.17	0.12	0.09	0.14	0.08	0.42
People (E)		24604	3016	5015	5467	4608	3275	912	2307	9324
Jobs (E)		24259	4073	5922	4824	5088	1669	1303	1380	14047
People & Jobs (E)		48863	7089	10937	10291	9696	4944	2215	3687	23371
Ppj Ratio (E)		1.01	0.74	0.85	1.13	0.91	1.96	0.70	1.67	0.66
Parking (E)		62883	11231	11047	8737	11201	5394	6830	8023	23055
People (E&P)		44601	3340	10714	8229	4766	3275	2798	11479	14179
Jobs (E&P)		25628	4096	6604	4908	5115	1669	1497	1741	14199
People & Jobs (E&P)		70229	7436	17318	13137	9881	4944	4295	13220	28378
Ppj Ratio (E&P)		1.74	0.82	1.62	1.68	0.93	1.96	1.87	6.59	1.00
Parking (E&P)		76166	11491	13645	10104	11317	5394	8714	15082	25724
People (E&W)		53117	8249	12947	8692	6600	4900	7139	4589	20946
Jobs (E&W)		29729	5835	6891	4882	5942	2932	1433	1814	16329
People & Jobs		82846	14084	19838	13574	12542	7832	8572	6403	37275
Ppj Ratio (E&W)		1.79	1.41	1.88	1.78	1.11	1.67	4.98	2.53	1.28
Parking (E&W)		74965	13711	14317	8696	12091	5962	9762	9226	28264

Community-Wide Workshop (March 27, 2023)

*Workshop Results | Grand River Hospital Station*



*Workshop Results | Central Station/Innovation District*





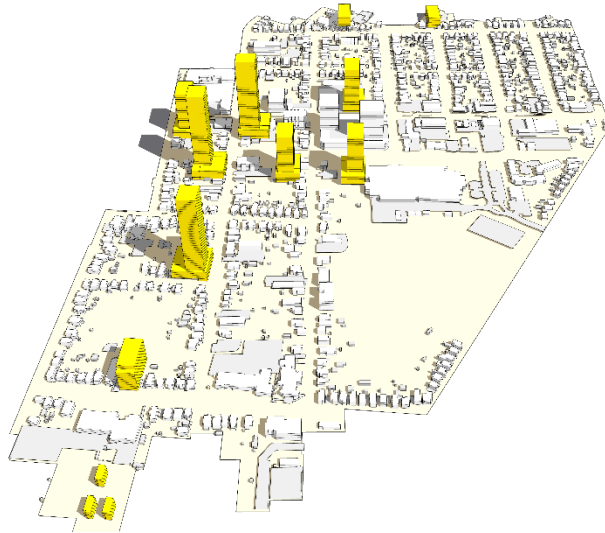
*Workshop Results | City Hall & Victoria Park Station*



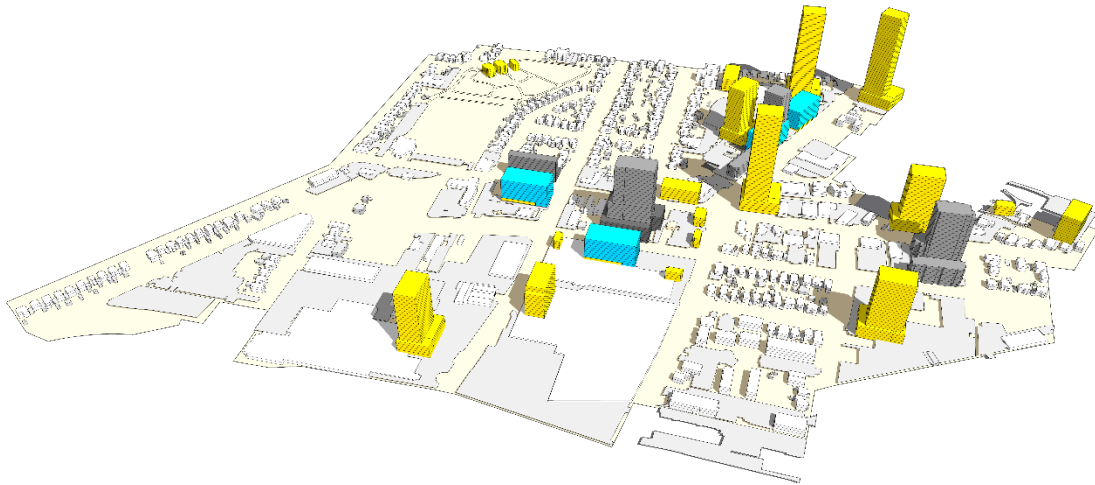
*Workshop Results | Frederick & Queen Station*



*Workshop Results | Market Station*



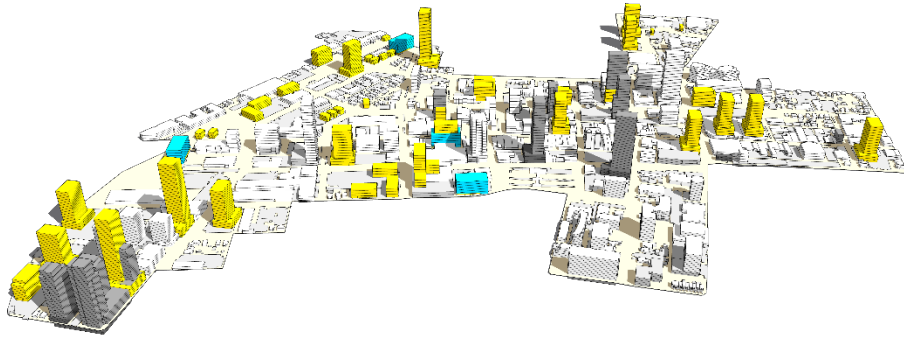
*Workshop Results | Borden Station*



*Workshop Results | Mill Station*



*Workshop Results | The Urban Growth Centre*

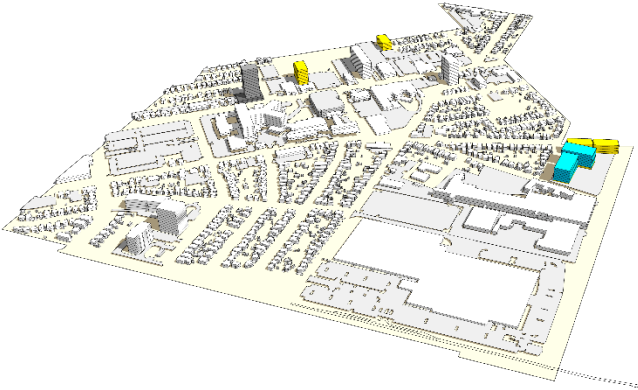


## Workshop Results | Summary Table of Smart Model Data

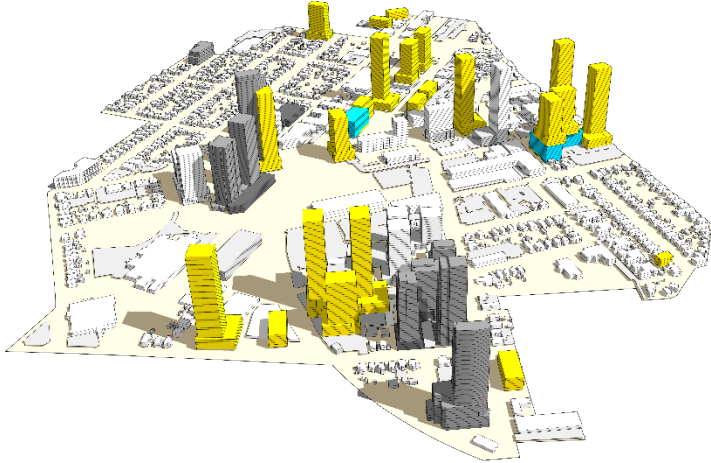
March 27th 2023			People and Jobs per Hectare							UGC	
		Total	GRH	Central	Vic Park	Frederick	Market	Borden	Mill	105	
		522	88	94	56	58	61	60	105	105	
<b>Existing (E) Only</b>		<b>94</b>	<b>81</b>	<b>116</b>	<b>184</b>	<b>167</b>	<b>81</b>	<b>37</b>	<b>35</b>	<b>223</b>	
<b>Existing (E) &amp; Proposed (P)</b>		<b>135</b>	<b>85</b>	<b>184</b>	<b>235</b>	<b>170</b>	<b>81</b>	<b>72</b>	<b>126</b>	<b>270</b>	
<b>Existing (E) &amp; Workshop (W)</b>		<b>159</b>	<b>95</b>	<b>189</b>	<b>261</b>	<b>235</b>	<b>151</b>	<b>141</b>	<b>104</b>	<b>356</b>	
<b>Units (E)</b>											
Low	3287	415	486	230	261	493	225	630	130		
Med	3039	242	416	761	695	446	163	313	1342		
High	7202	888	1826	2155	1641	692	0	0	4090		
<b>Total</b>	<b>13528</b>	<b>1545</b>	<b>2728</b>	<b>3146</b>	<b>2597</b>	<b>1631</b>	<b>388</b>	<b>943</b>	<b>5562</b>		
<b>Units (P)</b>		All	12498	202	3562	1726	98	0	1176	5732	3034
<b>Units (W)</b>											
Low	428	0	179	13	26	20	78	111	252		
Med	3623	0	810	1062	375	249	375	751	1748		
High	13072	0	2565	683	1973	2308	2308	3236	4796		
<b>Total</b>	<b>17123</b>	<b>0</b>	<b>3554</b>	<b>1758</b>	<b>2374</b>	<b>2577</b>	<b>2761</b>	<b>4098</b>	<b>6796</b>		
<b>% of 18k</b>		0.95	0.00	0.20	0.10	0.13	0.14	0.15	0.23	0.38	
<b>% of Total Low</b>		n/a	0.00	0.42	0.03	0.06	0.05	0.18	0.26	0.59	
<b>% of Total Med</b>		n/a	0.00	0.22	0.29	0.10	0.07	0.10	0.21	0.48	
<b>% of Total High</b>		n/a	0.00	0.20	0.05	0.15	0.18	0.18	0.25	0.37	
<b>Units (E&amp;W)</b>											
Low	3170	415	666	249	287	507	303	743	451		
Med	6662	242	1226	1824	1070	695	538	1067	3302		
High	20274	888	4391	2838	3614	2999	2308	3236	8885		
<b>Total</b>	<b>30106</b>	<b>1545</b>	<b>6283</b>	<b>4911</b>	<b>4971</b>	<b>4201</b>	<b>3149</b>	<b>5046</b>	<b>12638</b>		
<b>% of Total</b>		1.00	0.05	0.21	0.16	0.17	0.14	0.10	0.17	0.42	
<b>People (E)</b>		24604	3016	5015	5467	4608	3275	912	2307	9324	
<b>Jobs (E)</b>		24259	4073	5922	4824	5088	1669	1303	1380	14047	
<b>People &amp; Jobs (E)</b>		<b>48863</b>	<b>7089</b>	<b>10937</b>	<b>10291</b>	<b>9696</b>	<b>4944</b>	<b>2215</b>	<b>3687</b>	<b>23371</b>	
<b>Ppj Ratio (E)</b>		1.01	0.74	0.85	1.13	0.91	1.96	0.70	1.67	0.66	
<b>Parking (E)</b>		62883	11231	11047	8737	11201	5394	6830	8023	23055	
<b>People (E&amp;P)</b>		44601	3340	10714	8229	4766	3275	2798	11479	14179	
<b>Jobs (E&amp;P)</b>		25628	4096	6604	4908	5115	1669	1497	1741	14199	
<b>People &amp; Jobs (E&amp;P)</b>		<b>70229</b>	<b>7436</b>	<b>17318</b>	<b>13137</b>	<b>9881</b>	<b>4944</b>	<b>4295</b>	<b>13220</b>	<b>28378</b>	
<b>Ppj Ratio (E&amp;P)</b>		1.74	0.82	1.62	1.68	0.93	1.96	1.87	6.59	1.00	
<b>Parking (E&amp;P)</b>		76166	11491	13645	10104	11317	5394	8714	15082	25724	
<b>People (E&amp;W)</b>		52810	3016	10902	8508	8487	7437	5424	9036	21166	
<b>Jobs (E&amp;W)</b>		30156	5321	6852	6098	5167	1755	3062	1901	16186	
<b>People &amp; Jobs</b>		<b>82966</b>	<b>8337</b>	<b>17754</b>	<b>14606</b>	<b>13654</b>	<b>9192</b>	<b>8486</b>	<b>10937</b>	<b>37352</b>	
<b>Ppj Ratio (E&amp;W)</b>		1.75	0.57	1.59	1.40	1.64	4.24	1.77	4.75	1.31	
<b>Parking (E&amp;W)</b>		75118	11383	13560	9852	13151	7297	8955	10920	30479	

Community-Wide Workshop (March 30, 2023)

*Workshop Results | Grand River Hospital Station*



*Workshop Results | Central Station/Innovation District*



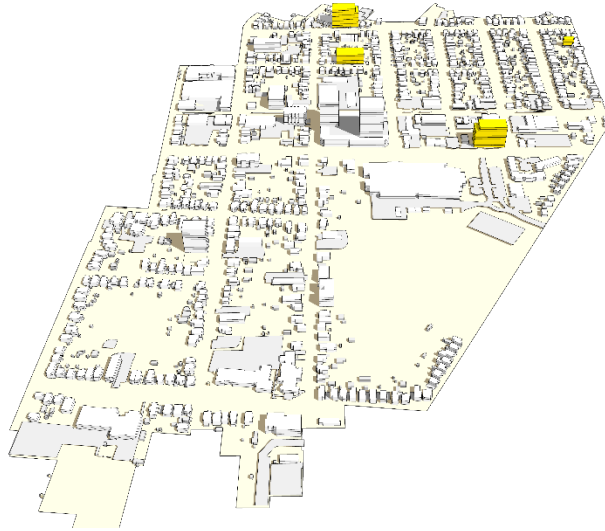
*Workshop Results | City Hall & Victoria Park Station*



*Workshop Results | Frederick & Queen Station*



*Workshop Results | Market Station*



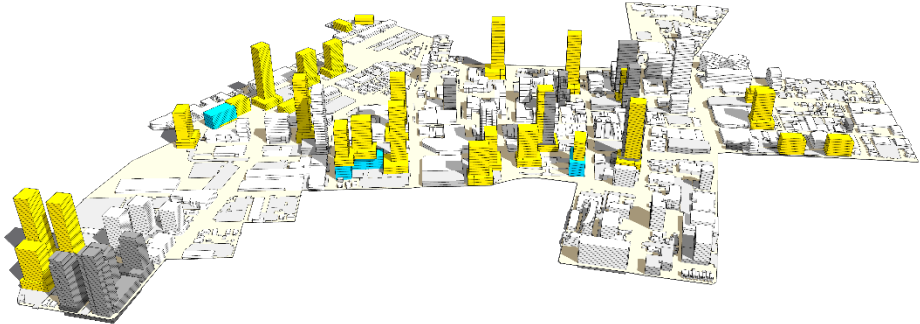
*Workshop Results | Borden Station*



*Workshop Results | Mill Station*



*Workshop Results | The Urban Growth Centre*



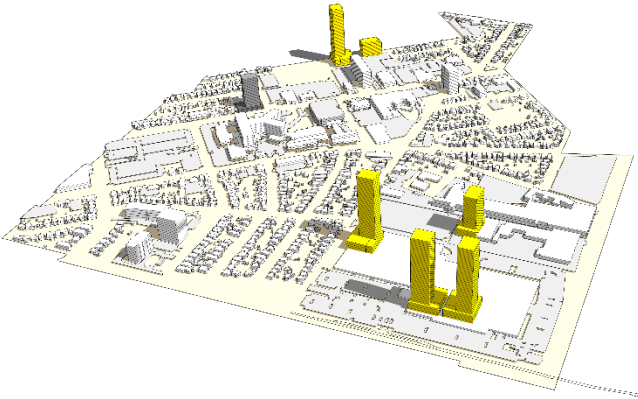


## Workshop Results | Summary Table of Smart Model Data

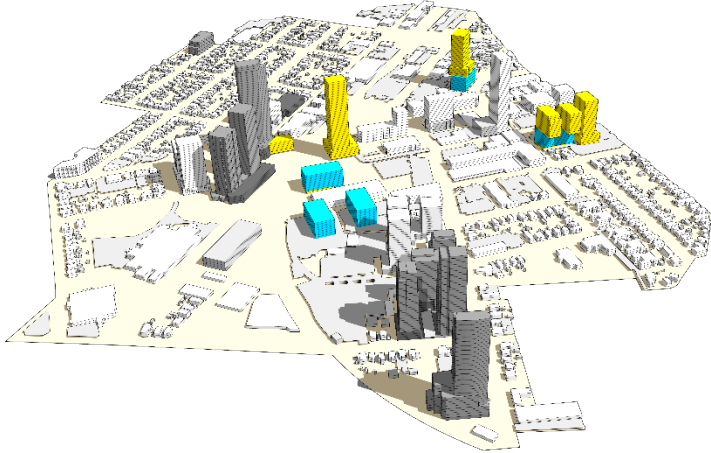
March 30th 2023			People and Jobs per Hectare							UGC
	Total		GRH	Central	Vic Park	Frederick	Market	Borden	Mill	
	522		88	94	56	58	61	60	105	105
Existing (E) Only	94		81	116	184	167	81	37	35	223
Existing (E) & Proposed (P)	135		85	184	235	170	81	72	126	270
Existing (E) & Workshop (W)	148		96	230	277	215	91	141	51	364
Units (E)										
Low	3287		415	486	230	261	493	225	630	130
Med	3039		242	416	761	695	446	163	313	1342
High	7202		888	1826	2155	1641	692	0	0	4090
Total	13528		1545	2728	3146	2597	1631	388	943	5562
Units (P)										
All	12498		202	3562	1726	98	0	1176	5732	3034
Units (W)										
Low	156		0	13	0	0	7	38	98	0
Med	2995		311	496	188	440	314	622	625	877
High	11963		0	5208	2733	1199	0	2823	0	7090
Total	15114		311	5717	2921	1639	321	3483	723	7967
% of 18k	0.84		0.02	0.32	0.16	0.09	0.02	0.19	0.04	0.44
% of Total Low	n/a		0.00	0.08	0.00	0.00	0.04	0.24	0.63	0.00
% of Total Med	n/a		0.10	0.17	0.06	0.15	0.10	0.21	0.21	0.29
% of Total High	n/a		0.00	0.44	0.23	0.10	0.00	0.24	0.00	0.59
Units (E&W)										
Low	2898		415	499	231	261	499	263	730	120
Med	6035		553	912	949	1135	759	784	941	2219
High	19166		888	7034	4888	2840	692	2823	0	11180
Total	28099		1856	8445	6068	4236	1950	3870	1671	13519
% of Total	1.00		0.07	0.30	0.22	0.15	0.07	0.14	0.06	0.48
People (E)	24604		3016	5015	5467	4608	3275	912	2307	9324
Jobs (E)	24259		4073	5922	4824	5088	1669	1303	1380	14047
People & Jobs (E)	48863		7089	10937	10291	9696	4944	2215	3687	23371
Ppj Ratio (E)	1.01		0.74	0.85	1.13	0.91	1.96	0.70	1.67	0.66
Parking (E)	62883		11231	11047	8737	11201	5394	6830	8023	23055
People (E&P)	44601		3340	10714	8229	4766	3275	2798	11479	14179
Jobs (E&P)	25628		4096	6604	4908	5115	1669	1497	1741	14199
People & Jobs (E&P)	70229		7436	17318	13137	9881	4944	4295	13220	28378
Ppj Ratio (E&P)	1.74		0.82	1.62	1.68	0.93	1.96	1.87	6.59	1.00
Parking (E&P)	76166		11491	13645	10104	11317	5394	8714	15082	25724
People (E&W)	49417		3576	14265	10176	7318	3852	6620	3609	22217
Jobs (E&W)	28035		4905	7362	5341	5135	1669	1835	1789	15971
People & Jobs	77452		8481	21627	15517	12453	5521	8455	5398	38188
Ppj Ratio (E&W)	1.76		0.73	1.94	1.91	1.43	2.31	3.61	2.02	1.39
Parking (E&W)	73893		11466	15313	10933	12384	5500	9503	8793	29295

Low-Rise Multiple Resident Workshop (April 4th, 2023)

*Workshop Results | Grand River Hospital Station*



*Workshop Results | Central Station/Innovation District*



*Workshop Results | City Hall & Victoria Park Station*



*Workshop Results | Frederick & Queen Station*



*Workshop Results | Market Station*



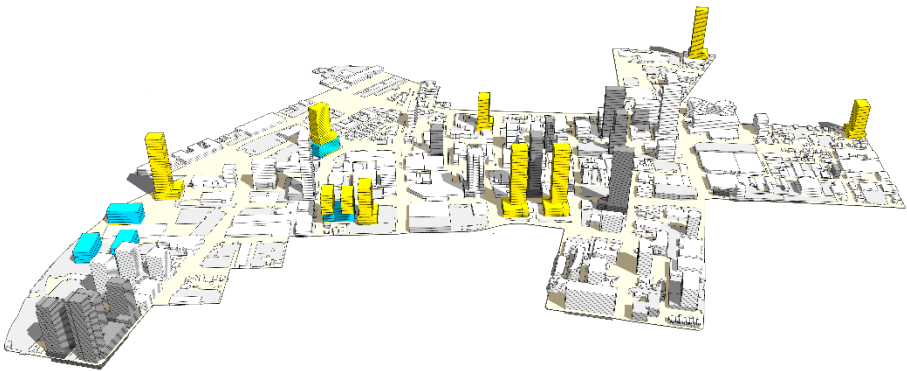
*Workshop Results | Borden Station*



*Workshop Results | Mill Station*



*Workshop Results | The Urban Growth Centre*



## Workshop Results | Summary Table of Smart Model Data

April 4th 2023			People and Jobs per Hectare							UGC
	Total	GRH	Central	Vic Park	Frederick	Market	Borden	Mill	UGC	
	522	88	94	56	58	61	60	105	105	
Existing (E) Only	94	81	116	184	167	81	37	35	223	
Existing (E) & Proposed (P)	135	85	184	235	170	81	72	126	270	
Existing (E) & Workshop (W)	138	120	162	241	186	90	98	103	289	
Units (E)										
Low	3287	415	486	230	261	493	225	630	130	
Med	3039	242	416	761	695	446	163	313	1342	
High	7202	888	1826	2155	1641	692	0	0	4090	
<b>Total</b>	<b>13528</b>	<b>1545</b>	<b>2728</b>	<b>3146</b>	<b>2597</b>	<b>1631</b>	<b>388</b>	<b>943</b>	<b>5562</b>	
Units (P)	All	12498	202	3562	1726	98	0	1176	5732	3034
Units (W)										
Low	139	0	0	0	0	120	0	19	0	
Med	1508	126	375	0	0	188	314	505	252	
High	10674	1959	941	1959	683	0	1882	3249	2733	
<b>Total</b>	<b>12321</b>	<b>2085</b>	<b>1316</b>	<b>1959</b>	<b>683</b>	<b>308</b>	<b>2196</b>	<b>3773</b>	<b>2985</b>	
% of 18k	0.68	0.12	0.07	0.11	0.04	0.02	0.12	0.21	0.17	
% of Total Low	n/a	0.00	0.00	0.00	0.00	0.86	0.00	0.14	0.00	
% of Total Med	n/a	0.08	0.25	0.00	0.00	0.12	0.21	0.33	0.17	
% of Total High	n/a	0.18	0.09	0.18	0.06	0.00	0.18	0.30	0.26	
Units (E&W)										
Low	2881	415	486	231	261	612	225	651	120	
Med	4547	368	792	762	695	633	476	821	1594	
High	17876	2848	2767	4114	2324	692	1882	3249	6823	
<b>Total</b>	<b>25304</b>	<b>3631</b>	<b>4045</b>	<b>5107</b>	<b>3280</b>	<b>1937</b>	<b>2583</b>	<b>4721</b>	<b>8537</b>	
% of Total	1.00	0.14	0.16	0.20	0.13	0.08	0.10	0.19	0.34	
People (E)	24604	3016	5015	5467	4608	3275	912	2307	9324	
Jobs (E)	24259	4073	5922	4824	5088	1669	1303	1380	14047	
People & Jobs (E)	48863	7089	10937	10291	9696	4944	2215	3687	23371	
Ppj Ratio (E)	1.01	0.74	0.85	1.13	0.91	1.96	0.70	1.67	0.66	
Parking (E)	62883	11231	11047	8737	11201	5394	6830	8023	23055	
People (E&P)	44601	3340	10714	8229	4766	3275	2798	11479	14179	
Jobs (E&P)	25628	4096	6604	4908	5115	1669	1497	1741	14199	
People & Jobs (E&P)	70229	7436	17318	13137	9881	4944	4295	13220	28378	
Ppj Ratio (E&P)	1.74	0.82	1.62	1.68	0.93	1.96	1.87	6.59	1.00	
Parking (E&P)	76166	11491	13645	10104	11317	5394	8714	15082	25724	
People (E&W)	44647	6378	7199	8600	5701	3828	4492	8449	14120	
Jobs (E&W)	27565	4141	8039	4893	5113	1669	1382	2328	16225	
People & Jobs	72212	10519	15238	13493	10814	5497	5874	10777	30345	
Ppj Ratio (E&W)	1.62	1.54	0.90	1.76	1.12	2.29	3.25	3.63	0.87	
Parking (E&W)	71846	12559	12225	10029	11707	5457	8513	11354	25726	

# Growing Together Background Report

## Workshop Assumptions

This report details how staff determined the housing allocation and building typology breakdown that was used to run the Growing Together community workshops. These workshops asked participants to place buildings in 6 different typological forms representing a total of 18,000 new housing units in the Growing Together geography. These quantities were determined as follows.

## How We Determined the Unit Allocation

On March 20<sup>th</sup>, 2023, Kitchener City Council unanimously passed a housing pledge that will support the building of 35,000 additional homes in Kitchener by 2031. This is to achieve an identified need of 1.5 million new housing units across Ontario.

While we only have 9 years to achieve this target, for the purposes of this analysis we will assume that this is a 10-year target require Kitchener to build 3,500 units per year. This is because the timing of this target was not fully clear when the analysis was originally completed (fall 2022).

Because we have chosen this more conservative figure, it is key to understand that all of the following analysis represents a minimum, if not below the minimum required of us, and that additional growth beyond these minimums should be encouraged.

3,500 units per year is a significant increase over the allocation from the Regional Official Plan (ROP) of 54,615 additional households in Kitchener over a 30-year span, which is 1,820 per year. The result is 1,680 more units per year, starting immediately, over and above what the ROP contemplates. This is nearly double the amount of new housing allocated by the ROP, and to achieve this level of growth, many of the ROP assumptions must be re-examined.

The ROP allocates 60% of Kitchener’s future growth to the Built Up Area (BUA) and 40% to greenfield development. Of that 60%, 55% is targeted to MTSA’s, 33% to Nodes & Corridors, and 11% to other areas of the BUA.

Using the ROP household projections and percentages, we see growth in Kitchener allocated as follows on the left side of this table, which we will call the ‘business as usual’ scenario. On the right side, we will use the provinces unit target but keep the same % allocation as the ROP:

Total Units Per Year	1,820	3,500
Built Up Area	1,092	2,100
Greenfield	728	1,400
MTSA	600	1,155
Nodes & Corridors	360	693
Rest of BUA	120	231

However, it is important to examine these percentages, and to test them against actual building permit and intensification data. In 2020/2021, the City of Kitchener created 3,794 units at 67% intensification (2,531 BUA, 1,263 DGA).

The most recent measures of new residential units by type in the BUA and DGA are indicated in Figure 4 below.

**Figure 4: Intensification and Designated Greenfield Area Development Levels  
(June 16/20- June 15/21)**

<b>Dwelling Type</b>	<b>Designated Greenfield Area (New Residential Units)</b>	<b>Built-Up Area (New Residential Units)</b>	<b>Total</b>
Single Detached	568	37	605
Semi-Detached	14	16	30
Duplex	135	235	370
Street Townhouses	190	82	272
Cluster Townhouses	0	0	0
Multiple Dwellings*	356	2,161	2,517
<b>Total</b>	<b>1,263</b>	<b>2,531</b>	<b>3,794</b>
<b>Percent of Total</b>	<b>33%</b>	<b>67%</b>	<b>100%</b>

\*Includes dwelling units within mixed use buildings

In 2019/2020, the city built 3,803 units at 75% intensification (2,852 BUA, 950 DGA). The five-year average (2016-2021) is 2,520 units per year at 56% intensification (1,411 BUA, 1108 DGA). The ten-year average is 2,007 units per year at 51% intensification (1,023 BUA, 983 DGA). This demonstrates how strongly additional housing supply correlates to intensification.

Very broadly, Kitchener sees a range of 1,000 to 1,200 DGA units per year. The fluctuation in new units tends to be caused primarily by significant changes to the number of new units achieved in the built-up area, and particularly MTSA's. In the table below, we see that a 3,500 unit per year target with a DGA range of 1,000 to 1,200 units results in an intensification target of 65% to 70%. This makes sense; as noted above, the two years Kitchener has exceeded a 3,500 unit target, we saw intensification rates of 67% and 75%.

There are, of course, many other objectives that are achieved through intensification; it is much more sustainable, both financially and environmentally, uses infrastructure much more efficiently (critical as the province changes the development charge legislation), is transit and active transportation supportive, protects farmland and other natural resources, and more. Therefore, even if we were confident that greenfield development could be accelerated and contribute more to the 3,500 annual unit target, doing so would go against several of Kitchener's Strategic Plan objectives.

There is therefore reason to allocate as much growth as possible to the built up area. But what is 'as much as possible'? In the two years where Kitchener has exceeded the 3,500 units per year target, 2,852 and 2,531 units were achieved in the BUA. At a 3,500 unit threshold, that represents an intensification range of just over 70% to just over 80%.



Therefore, the full range of intensification targets where Kitchener can plan for 3,500 units per year is 65% on the low end and 80% on the high end. This puts the ‘middle ground’ at between 70% and 75% intensification.

To test a variety of growth allocations:

	Units in BUA	Units in DGA	MTSA Units (at current 55% assumption)
50%	1750	1750	875
55%	1925	1575	1058
60%	2100	1400	1155
65%	2275	1225	1251
70%	2450	1050	1348
75%	2625	875	1444
80%	2800	700	1540

70% Intensification is highlighted, because it represents the most realistic range, as detailed above. It is important to note that this is not a replacement for Kitchener’s growth management work; it is only an attempt to adequately capture the evolving provincial planning framework in a way that will let us perform our upcoming public engagement workshops. It is important that these workshops be based on planning realities, so that the feedback captured can be used to inform our Official Plan Policies, Zoning By-law and Urban Design Guidelines.

At 70% intensification, Kitchener must therefore distribute 2450 units to the Built-Up-Area. This is a minimum, however, and the city is also not in position to reach the 3,500 unit total for the next couple of years, at a minimum, which eats into our ability to meet our 2031 year target. It will be important to keep this in mind moving forward.

We must now consider the percentage allocations given to each type of geography within the BUA. As discussed above, the ROP allocated 55% of BUA units to MTSA’s, 33% to Nodes & Corridors, and 11% to the rest of the BUA.

We have the same issue as before; the change in overall units required necessitates change to how that growth is allocated by geography. For example, while the non-intensification lands in the BUA may be able to accommodate 11% of the ROP allocated growth, it is likely not realistic to create nearly twice that many units within the next 10 years in areas not planned for such significant intensification. Most of these areas are also not physically capable of accommodating much growth; they are subdivisions with low-rise residential and small, individual lots that are unlikely to be consolidated for intensification. We will therefore carry forward the ROP’s allocation of 11% of the 60% BUA target of their 1,820 unit per year projections. The non-intensification areas of the BUA will therefore be 120 units per year.

This leaves 2,330 units to be divided between MTSA’s and Nodes & Corridors.

How much near-term development potential do our Nodes & Corridors represent? We don't have analysis on this specifically, since Nodes & Corridors are outside the scope of this work. We can say, however, that without a near-term plan to significantly increase zoning permissions in our Nodes & Corridors, it makes sense to take the same approach we took for non-intensification areas; to translate the region's growth projections for units but not expect our Nodes & Corridors to accommodate a significant portion of the new growth required by the province. In this case, we can calculate 33% of units within a 60% intensification target for a total of 1,820 units annually. The result is 360 units per year in our Nodes & Corridors.

This is probably an accurate reflection of annual growth in Nodes & Corridors. While there has been moderate growth interest in areas such as the Belmont urban corridor, most Nodes & Corridors will only intensify with the redevelopment of neighbourhood commercial plazas, and such growth is unpredictable and much longer term.

We therefore have non-MTSA areas of the BUA able to accommodate 480 units per year. That leaves 1,970 units per year for Kitchener's MTSA's. Since this is a minimum, we will round up to 2,000.

However, this figure represents the growth we need to plan for within all 10 of Kitchener's MTSA's, not just the 7 that are currently within the scope of the Growing Together project. We need to determine, therefore, how many of the 2,000 units per year—over the next 10 years—to allocate to these MTSA's, specifically.

To do this, we examine recent, under construction and proposed development. This helps inform our 10-year horizon as there are many projects in the proposal stages that already have a full build-out beyond 2031. We therefore have a strong sense of where development interest exists and will exist over the next decade. Examining these developments, we see that 90% of all recent, under construction and proposed development (by unit count) is within the Growing Together MTSA geography. 10% is within the remaining MTSA's of Block Line, Fairway and Sportsworld. Therefore we can quickly determine that over the next decade, it is realistic to expect roughly 90% of new housing supply to be provided within the Growing Together MTSA's.

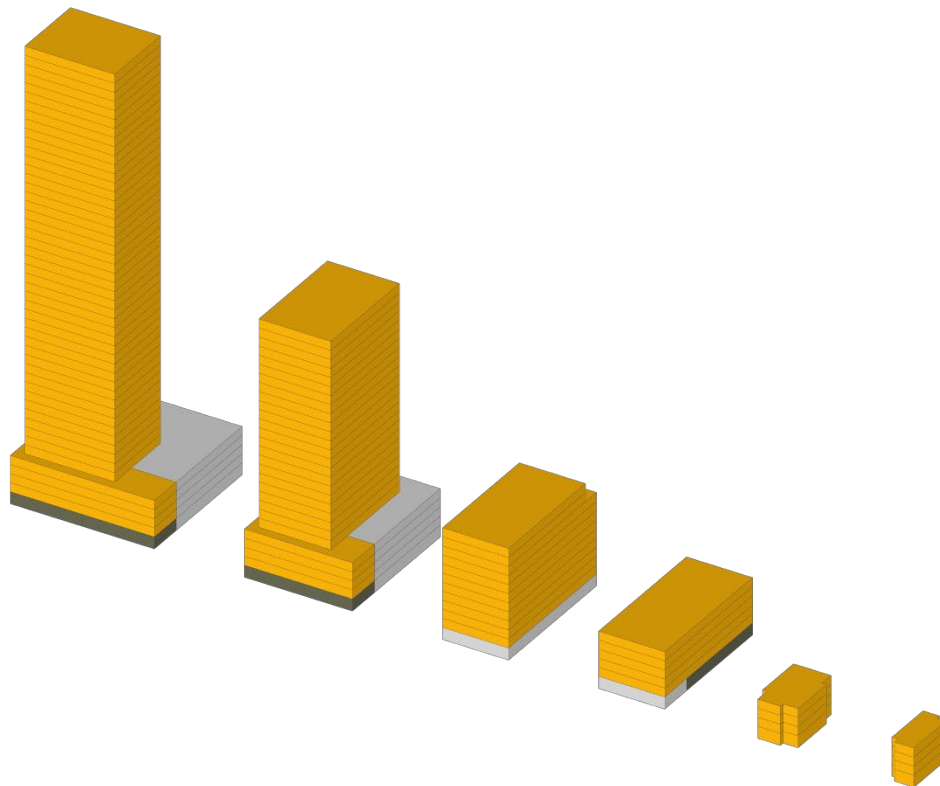
Therefore, our engagement workshops will use an 1,800 unit per year growth target for the MTSA's. This will create a 10-year need for 18,000 units.

## How We Determined the Building Typologies

We produced 6 total building typologies; two each in the categories of low, medium and high rise development. Each is shown in the following image and described below as they appear from left to right;

- A 35-45 storey high-rise representing 400-500 units.
  - This represents the tallest and densest towers being built in Kitchener's MTSA's. Examples include; DTK Condos, 30 Francis, 20 Queen, Station Park Phase 2, and others.
- A 20-30 storey high-rise representing 200-300 units
  - This represents a slightly more moderately scaled high rise. Examples include Charlie West, the Garment Street Condos, Station Park Phase 1, Young Condos, and others.
- A 12-storey mid-rise representing 100 units

- This represents a larger mid-rise building, and is a typology more conducive to purpose-built rental. Examples include The Scott, Civic 66, Ophelia, and others.
- A 6-storey mid-rise representing 60 units
  - This represents a smaller mid-rise building, and is a typology more conducive to a condominium format. Examples include Barra on Queen, Otis, 45 Courtland, Midtown Lofts and more.
- A 3-storey low-rise representing 12 units; and
- A 3-storey low-rise representing 6 units.
  - There are very few new, under construction or planned examples of these low-rise typologies, though there are some. There are many existing/historical examples of multiplexes and low-rise apartment buildings at this scale. These represent the 'missing middle' building typologies we intent to plan for moving forward.



The quantity of each building type provided was informed by a breakdown of recent, under construction and proposed development. This analysis found that 83% of all units in Kitchener's MTSAs were within a development containing at least one high-rise building. 16% of all units are in mid-rise buildings, and 1% are within low-rise buildings. To align with our goal of creating more missing middle and mid-rise housing, however, these percentages were adjusted. 75% of units are accounted for by the two high-rise typologies, 20% are in mid-rise forms, and 5% are in low-rise forms.

# Growing Together



# Net Housing Gain



For every residential unit lost to demolition, 47 are built in Kitchener.

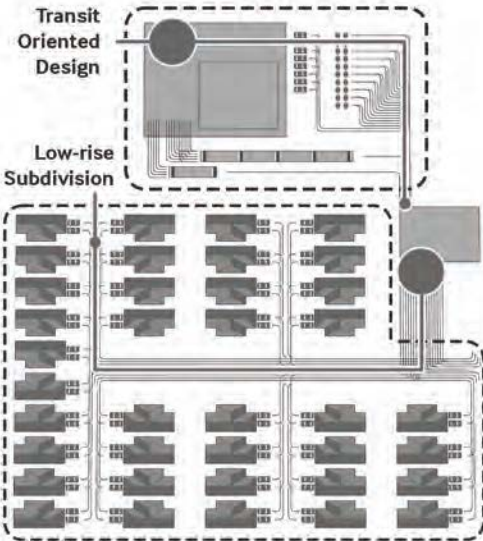


Source: City of Kitchener



## Traffic Impacts

This diagram illustrates how transit oriented design creates fewer traffic impacts than a similar number of units in a low-rise subdivision.

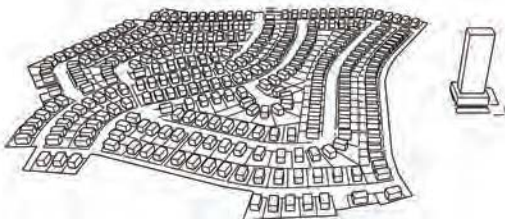


Source: City of Kitchener

## Financial Sustainability



High-density infill generates a similar amount of revenue for the City as low-rise greenfield development, but costs far less to operate. This is a key way to keep our property taxes low and service levels high.



	Low-Density	High-Density
People/Units	790/494	790/494
Land Area Used	32 hectares	0.3 hectares
Linear Infrastructure	4,400m	53m
Life Cycle Cost	\$22,000,000	\$265,000
Tax Revenue	\$1.2m/yr (est)	\$1.5m/yr (est)

Source; City of Kitchener

## Cost Breakdown



These are the relative costs of a typical condominium apartment building.



Source: Altus Group, March 2022, Toronto



# Lost Farmland



**“Ontario has lost 40% of it’s farmland since 1941, including over 1.5 million acres between 1996 and 2016, the most of any Canadian province or territory.”**



**Lost Farmland, 1996-2016**  
**1,500,000 acres**

**Kitchener**  
**33,810 acres**

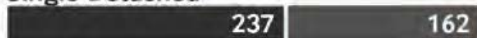
**Source: National Observer**

## Household Energy Use

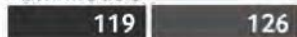


Total energy use (MBTUs) for three different types of home. The left bar represents the energy used by the building, the right bar represents the energy used for transportation.

### Single-Detached



### Townhouse



### Apartment

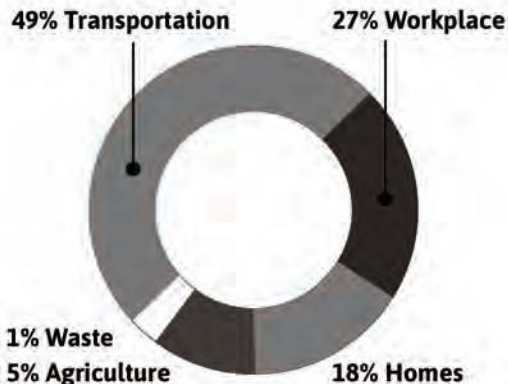


Source: Bloomberg

# GHG Emissions



In 2015, nearly half of all emissions in Waterloo Region were caused by fossil fuel emissions related to driving and transportation.

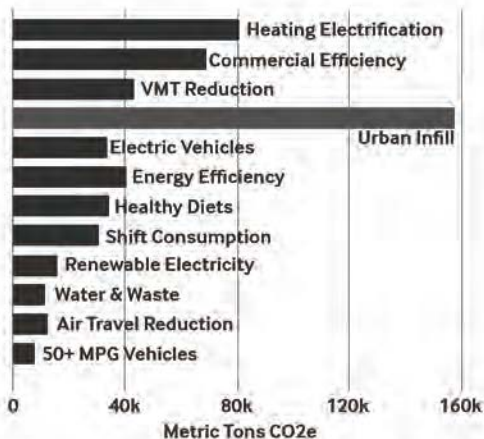


Source: ClimateActionWR

# GHG Reduction Potential



Researchers analyzed 700 cities to measure how well various policies can reduce carbon footprints. Infill housing policies were found to have the biggest impact.



Source: Cool Climate Network, 2018

## Current Growth



The province requires Kitchener to plan for 3,500 new homes per year. We have averaged 3,488 per year over the past 3 years.

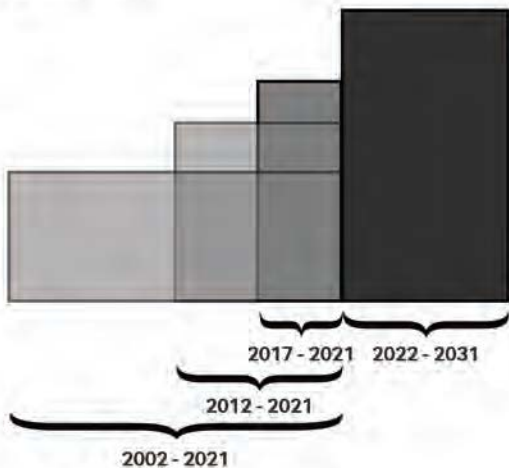


Source: City of Kitchener

## Historical Growth



The province requires Kitchener to plan for 3,500 new homes per year. We have averaged 2,648 per year over the past 5 years, 2,145 over the past 10 years and 1,867 over the past 20 years.

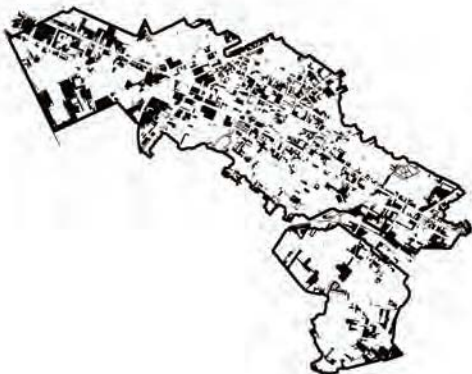


Source: City of Kitchener

## Room to Grow



There are over 100 acres of paved surfaces in Kitchener's Major Transit Station Areas, mostly in the form of surface parking lots.

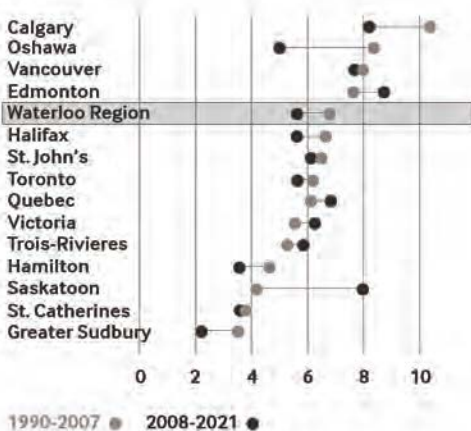


Source: City of Kitchener

## New Homes per 1000 Residents



Waterloo Region is building fewer homes per capita than we used to, and fewer than 10 of the 14 other cities on this list.



Source: CHMC Scss, StatCan Tables 17-10-0135, 17-10-0039



## Where Growth is Happening



This 'blob' shows where most development in our Major Transit Station Areas is taking place. It generally follows the ION route and aligns with Kitchener's Urban Growth Centre.



Source: City of Kitchener

## Growing Fast



Kitchener is a top-5 fastest growing city in Ontario when measured either by percentage growth or absolute growth (from 2021 to 2022).

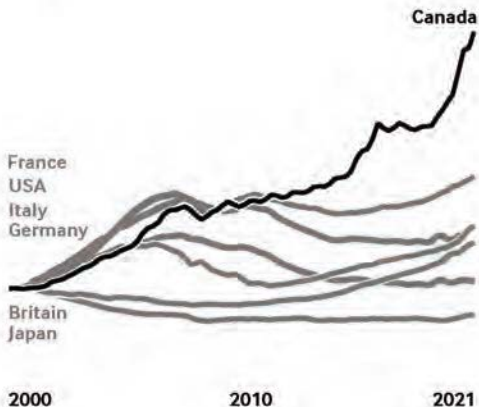
Community	Ppl Change	% Change
Toronto	+69,786	+2.36%
Brampton	+25,013	+3.47%
Ottawa	+19,342	+1.84%
London	+13,268	+3.05%
<b>Kitchener</b>	<b>+11,602</b>	<b>+4.28%</b>
Hamilton	+9,598	+1.63%
Vaughan	+5,766	+1.73%
Windsor	+5,289	+2.28%
Waterloo	+5,050	+4.07%
Oshawa	+5,020	+2.75%

Source: StatsCan

# Real House Prices



Housing prices in Canada far exceed those of other G7 nations and are more than 3x higher than the 2000 average.

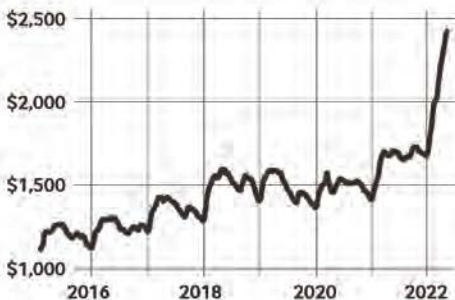


Source: Federal Reserve Bank of Dallas

## Mortgage Payments



The average mortgage payment increased by 40% in just 2022, and by well over 200% since 2016.



Source: Redfin analysis of MLS data

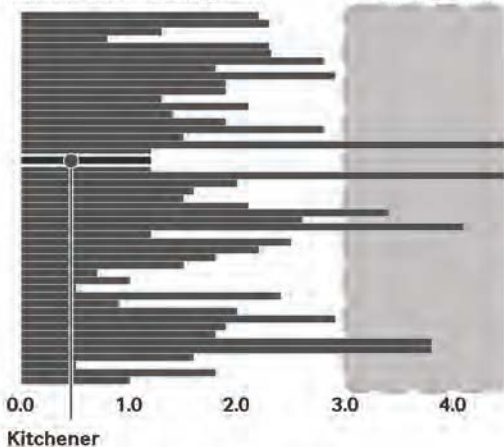
# Vacancy Rate



CMHC reports Kitchener's vacancy rate at 1.2%, below the Ontario average of 1.8% and far below a 'healthy' vacancy rate of 3% to 5%.

October 2022 Vacancy Rate

A "Healthy" Rate

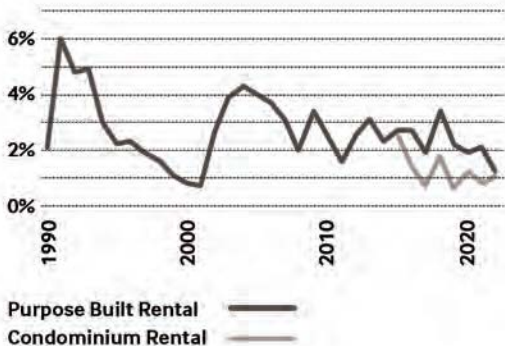


Source: CMHC, October 2022. Advocacy Centre for Tenants Ontario

## Historical Rental Vacancy



The vacancy rate in Kitchener is low and decreasing. Historically, rented condos have had lower vacancy than purpose built rental, but these rates are converging .



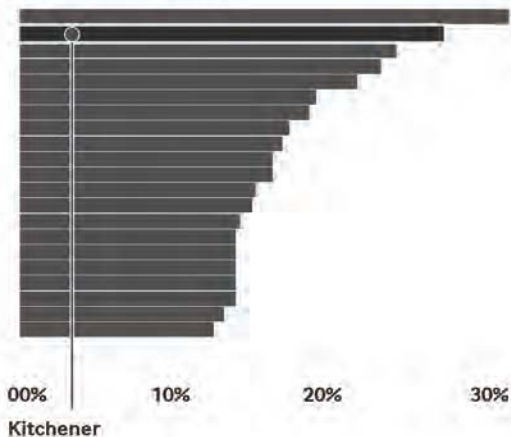
Source: CMHC

# Increasing Rents



Rent in Kitchener is up 28.2% in the last year, the second highest increase among mid-sized markets in Canada.

Jan 2023 Annual Change

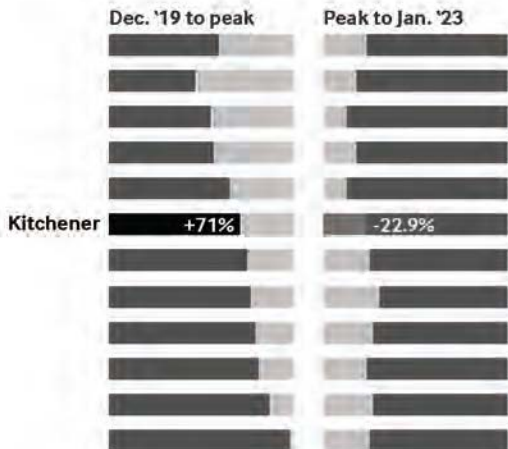


Source: Rentals.ca

## Decreasing Housing Prices



From Feb. '22 to Jan '23, housing prices in Kitchener decreased by 22.9%. This follows an increase of 71% between Dec. '19 and Feb '22.



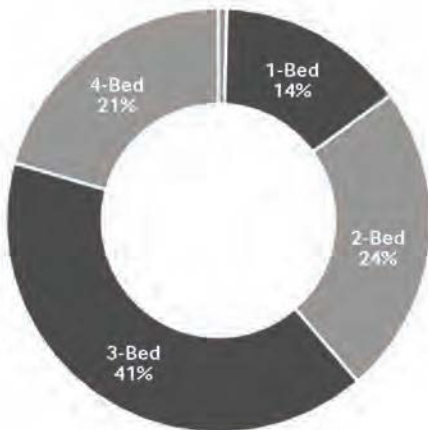
Source: Desjardins



## Unit Size Breakdown



**62% of all homes in Kitchener have 3 or more bedrooms. 14% of units have 1 bedroom.**

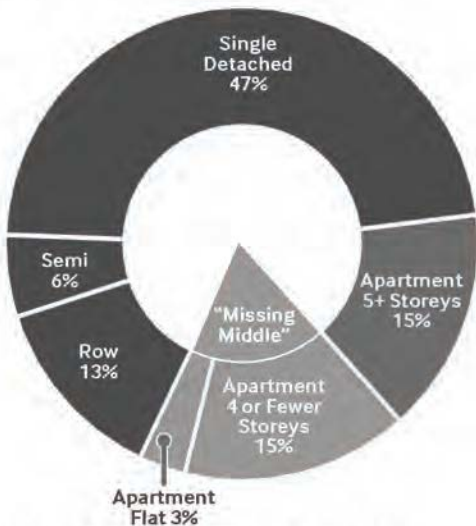


Source: 2021 Census Table 98-10-0240-01

## Unit Type Breakdown



More than half of Kitchener's units are singles or semi-detached. "Missing Middle" building types comprise 18%. High-density typologies represent 15% of all units in Kitchener.



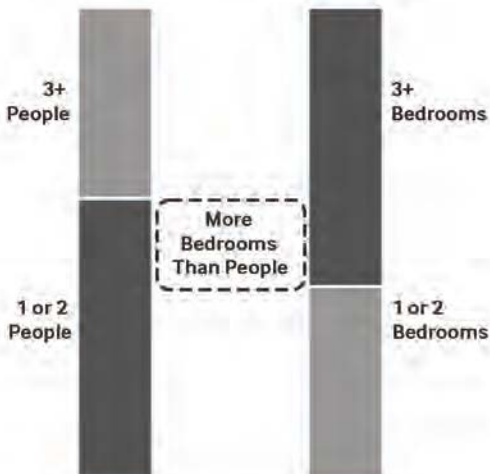
Source: 2021 Census Table 98-10-0240-01

## Household Distribution



59% of Kitchener households are made up of 1 or 2 people.

62% of our housing units are 3 or more bedrooms.



Source: 2021 Census Table 98-10-0240-01

## **Core Housing Need**



**Core Housing Need represents people whose current housing fails to meet their needs, who also lack the means to move into housing that does.**

**Over 36,000 people in Kitchener fit this description. That's 20% of renters and 4% of owners.**

**This represents the existing need for more affordable housing options for the people who already live in Kitchener, and is separate from considerations of future growth.**

**1/4 of our households are 1 person, but they represent half of all households with a core housing need.**

# Growing Together



# Draft Approach to Growth & Change



# Key Principles of Growing Together

Combining our public and stakeholder feedback with our strategic plan priorities and aligning with other key city objectives and initiatives, we have developed the following key principles;

- That Growing Together maximizes our ability to address the housing crisis by improving housing choice and affordability in our MTSAs.
- That Growing Together addresses the climate emergency by creating transit-supportive communities, maximizing the use of existing infrastructure, and leveraging new infrastructure such as district energy.
- That Growing Together encourages a gradual modal shift to active transportation and transit, within complete communities that provide for people's daily needs.
- That Growing Together helps bring more people, activity, life and diversity to Kitchener's MTSAs, with more amenities for the community, shops and services for all.

# Project Background

- Growing Together is developing the planning framework for Kitchener's Major Transit Station Areas.
- Growing Together is the continuation of the ongoing planning review process that began with the Planning Around Rapid Transit Stations (PARTS) plans and advanced through the Neighbourhood Planning Review (NPR) project.
- Growth and change are occurring in our MTSA's.
- Many changes have been made at all levels of government to address the housing crisis. This includes a housing pledge target for Kitchener of 35,000 new homes by the end of 2031.
- In March and April of this year, staff ran several public workshops to demonstrate what these changes mean and to gather meaningful community input into how to continue to grow responsibly.
- The results of those workshops have been analyzed in staff's What We Heard: Workshop Engagement Summary report and have been incorporated into the draft zoning approach presented here.



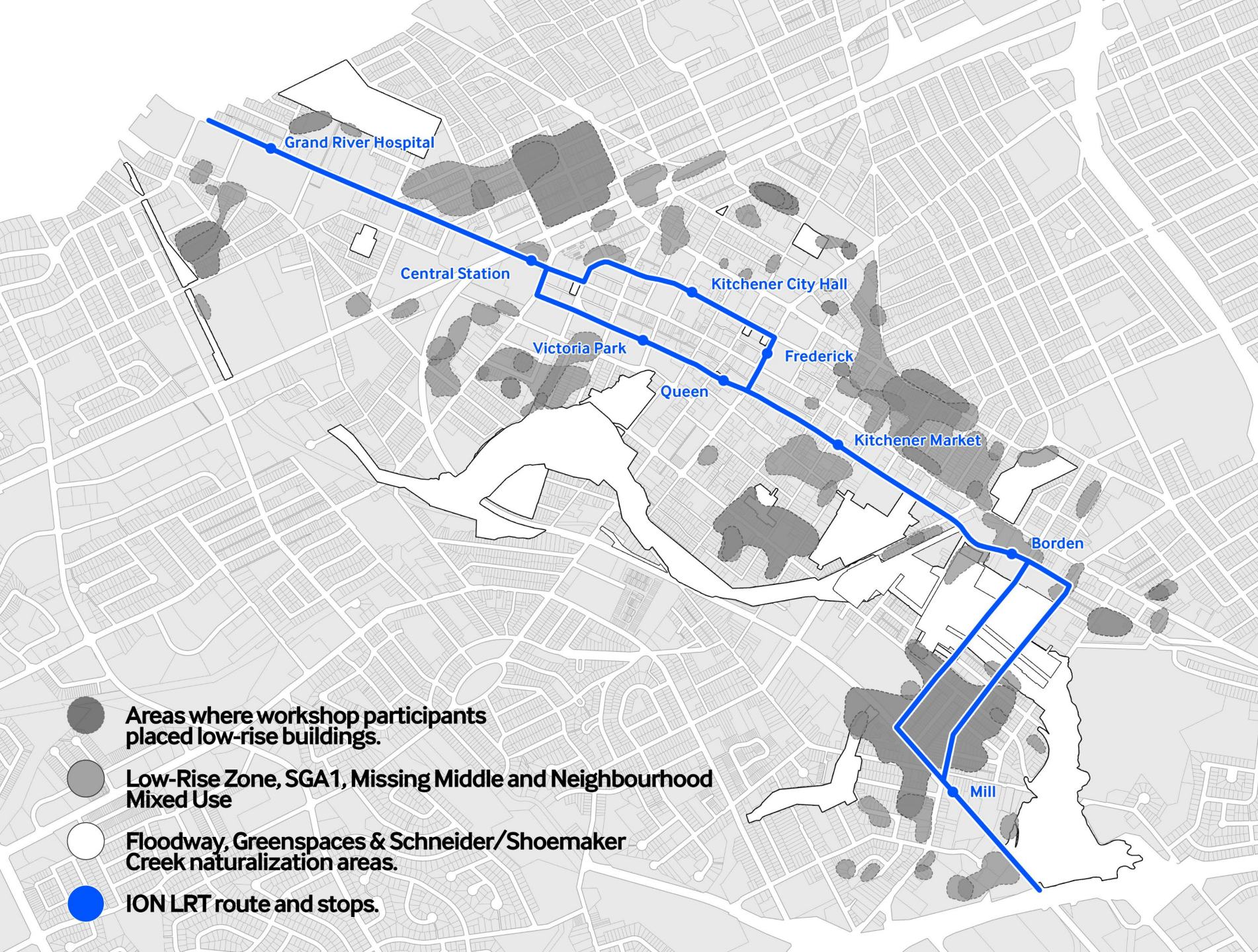
# Introducing a New Zoning Category

- Through the feedback received and the analysis undertaken, there is a clear desire for a simplified zoning approach– but one that also accounts for the many unique opportunities and challenges of developing within a Major Transit Station Area geography.
- Therefore, we are recommending a new zoning category; **Strategic Growth Areas (SGA)**. These zones will permit a range and mix of uses that will help create complete communities at the neighbourhood scale. They will enable the complete spectrum of housing typologies on lots typical within the MTSA context.
- The SGA zones will be implemented in four categories;
  - SGA1, low-rise
  - SGA2, mid-rise
  - SGA3, high-rise limited
  - SGA4, high-rise

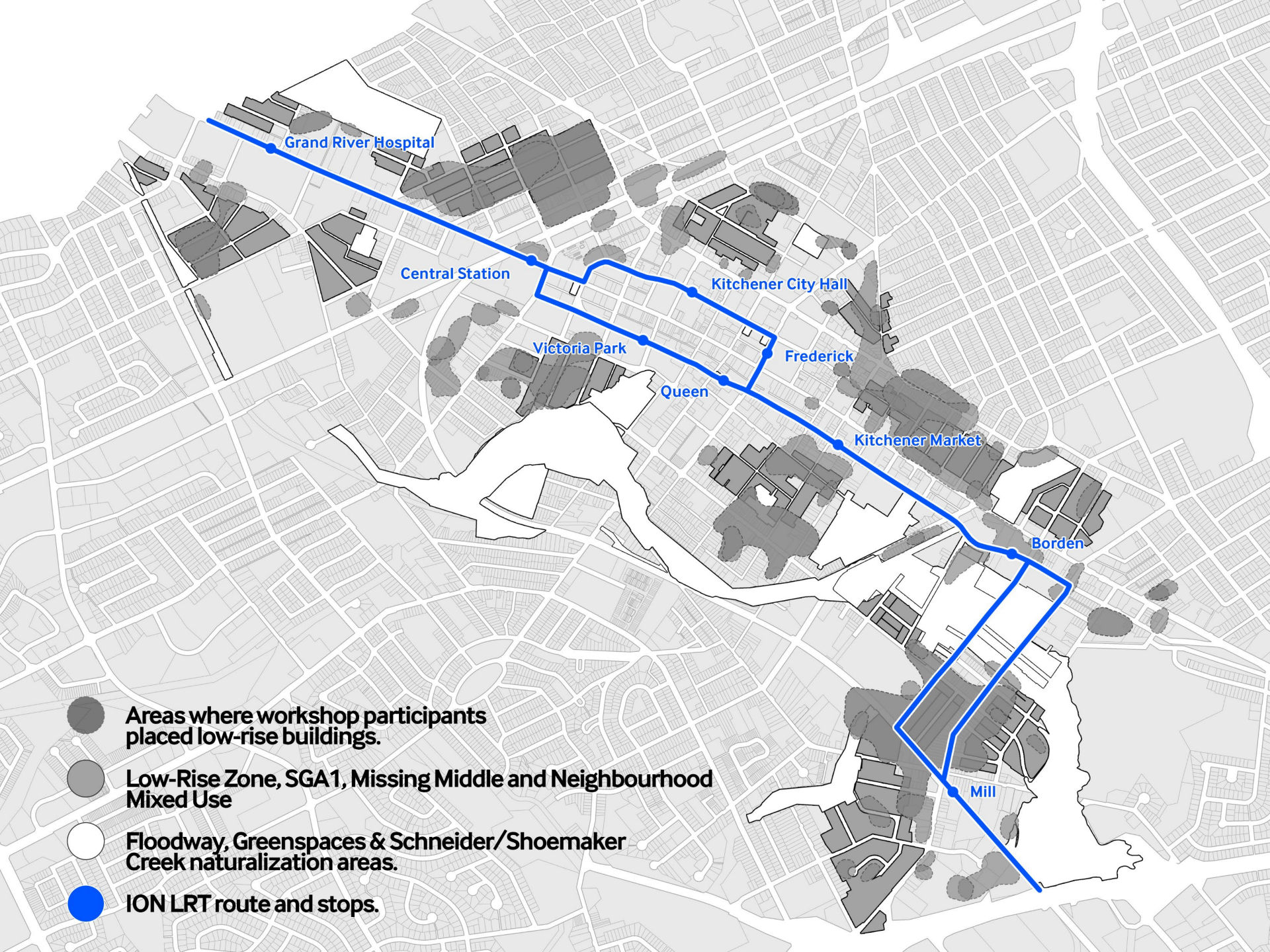
# The SGA1 Zone

- The SGA1 zone is a low-rise zone. It will permit;
  - Residential uses from detached houses, semis, triplexes, street towns, multiplexes and low-rise apartments.
  - Small commercial and service uses such as home businesses and corner stores.
- The SGA1 zone will limit buildings to low-rise height.
- It will not limit Floor-space ratio (FSR) but will regulate setbacks, building length and built-form.
- Vehicular parking will not be required.
- The SGA1 zone implements the recommendations from the Missing Middle and Affordable Housing Feasibility Study presented to Council on May 8<sup>th</sup>, 2023.
- It enables a variety of housing forms that already exist within Kitchener's central neighbourhoods.
- This 'gentle' density will allow the low-rise areas of Kitchener's MTSAs to evolve responsibly to meet community needs.

- This map shows the areas where participants placed low-rise building forms across all six public workshops as well as the council workshop.



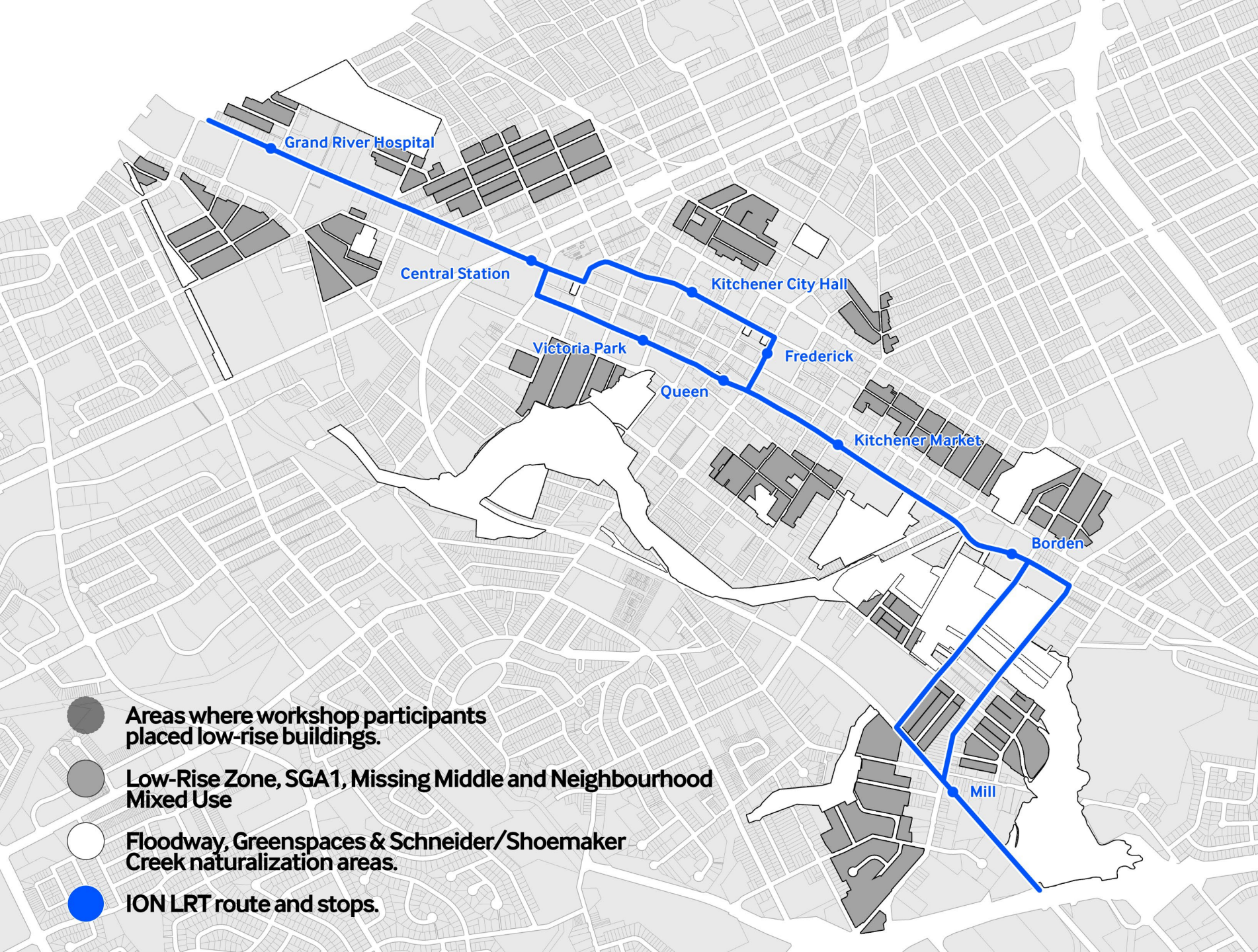
- Areas where workshop participants placed low-rise buildings.
- Low-Rise Zone, SGA1, Missing Middle and Neighbourhood Mixed Use
- Floodway, Greenspaces & Schneider/Shoemaker Creek naturalization areas.
- ION LRT route and stops.



-  Areas where workshop participants placed low-rise buildings.
-  Low-Rise Zone, SGA1, Missing Middle and Neighbourhood Mixed Use
-  Floodway, Greenspaces & Schneider/Shoemaker Creek naturalization areas.
-  ION LRT route and stops.

- This map shows the areas where participants placed low-rise building forms across all six public workshops as well as the council workshop.
- Underneath, the map shows where the draft SGA1, Low-Rise zone has been applied.

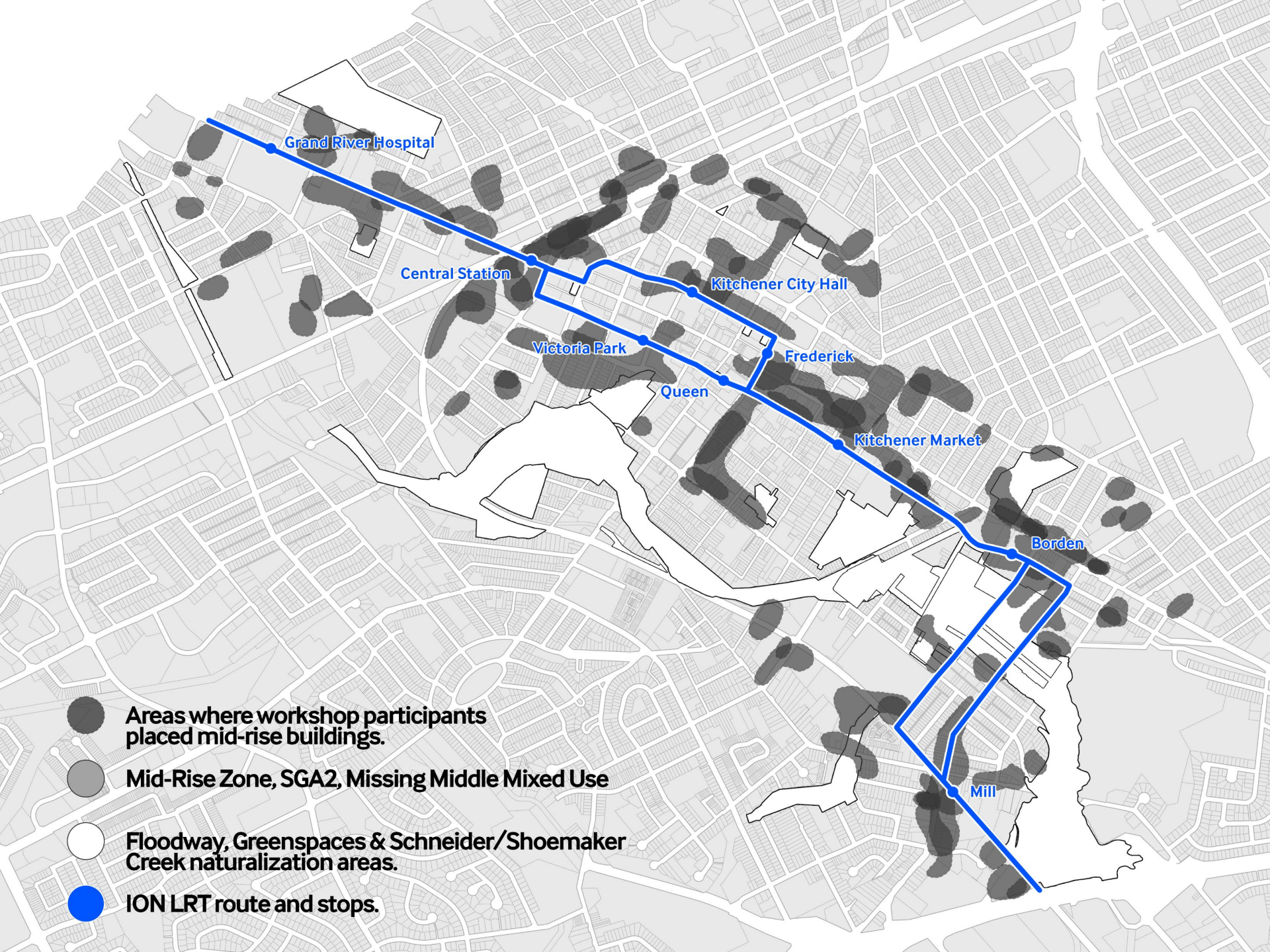
- This map shows where the draft SGA1, Low-Rise zone has been applied.



- Areas where workshop participants placed low-rise buildings.
- Low-Rise Zone, SGA1, Missing Middle and Neighbourhood Mixed Use
- Floodway, Greenspaces & Schneider/Shoemaker Creek naturalization areas.
- ION LRT route and stops.

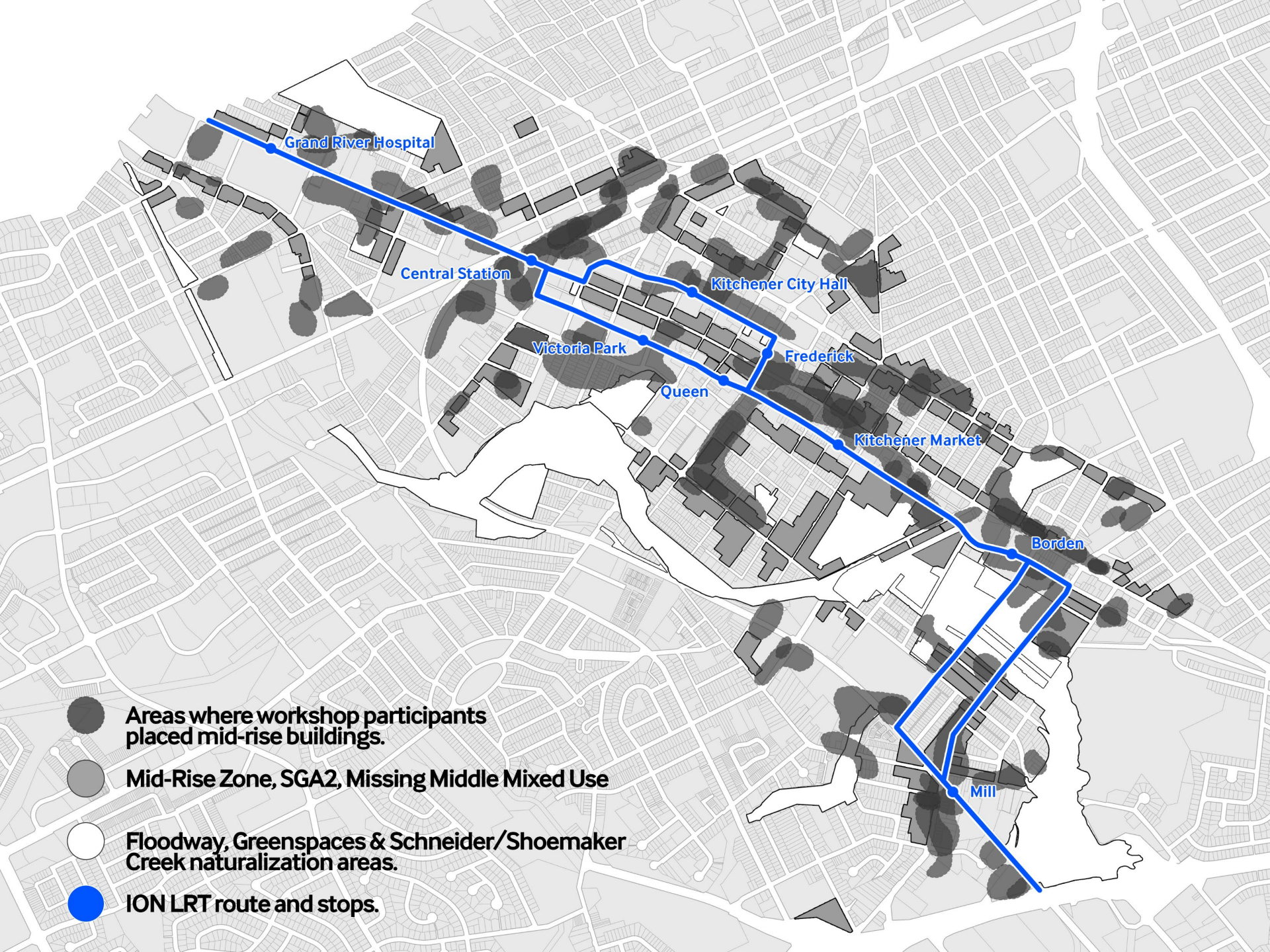
# The SGA2 Zone

- The SGA2 zone is a mid-rise zone. It will permit;
  - Many of the residential uses from the SGA1 zone as well as mid-rise apartment and office uses.
  - A range of commercial and service uses.
- The SGA2 zone will limit buildings to mid-rise height.
- It will not limit Floor-space ratio (FSR) but will regulate setbacks, building length and built-form.
- Vehicular parking will not be required.
- The SGA2 zone implements the recommendations from the Missing Middle and Affordable Housing Feasibility Study presented to Council on May 8<sup>th</sup>, 2023.
- It enables a variety of mid-rise housing forms that will help create a human-scaled public realm and transition between low and high-rise areas of our MTSA's.
- This moderate density will help provide a greater range of housing options to meet community needs.



- This map shows the areas where participants placed mid-rise building forms across all six public workshops as well as the council workshop.

- Areas where workshop participants placed mid-rise buildings.
- Mid-Rise Zone, SGA2, Missing Middle Mixed Use
- Floodway, Greenspaces & Schneider/Shoemaker Creek naturalization areas.
- ION LRT route and stops.

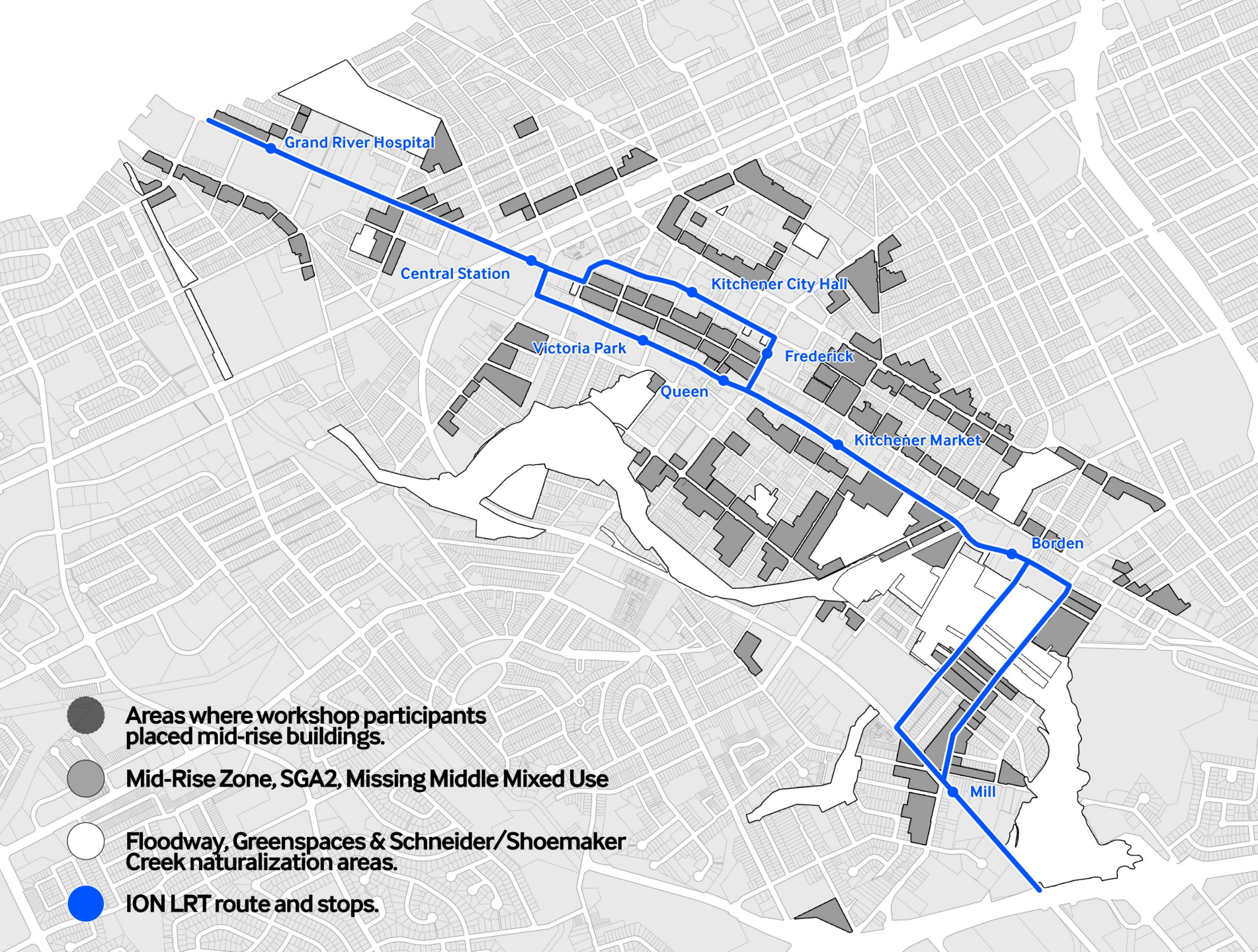


- Areas where workshop participants placed mid-rise buildings.
- Mid-Rise Zone, SGA2, Missing Middle Mixed Use
- Floodway, Greenspaces & Schneider/Shoemaker Creek naturalization areas.
- ION LRT route and stops.

- This map shows the areas where participants placed mid-rise building forms across all six public workshops as well as the council workshop.
- Underneath, the map shows where the draft SGA2, Mid-Rise zone has been applied.



- This map shows where the draft SGA2, Mid-Rise zone has been applied.



- Areas where workshop participants placed mid-rise buildings.
- Mid-Rise Zone, SGA2, Missing Middle Mixed Use
- Floodway, Greenspaces & Schneider/Shoemaker Creek naturalization areas.
- ION LRT route and stops.

# The SGA3 Zone

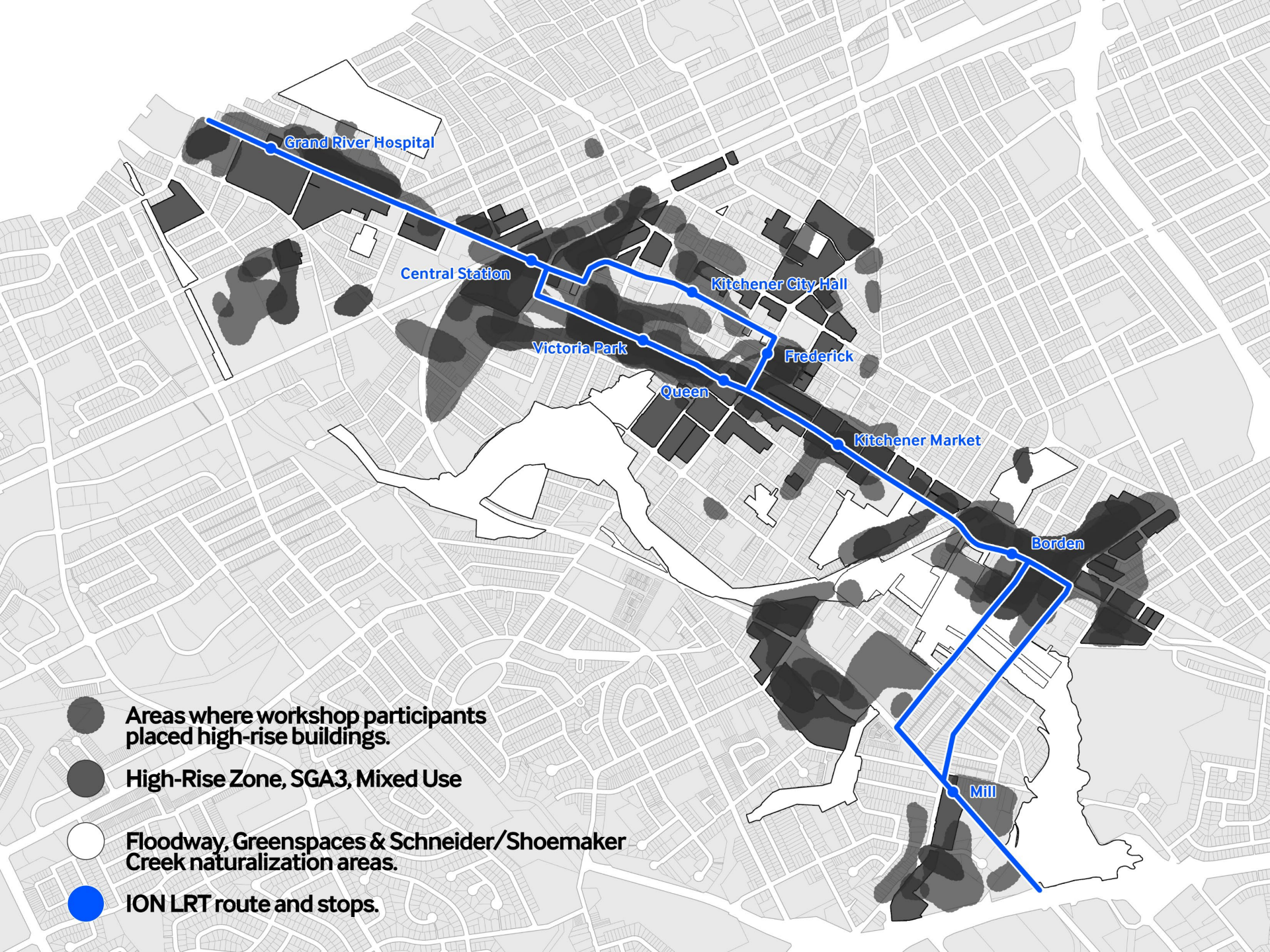
- The SGA3 zone is a high-rise zone. It will permit;
  - All of the residential uses from the SGA2 zones as well as high-rise apartment and office uses.
  - A range of commercial and service uses.
- The SGA3 zone will limit building height.
- It will not limit FSR but will regulate setbacks, stepbacks, building length and built-form.
- Vehicular parking will not be required.
- The SGA3 zone implements the council-approved housing pledge target of 35,000 new homes by the end of 2031.
- It enables a variety of mid-rise and high-rise forms that will help bring diverse, complementary buildings to Kitchener's MTSAs.





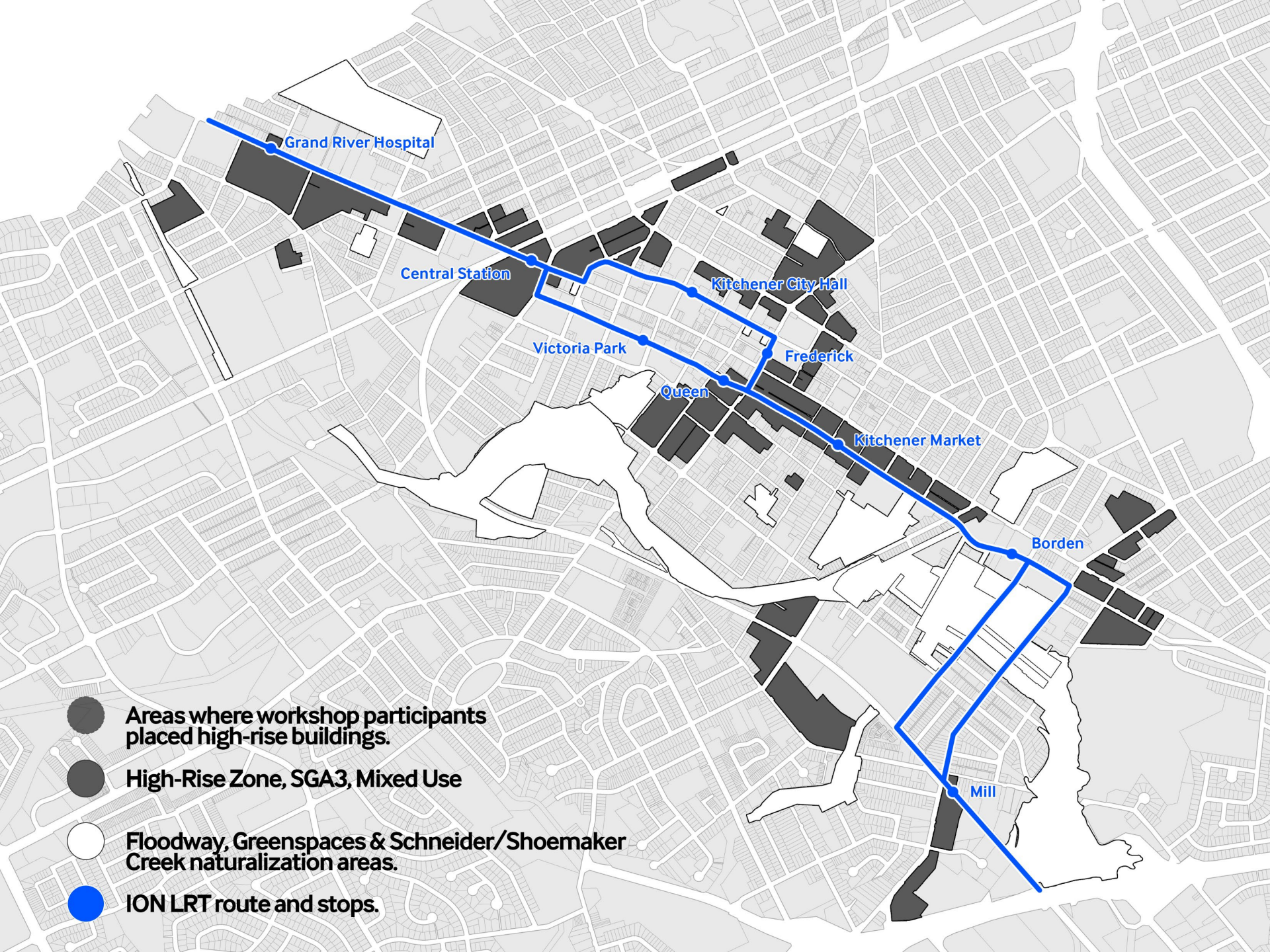
▪ This map shows the areas where participants placed high-rise building forms across all six public workshops as well as the council workshop.

- Areas where workshop participants placed high-rise buildings.
- High-Rise Zone, SGA3, Mixed Use
- Floodway, Greenspaces & Schneider/Shoemaker Creek naturalization areas.
- ION LRT route and stops.



- Areas where workshop participants placed high-rise buildings.
- High-Rise Zone, SGA3, Mixed Use
- Floodway, Greenspaces & Schneider/Shoemaker Creek naturalization areas.
- ION LRT route and stops.

- This map shows the areas where participants placed high-rise building forms across all six public workshops as well as the council workshop.
- Underneath, the map shows where the draft SGA3, High-Rise zone has been applied.



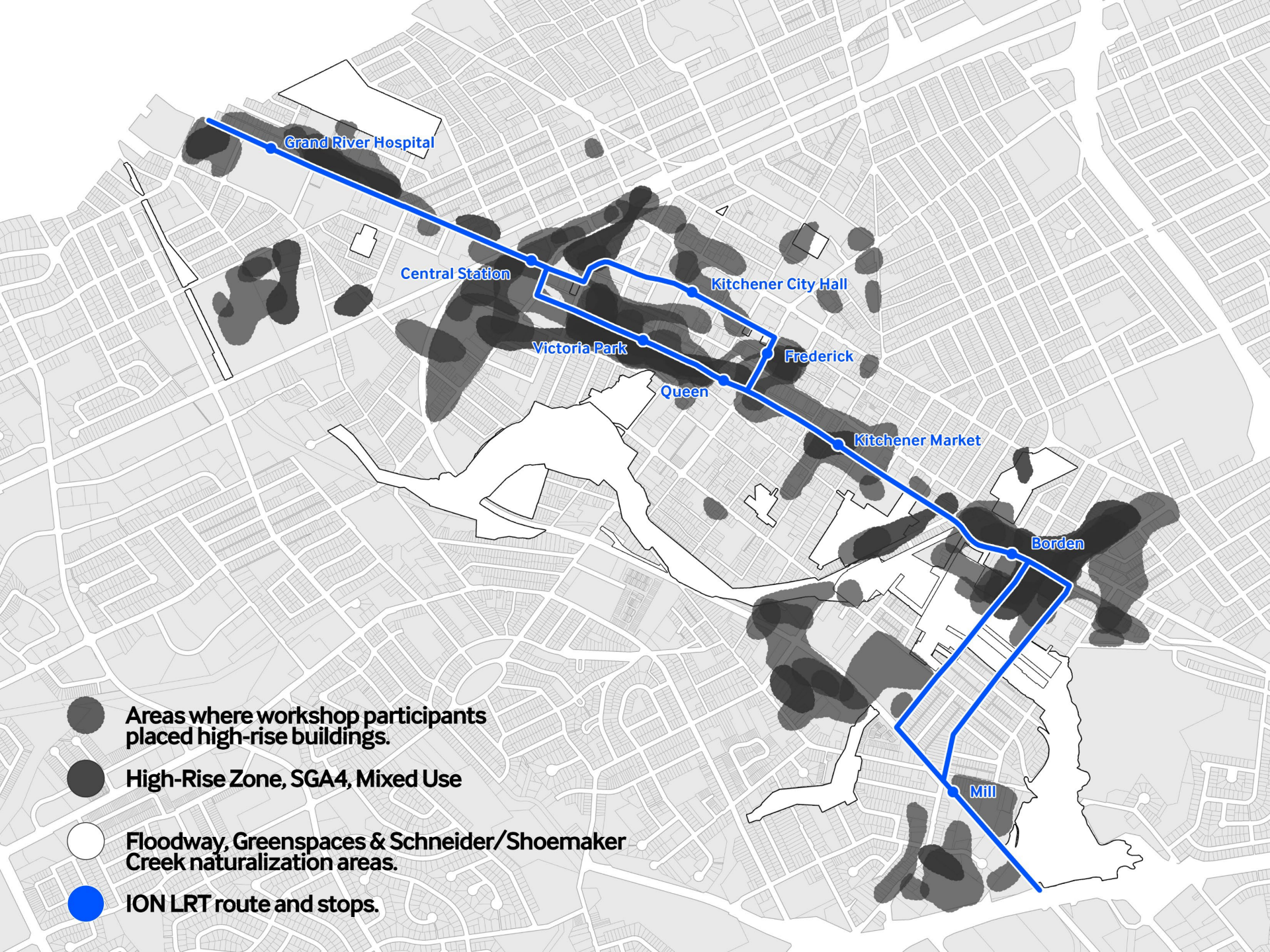
▪ This map shows where the draft SGA3, High-Rise zone has been applied.

- Areas where workshop participants placed high-rise buildings.
- High-Rise Zone, SGA3, Mixed Use
- Floodway, Greenspaces & Schneider/Shoemaker Creek naturalization areas.
- ION LRT route and stops.

# The SGA4 Zone

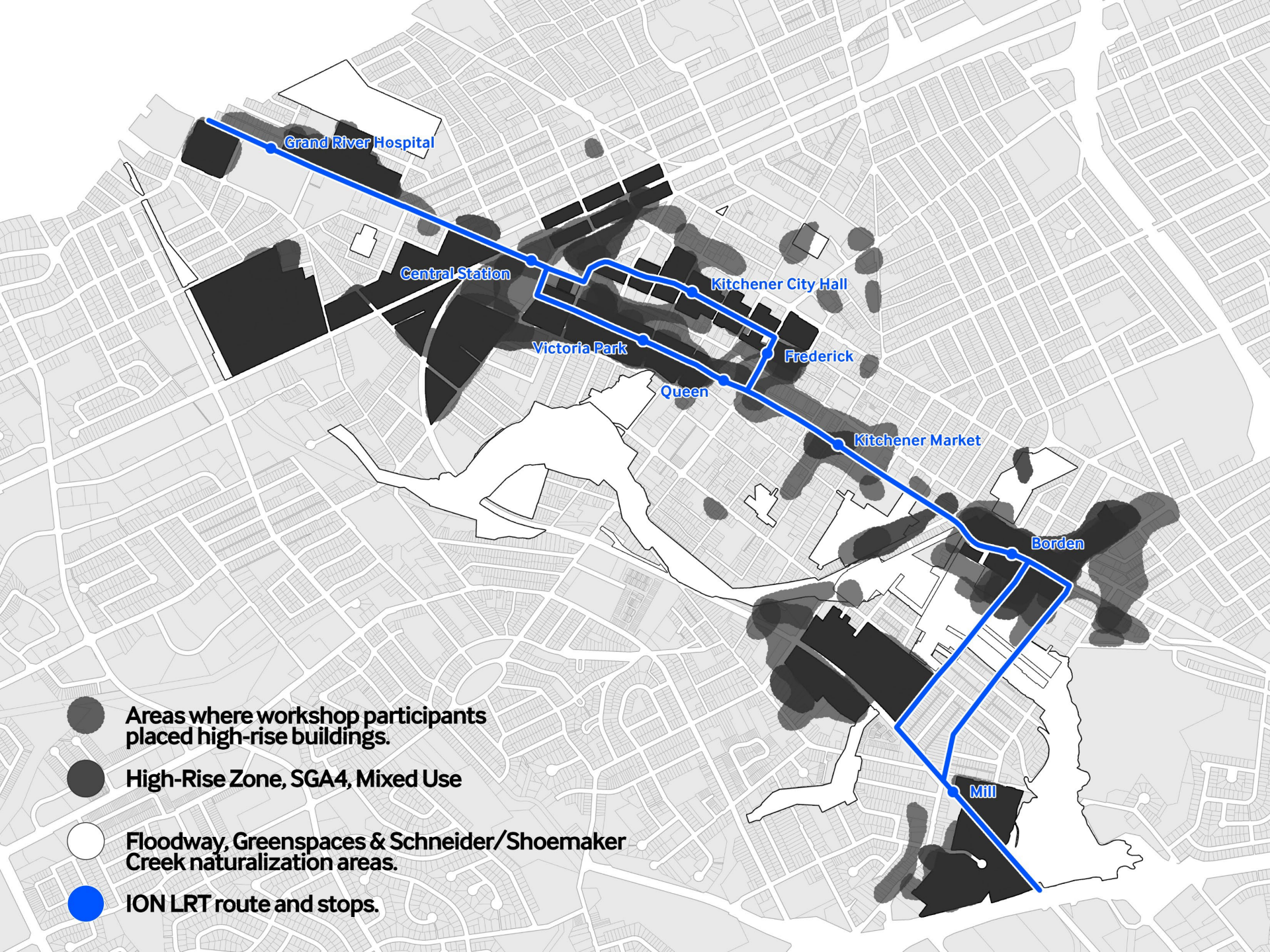
- The SGA4 zone is a high-rise zone. It will permit;
  - All of the residential uses from the SGA2 zones as well as high-rise apartment and office uses.
  - A range of commercial and service uses.
- The SGA4 zone will not limit building height.
- It will not limit FSR but will regulate setbacks, stepbacks, building length and built-form.
- Vehicular parking will not be required.
- The SGA4 zone implements the council-approved housing pledge target of 35,000 new homes by the end of 2031.
- It enables a variety of mid-rise and high-rise forms that will help bring diverse, complementary buildings to Kitchener's MTSA's.





- Areas where workshop participants placed high-rise buildings.
- High-Rise Zone, SGA4, Mixed Use
- Floodway, Greenspaces & Schneider/Shoemaker Creek naturalization areas.
- ION LRT route and stops.

▪ This map shows the areas where participants placed high-rise building forms across all six public workshops as well as the council workshop.

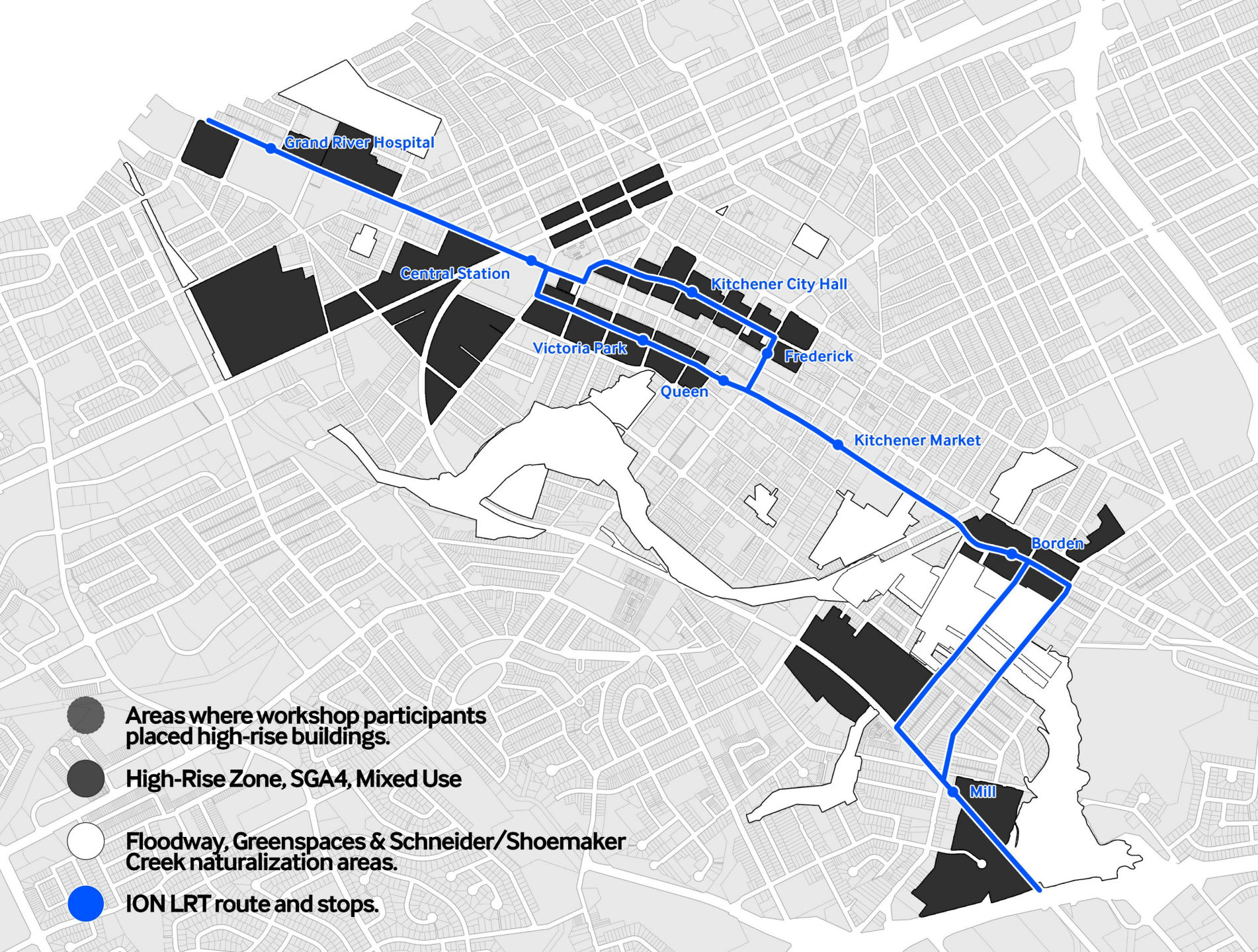


- Areas where workshop participants placed high-rise buildings.
- High-Rise Zone, SGA4, Mixed Use
- Floodway, Greenspaces & Schneider/Shoemaker Creek naturalization areas.
- ION LRT route and stops.

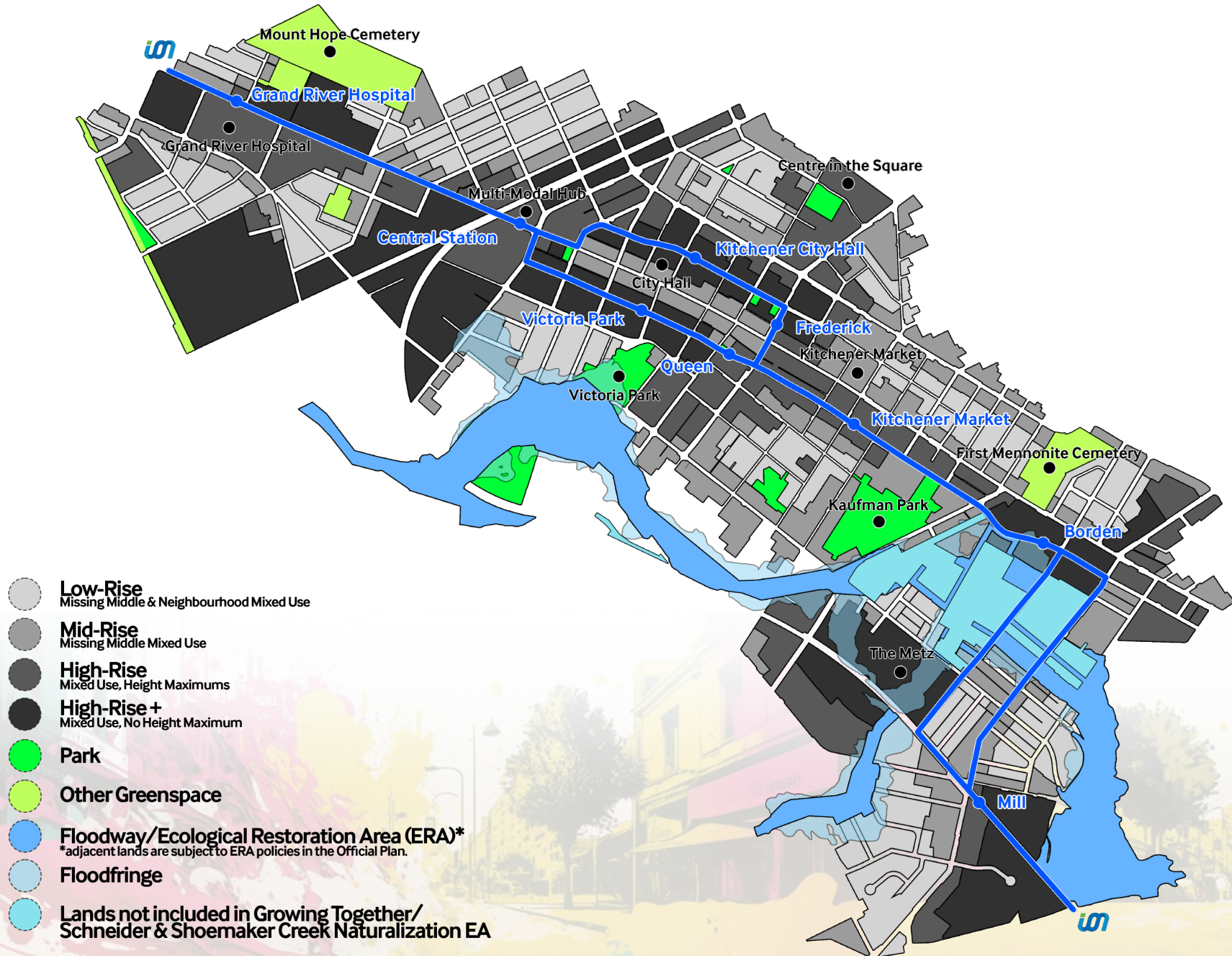
- This map shows the areas where participants placed high-rise building forms across all six public workshops as well as the council workshop.
- Underneath, the map shows where the draft SGA4, High-Rise zone has been applied.



- This map shows where the draft SGA4, High-Rise zone has been applied.



- This map shows the full draft zoning approach with all four zones.



# Key Concept: Balance

- A good balance of building types and scales has been identified through our community engagement as a key concept.
- Balance is addressed in by Growing Together by;
  - Allowing a range of housing types and a compatible mix of uses within each of the four SGA zones.
  - Through a balanced approach to the application of these zones. Out of all the properties zoned (draft) through Growing Together;
    - 50% are zoned SGA1 low-rise, or 24% of all land when measured by area.
    - 30% are zoned SGA2 mid-rise, or 25% of all land when measured by area.
    - 13% are zoned SGA3 high-rise, or 22% of all land when measured by area.
    - 7% are zoned SGA4 high-rise, or 29% of all land when measured by area.
  - By area, each zone has been applied roughly equally across the Growing Together MTSAs.
  - By property, half of all properties are zoned low-rise, and 80% are zoned for low or mid-rise, with 20% zoned for high-rise.

# Key Concept: Transition

- Transition in built-form has been identified through our community engagement as a key concept.
- Transition is addressed in two ways by Growing Together;
  - Through the application of the SGA zone categories, with SGA1 abutting SGA2, SGA2 abutting SGA3, and SGA 3 abutting SGA4, where possible. Of all the properties zoned through Growing Together, 84% meet this criteria, even when including properties across the street from one another. Not including already built or approved buildings, 89% of all properties meet this criteria.
  - Through a transition regulation that limits building height next to low-rise areas. Where an SGA2, 3 or 4 zoned property abuts an SGA1 zoned property, staff are developing a regulation that would limit building height within a certain distance of the shared property line.



# Key Concept: Vibrancy

- Vibrancy of our urban spaces, buildings, and shops and services has been identified through our community engagement as a key concept.
- Vibrancy is addressed in Growing Together by;
  - Allowing a broader mix of uses in each zone that complement neighbourhood needs for shops, services, home business and more.
  - Exploring a “Priority Streets” framework that will identify which streets currently attract people and activity, and which could be improved by new development with more active uses.
  - Collaborating with the Places & Spaces project and Cycling and Trails Master Plan, among others.



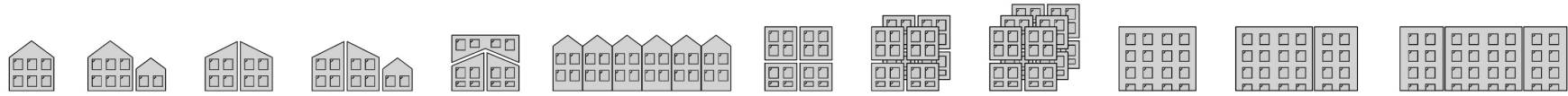
# Key Concept: Affordability

- Housing affordability has been identified through our community engagement as a key concept.
- Affordability is addressed in Growing Together by;
  - Implementing the recommendations from the Missing Middle and Affordable Housing report.
  - Implementing the City of Kitchener Municipal Housing Pledge.
  - Implementing an Inclusionary Zoning framework in Kitchener's Major Transit Station Areas.

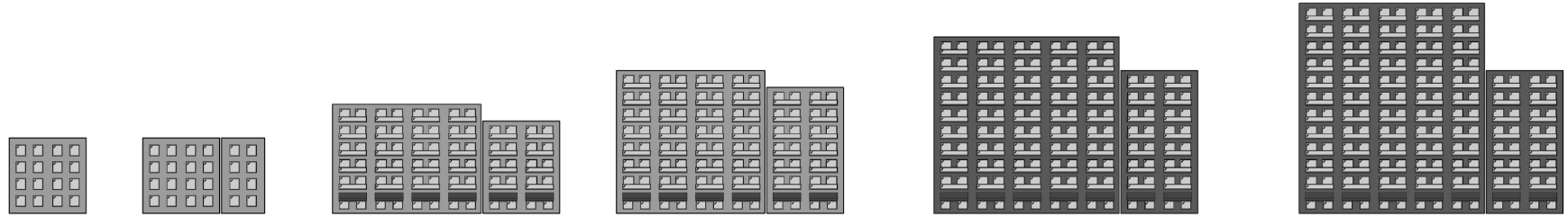


# Housing Continuum Diagram

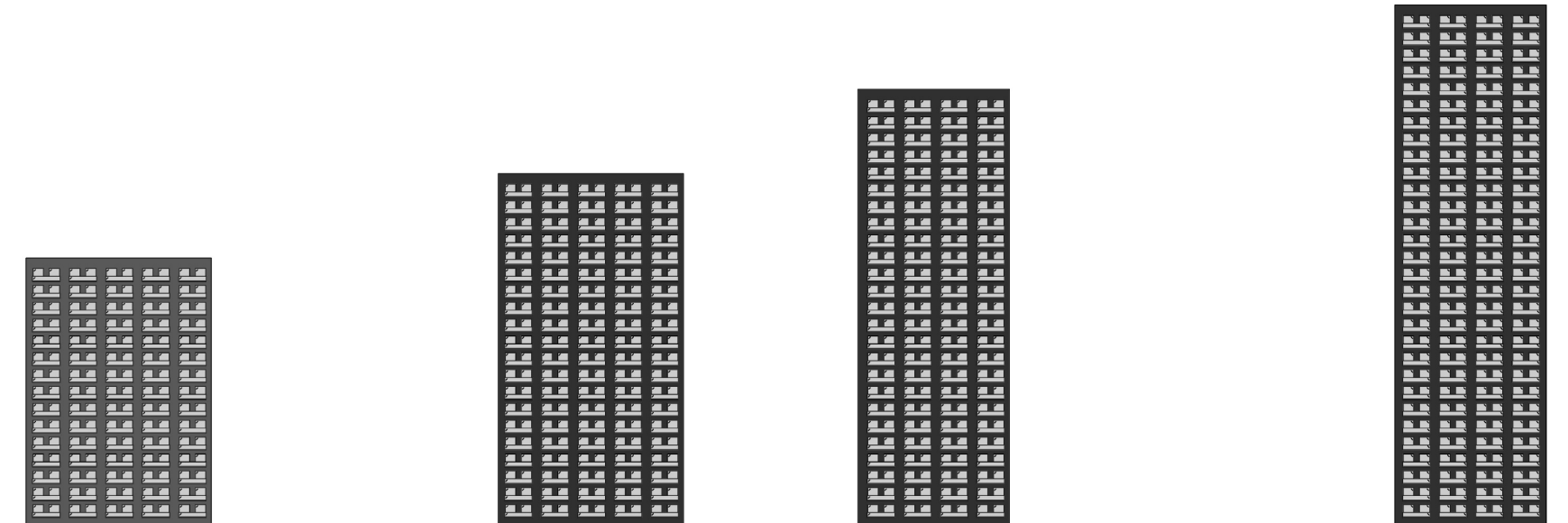
SGA1



SGA2



SGA3



SGA4





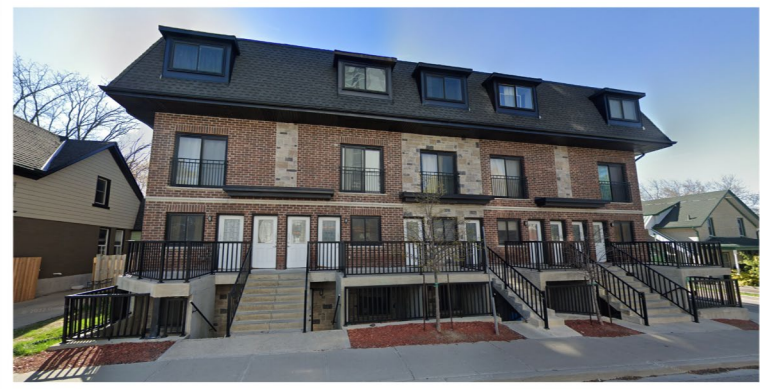
- These are examples, both old and new, of the types of missing middle and mixed-use buildings that are permitted within the SGA1 Low-Rise zone.





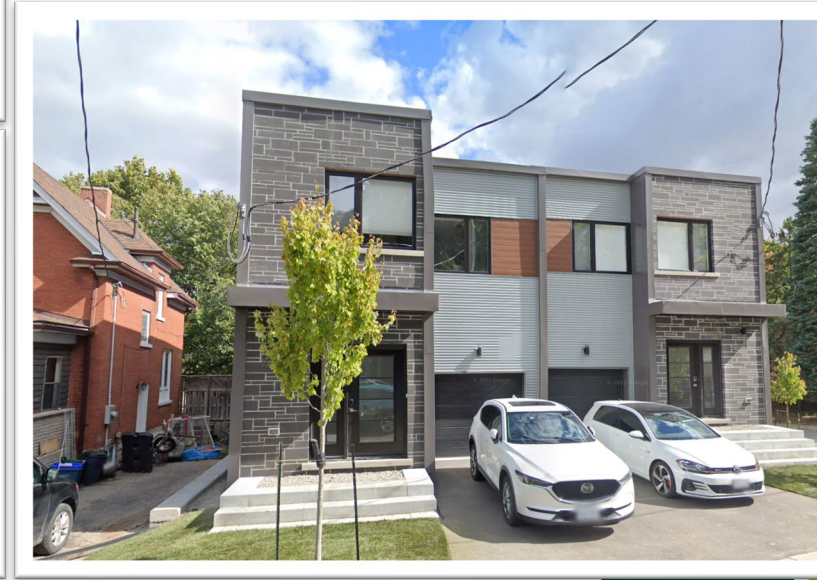


- These are examples, both old and new, of the types of missing middle and mixed-use buildings that are permitted within the SGA1 Low-Rise zone.



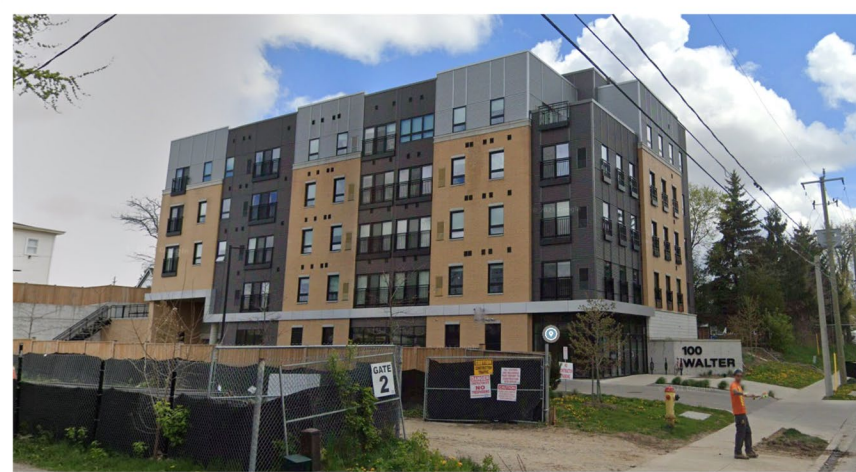


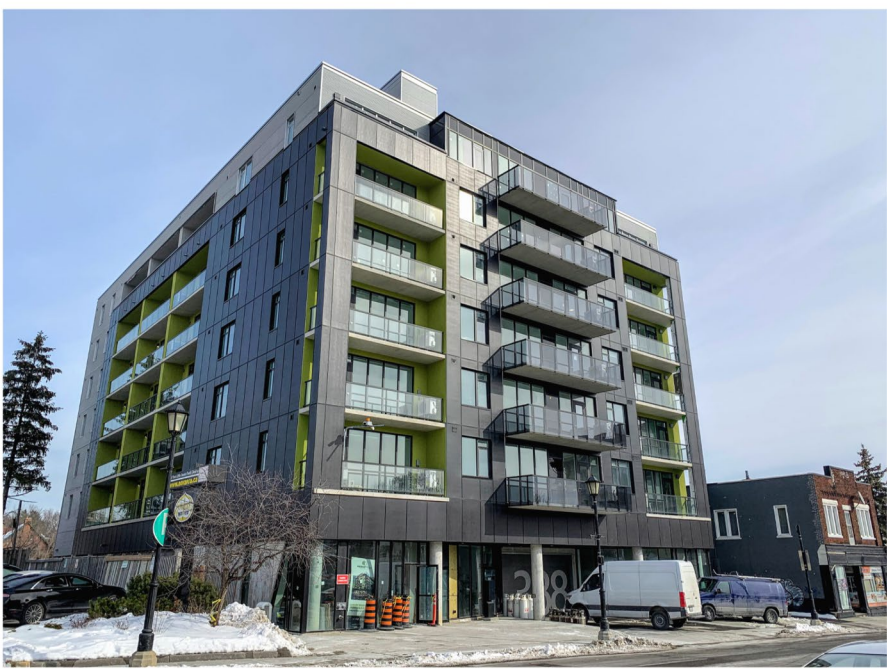
- These are examples, both old and new, of the types of missing middle and mixed-use buildings that are permitted within the SGA1 Low-Rise zone.



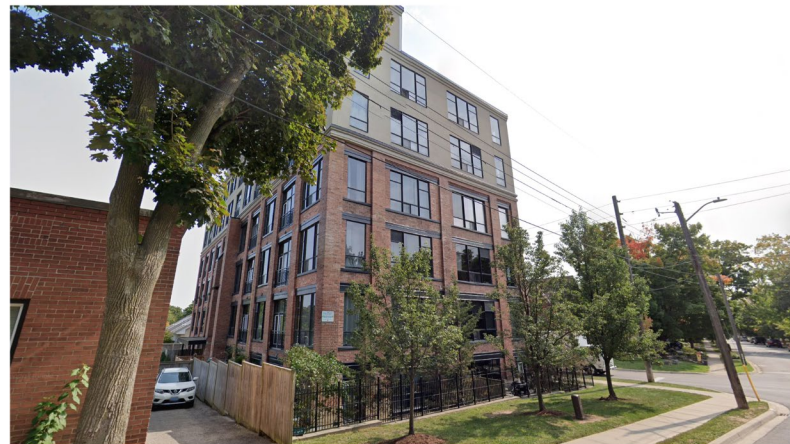
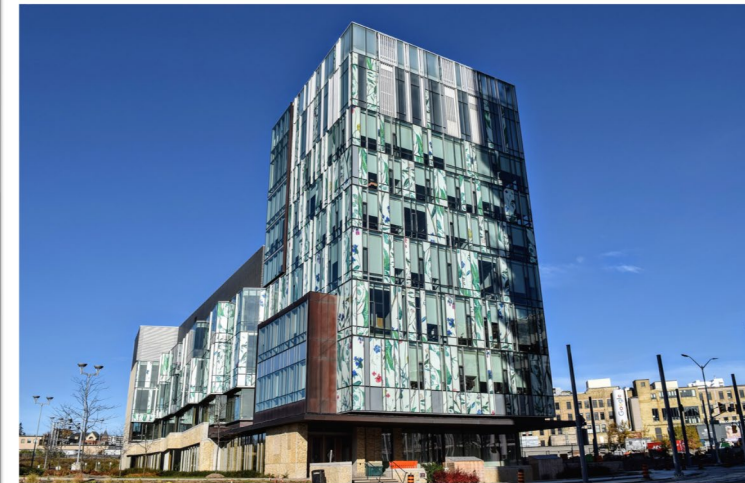


- These are examples, both old and new, of the types of residential and mixed-use buildings that are permitted within the SGA2 Mid-Rise zone.



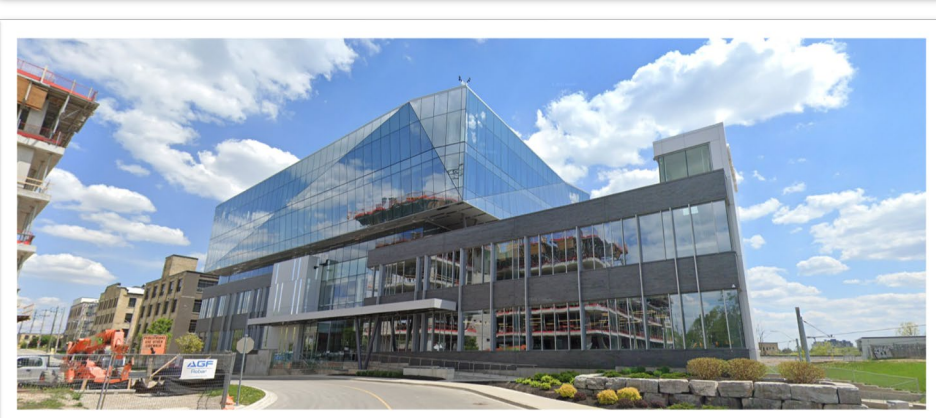


- These are examples, both old and new, of the types of residential and mixed-use buildings that are permitted within the SGA2 Mid-Rise zone.



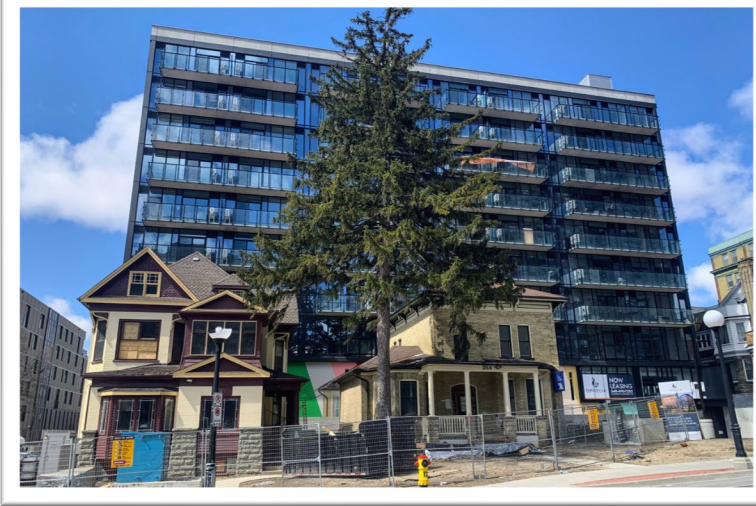


- These are examples, both old and new, of the types of residential and mixed-use buildings that are permitted within the SGA2 Mid-Rise zone.





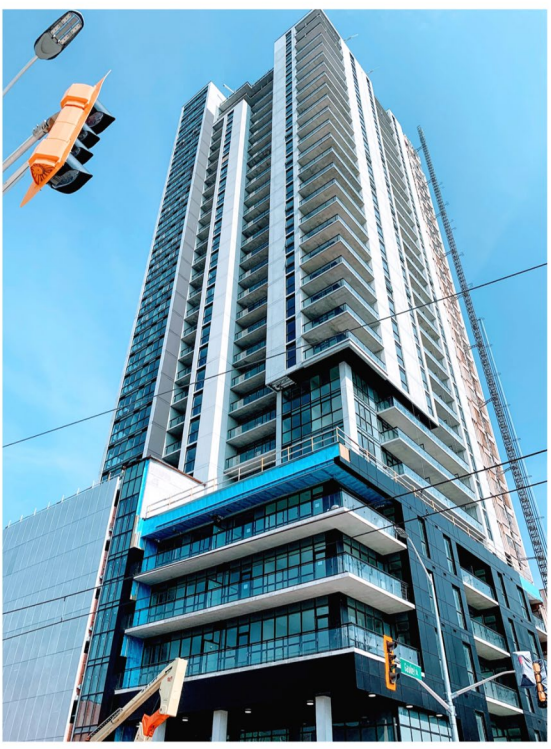
- These are examples, both old and new, of the types of residential and mixed-use buildings that are permitted within the SGA3 High-Rise zone.





- These are examples, both old and new, of the types of residential and mixed-use buildings that are permitted within the SGA3 High-Rise zone.





- These are examples, both old and new, of the types of residential and mixed-use buildings that are permitted within the SGA4 High-Rise zone.





# Thank You!

# Growing Together Community Guide



The City of Kitchener is situated on the traditional territory of the Neutral, Anishinaabeg and Haudenosaunee Peoples.

We recognize our responsibility to serve as stewards for the land and honour the original caretakers who came before us. Our community is enriched by the enduring knowledge and deep-rooted traditions of the diverse First Nations, Metis and Inuit in Kitchener today.




# Introduction




# How to Use the Guide

Hopefully, this guide is easy to read and understand. However, we know that there are many complex, challenging, and sometimes confusing elements of the work that we do. This guide may not fully explain everything, as much as we'd like it to, but it will try to provide as much useful context as possible.

When you see this icon next to something,  it means that we will explore the idea further in smaller text at the bottom of the page, like a footnote.



When you see this icon next to something,  it means that we will try to answer a 'frequently asked question' about the topic, also in smaller text at the bottom of the page.

When you see this icon next to something,  it means that we will try to provide some 'big picture' context that will help us make connections between our policies, regulations or ideas and the important concepts informing them.

There are various web links throughout this document. If you are reading a print version of the guide, you can find a .pdf version at [engagewr.ca/growingtogether](http://engagewr.ca/growingtogether) with live links to all the additional content.





# Acknowledgement

City staff would like to thank the nearly 1,000 community members who have provided input into the award-winning  *Growing Together* process to date. We would also like to thank the hundreds more who have given us your time and energy beginning with the PARTS Plans and throughout the Neighbourhood Planning Review process.  Your feedback has been invaluable and has helped lead to a balanced, compatible mix of proposed zones and land uses that will help create a more vibrant, diverse, accessible and affordable Kitchener for all who wish to live, work and visit here.

*Thank you!*




 To date, Growing Together has won three awards, one each at the provincial, national and international level. This includes top-3 recognition at the international Smart50 awards, the highest honour awarded at the Smart Cities Connect conference. *Your* participation made this possible!


 The PARTS process, or “Planning Around Rapid Transit Stations”, began in 2013 and resulted in the approval of three plans by the end of 2017; PARTS Central, PARTS Midtown and PARTS Rockway. These three plans began to be implemented through the NPR or Neighbourhood Planning Review process from 2017 into 2022. Following several major changes to planning legislation and responding to emerging community needs, the project was re-launched as Growing Together in early 2023.

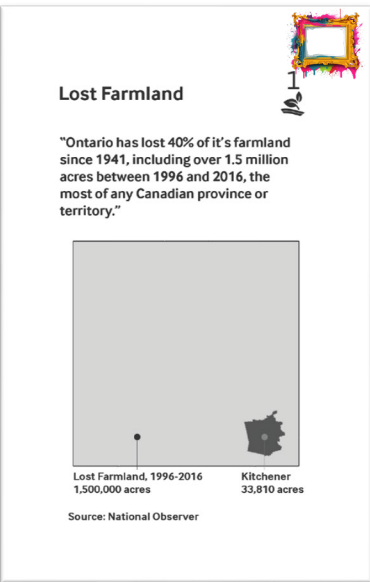
# Let's Talk About Growth

For more than 150 years, the lands we now call Kitchener's Protected Major Transit Station Areas have been growing. Over the last decade, they've been growing faster. This is on purpose; all orders of government recognize that Ontario's cities need to increasingly *grow up*, not *out*.

Growing up;

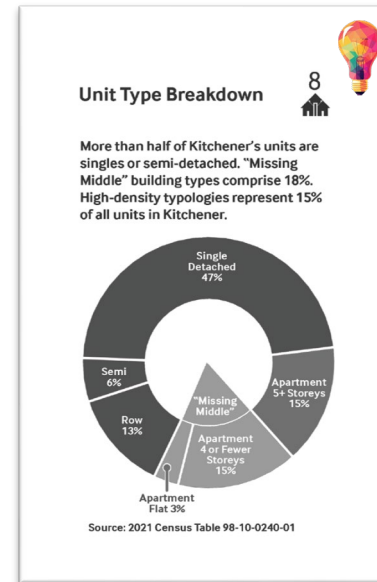
- Helps protect the Greenbelt and prime farmland from development. This preserves important ecosystems, protects clean water sources, and ensures sustainable agriculture. 
- Helps keep city service levels high and property tax rates low, by maximizing the use of existing infrastructure like pipes, roads, and streetlights.
- Helps attract talent and investment like shops, startups and small businesses while creating more opportunities and more housing types for many kinds of people with a broad range of needs, backgrounds and experiences.

Kitchener continues to grow *out* as well, through new subdivisions on land that hasn't been built on before.  Growth isn't meant to happen in only one form or another, but through a *balance* that is sustainable, responsible, and meets the needs of Kitchener's community.





"Ontario has lost 40% of its farmland since 1941, including 1.5 million acres between 1996 and 2016, the most of any Canadian province or territory." In those 20 years alone, Ontario has lost an area of farmland 44x larger than the entire City of Kitchener through urban sprawl.

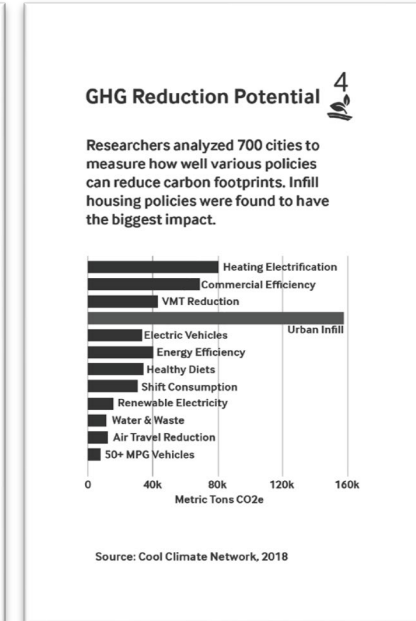
These graphics come from the Growing Together Card Deck, which you can view in more detail [here](#). See us in person for a printed version of the card deck you can keep!





"More than half of Kitchener's units are singles or semi-detached. Missing Middle building types comprise 18%. High-density typologies represent 15% of all units in Kitchener."

# Let's Talk About Growth

Kitchener's Protected Major Transit Station Areas  are where most of Kitchener's "growing up" will take place. This is because they include downtown Kitchener and other historically higher density areas where growth has always occurred, but also because they are now serviced by the ION light rail transit line. Putting more homes in already well-served areas is a core fundamental principle of sustainable city-building, creates complete communities and provides the greatest benefit to the greatest number of people. 



 What is a Protected Major Transit Station Area? PMTSAs are areas that are generally within a 5 to 10 minute walk of a higher order transit stop. In our case, that's the ION LRT. Growing Together includes the 7 PMTSAs west of the Conestoga Parkway. The boundaries of each PMTSA have been determined by the Region of Waterloo and approved by the Province.

 Benefits include walkable, cyclable and rollable access to transit, amenities, shops, events and public spaces. High-density housing forms are also significantly more affordable than low-density forms. Transit-oriented development (TOD) is also far more sustainable than other forms of growth, both environmentally and financially.



# How Does Growth Happen?

Many low, medium and high-rise buildings have been proposed, approved and built in Kitchener's PMTSAs in the last decade. Many factors influence when and how growth occurs. These factors include demand, location, land value, infrastructure such as transit, interest rates, material and labour cost and availability, and much more.

## **Land Use and Zoning guide and regulate growth, but do not directly cause growth.**

Due to strong demand, most development in Kitchener's PMTSAs over the last decade has happened outside of the existing, in-effect land use and zoning framework, through Official Plan and Zoning By-law Amendments (OPAs & ZBAs).

This is because those policies and regulations have been in place for a long time and aren't tailored to the current needs of our community.


Most of these OPAs & ZBAs have received staff support and been approved by Kitchener City Council and Waterloo Region because they represent good planning outcomes and meet our shared and evolving objectives and obligations.

## **This is why we're doing Growing Together. It's time for an update!**

If our land use policies and zoning regulations can more accurately account for the kinds of growth that are already occurring in our PMTSAs, we can provide more certainty and predictability for everyone about how Kitchener's PMTSAs will evolve.

Just as importantly, with a better understanding of current conditions, we can help open more pathways to different kinds of smaller developments that create more mid-rise and low-rise *Missing Middle*  housing options.

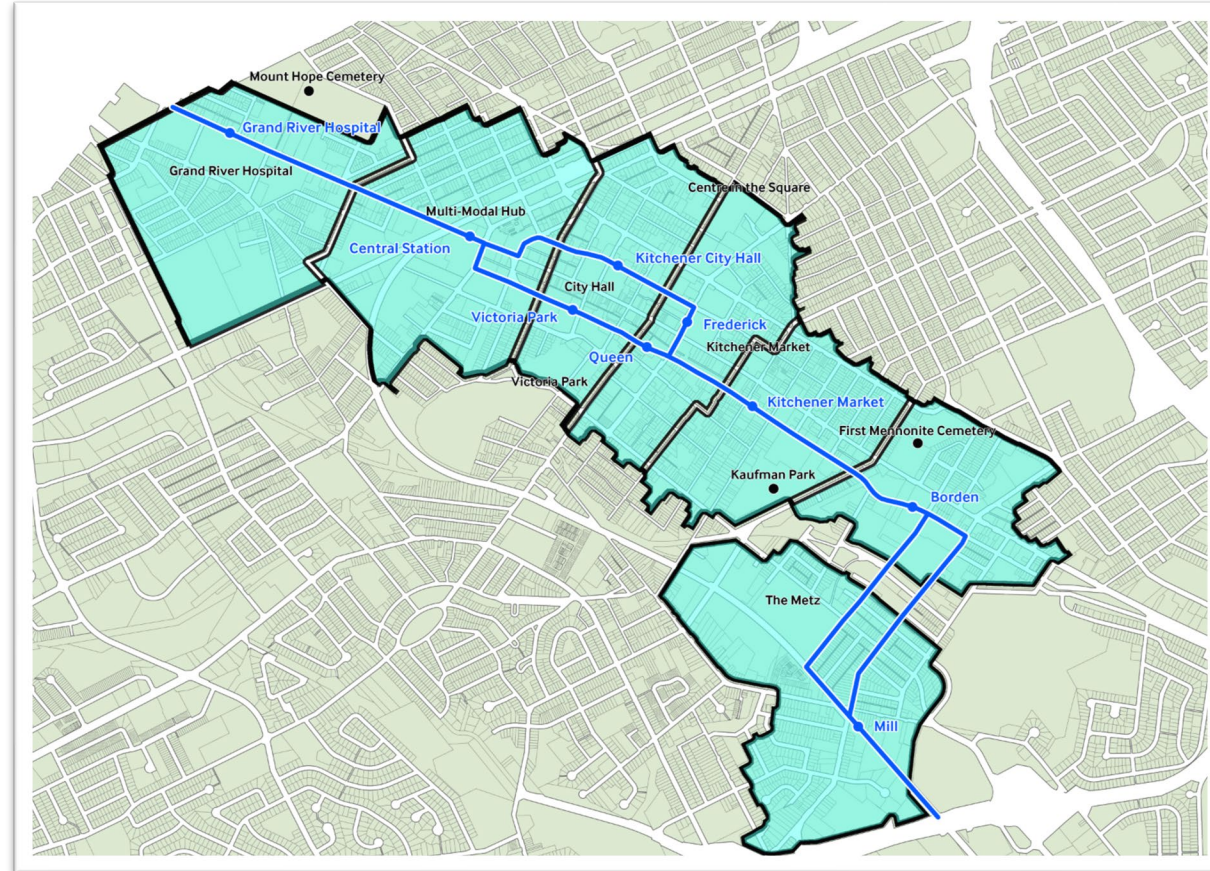
**The closer our land use policies and zoning regulations can be to viable real-world outcomes, the better, because it will help us plan more accurately for the future. It will help us more successfully implement important programs like Inclusionary Zoning and District Energy.**

 Missing Middle is defined in the Regional Official Plan as "multiple unit housing including, but not limited to multiplexes, stacked townhouses, apartments, and other low-rise housing options." Missing Middle housing is more impacted by policies and regulations than larger developments, because the added time and cost of extra process like an OPA & ZBA can make them too challenging to build.

# What Are Kitchener's Protected Major Transit Station Areas?

The Regional Official Plan defines a total of 10 Protected Major Transit Station Areas in Kitchener. They are;

- **Grand River Hospital**
- **Central Station Innovation District**
- **Victoria Park & Kitchener City Hall**
- **Frederick & Queen**
- **Kitchener Market**
- **Borden**
- **Mill**
- Block Line
- Fairway
- Sportsworld



Growing Together implements Official Plan policies, land uses and zoning for the 7 Protected Major Transit Stations in bold text above. The remaining station areas will be planned through a similar, upcoming process.

# The Basics of Land Use & Zoning



# What are the Basics of Growing Together?

In this section, we will look at the following principles of Growing Together;

- Through an Official Plan Amendment and a Zoning By-law Amendment, Growing Together proposes new land uses, policies and zoning regulations for properties within Kitchener's PMTSAs. **Illustrative Land Use and Zoning maps are found on the next few pages.**
- Growing Together tries to reconcile many different perspectives and tries to provide the greatest possible amount of certainty *and* flexibility.
- Growing Together encourages complementary built form through transition, separation, and zoning regulations that control for the scale and impact of new buildings.
- Growing Together no longer requires development to provide a certain amount of parking.
- Growing Together no longer uses Floor Space Ratio (FSR) to regulate density, using a variety of form-based regulations instead.
- Growing Together adds extra guidance for *Priority Streets* to ensure that they contribute to a better public realm with more *active uses*.
- Growing Together allows a broader range of uses for all building types.



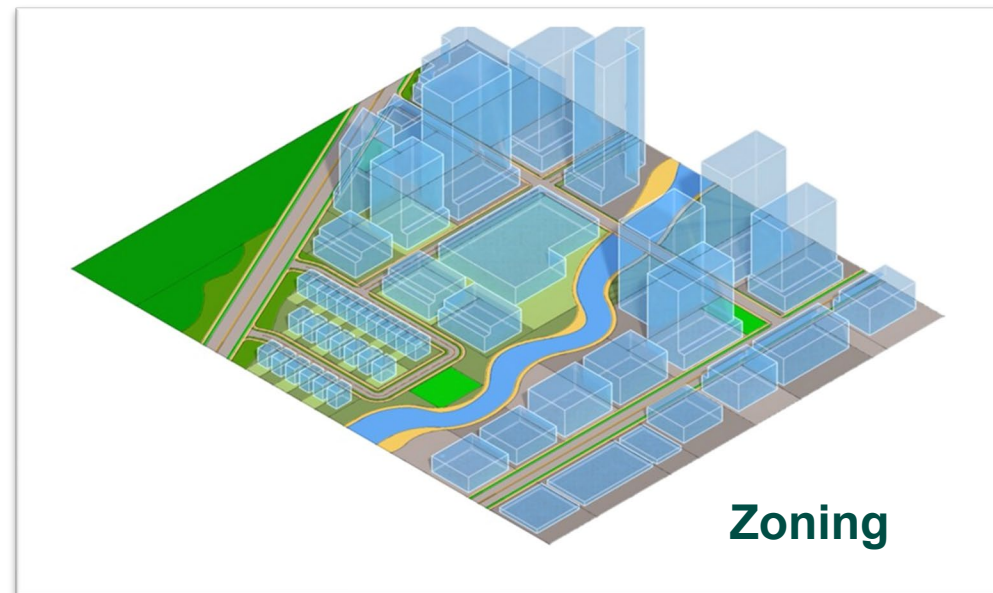
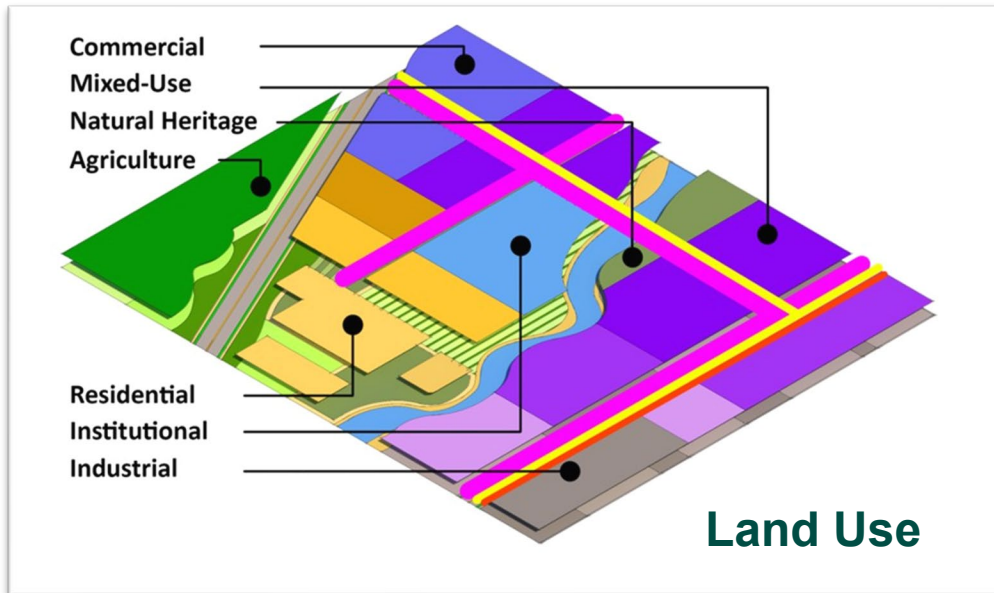
# What's the Difference Between Land Use & Zoning?

Before we look at the proposed mapping, let's break down the difference between land use and zoning.

Land use determines what land can be used for, such as housing, industrial, or commercial. Through our official plan policies, we also set some additional requirements through land use, such as maximum heights. Further, we prescribe criteria for how to evaluate development applications if they don't meet our official plan policies and zoning by-law regulations.

Zoning acts as the rules that guide what development looks like in 3 dimensions. It regulates things like the size and shape of a lot, where a building can be placed on a lot, and in some cases how tall and wide a building can be or the amount of vehicle and bicycle parking required.

**In simple terms, land use is the big picture way of determining what can happen on a property, and zoning sets out the detailed requirements for how it happens.**

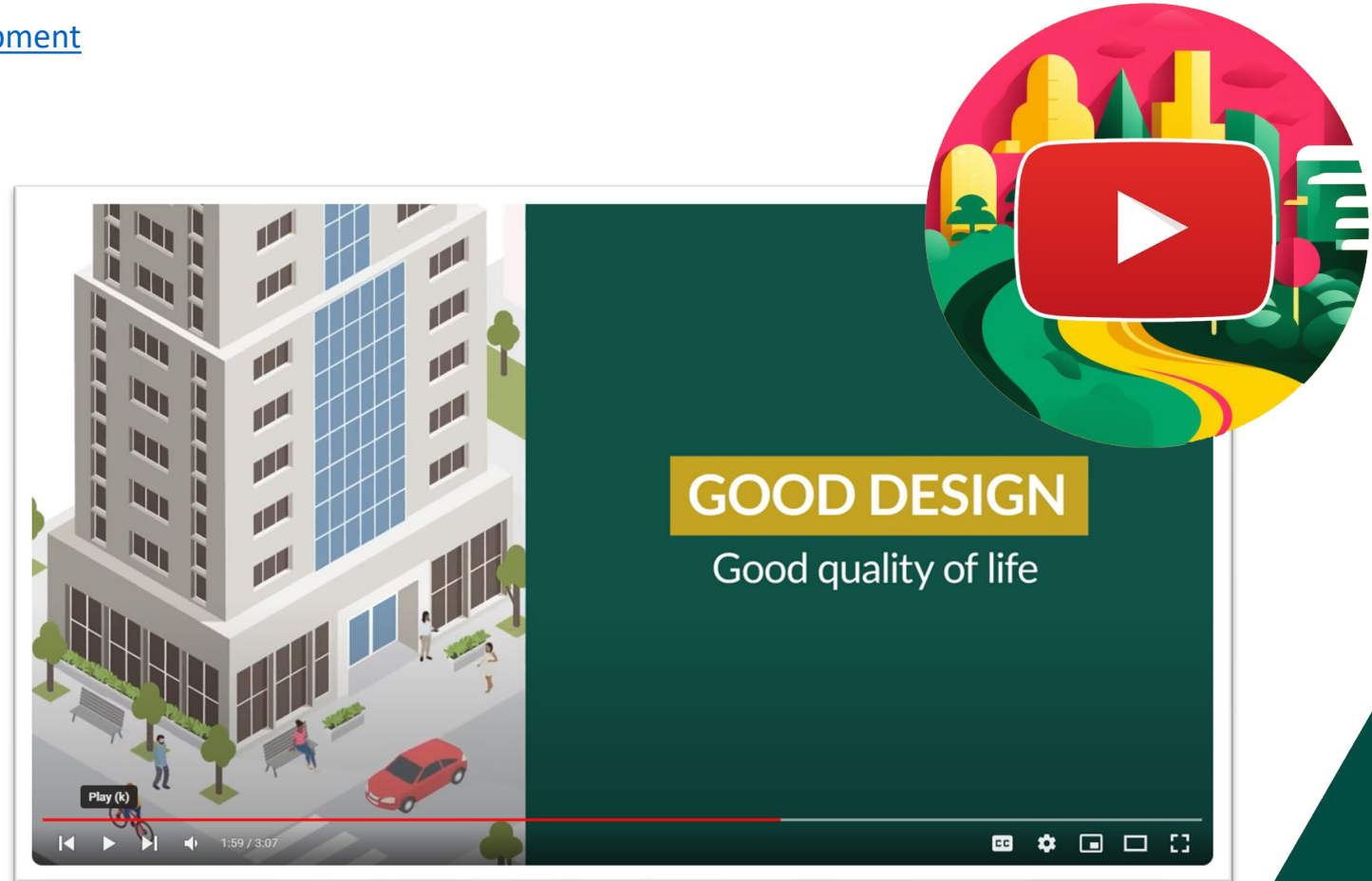


On the left is a diagram that represents in very broad terms how land use works. On the right is a diagram that similarly represents zoning.

# Want to Know More About How Planning Works?

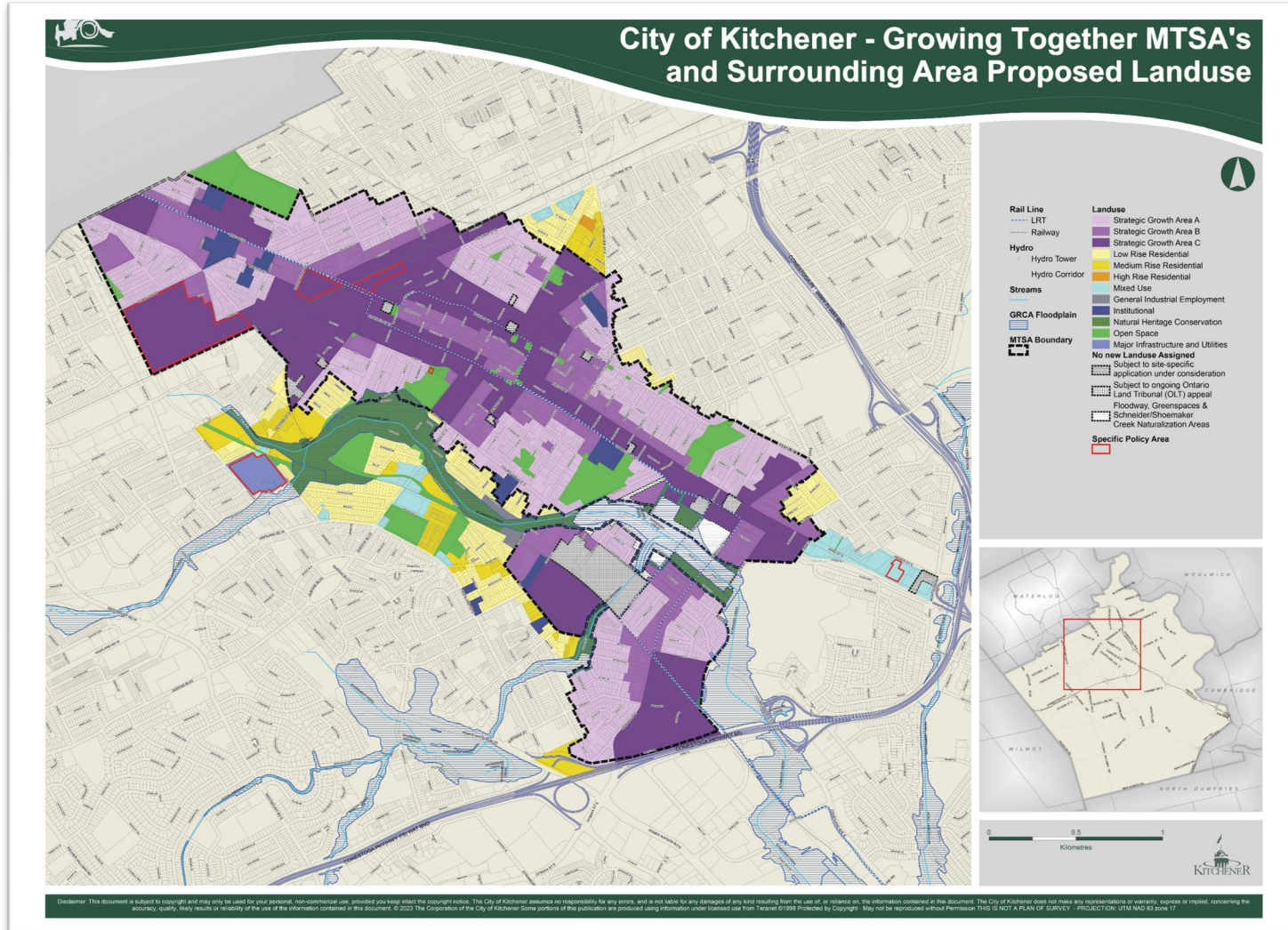
The City of Kitchener has produced a series of videos that help explain the basics of how planning works. You can find them all on YouTube, following the links below:

- [Introduction to Land Use Planning & Development](#)
- [Our Vision for Kitchener](#)
- [Planning Tools](#)
- [Roles and Responsibilities](#)
- [Zoning By-laws and Minor Variances](#)
- [Site Plan Review](#)
- [Tiny Homes](#)
- [Tall Buildings](#)
- [Infill & Redevelopment](#)
- [Cultural Heritage](#)
- [What is Affordable Housing?](#)
- [What is Inclusionary Zoning?](#)



# Land Use Map

Let's start with land use. Growing Together proposes to introduce three new land uses to Kitchener's planning framework; Strategic Growth Areas A (SGAA), Strategic Growth Areas B (SGAB) and Strategic Growth Areas C (SGAC).



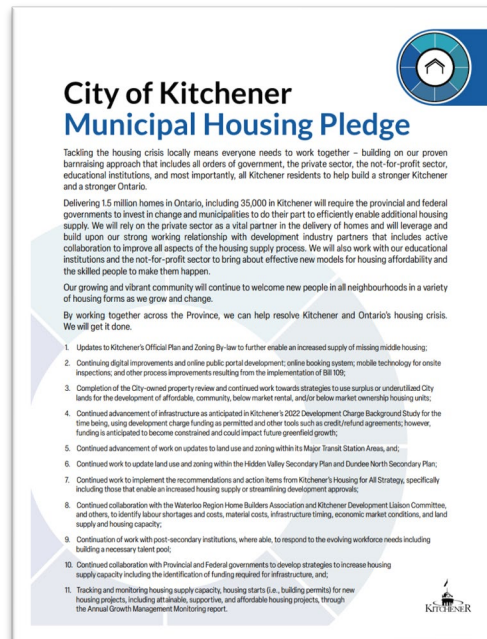
Please note that these maps are for illustrative purposes only. For a detailed map, please see our other draft materials.

By introducing new land uses tailored to strategic growth areas, we can help ensure they perform well in complex, challenging and highly-diverse areas like PMTSAs. This should mean that future development looks more like our planning framework expects it to look, giving everyone more certainty about the future of Kitchener's PMTSAs.

# How We Applied Land Uses

Growing Together applies land uses through several evaluation criteria, including community and collaborator input, good planning principles, technical and design considerations, and more. This includes;

- Analyzing community input received through our workshop engagements.
  - These results are detailed in our report titled [What We Heard: Workshop Engagement Summary](#).
  - The workshops were digitized into a smart modeling software, analyzed, reviewed and used as a critical input to inform staff where to locate our different land uses and zones.
- Listening to community and stakeholder comments and submissions through individual meetings on site or area-specific concerns.
- Ensuring compliance with provincial legislation and guiding documents, as well as the Regional Official Plan (ROP). This includes recent changes introduced through the updated ROP, Bill 23, Bill 109, and more.
- Implementing and working together with other City priorities such as;
  - [Inclusionary Zoning](#)
  - [The Housing Pledge](#)
  - [The Downtown Vision](#)
  - [The Missing Middle and Affordable Housing Study](#)
  - [Places & Spaces](#)
  - [The Cycling & Trails Master Plan](#)
  - [The Downtown District Energy study](#)
  - [Cultural](#) and [Natural](#) Heritage policies, and more.





# How We Applied Land Uses

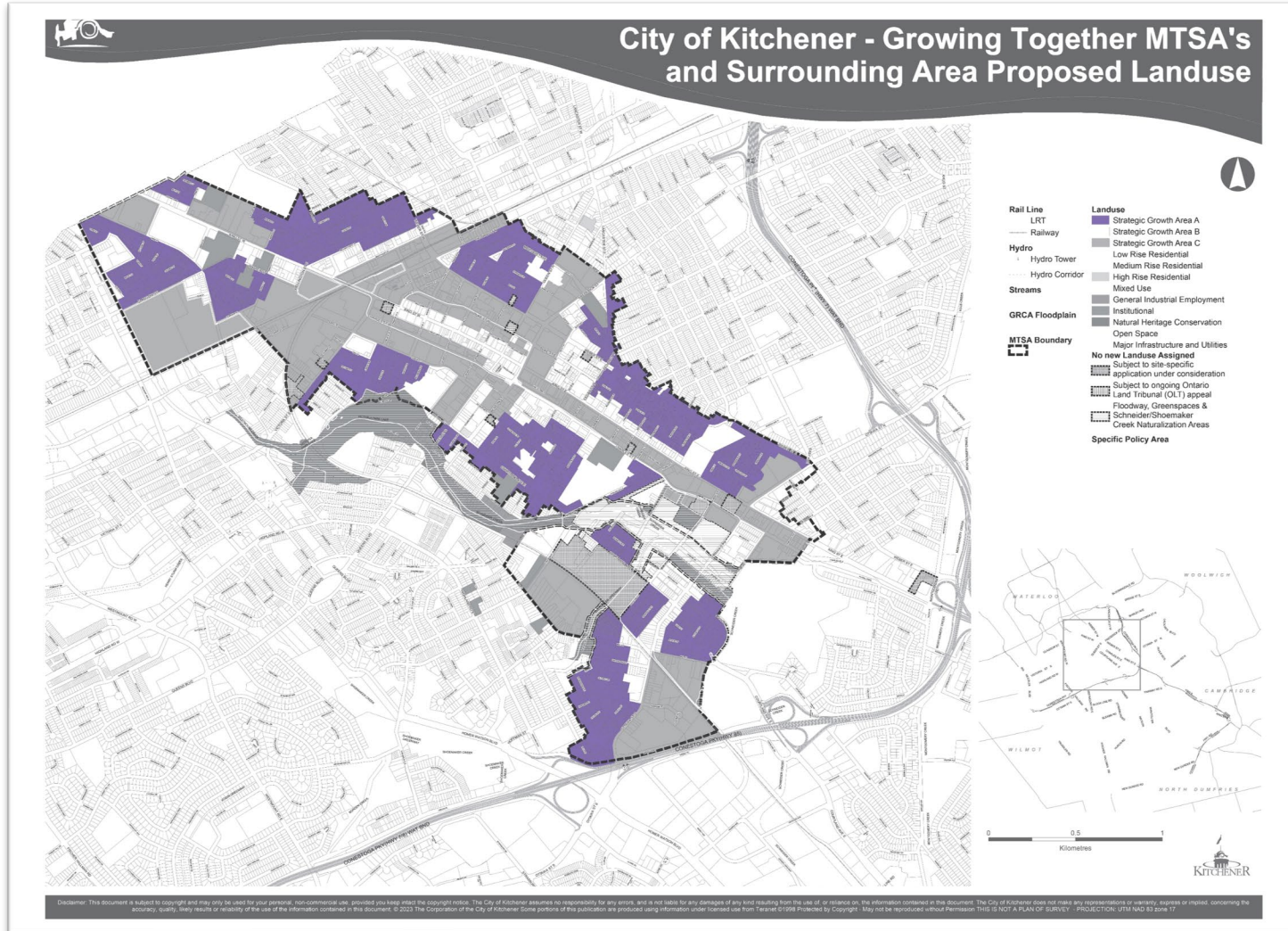
Continued from the previous page;

- Coordinating with other City divisions such as Economic Development, Transportation, Parks & Cemeteries, Engineering, Utilities, and Legal.
- Compatibility with the key directions from the [Planning Around Rapid Transit Stations \(PARTS\) Plans](#) and [Neighbourhood Planning Review \(NPR\)](#) processes.
- Site specific or area specific opportunities and constraints such as;
  - Lot size, area, width, and more.
  - Proximity to ION station stops and the Multi-Modal Hub. Relationships to different street typologies, such as main streets, arterial streets, and local streets.
  - Relationships to existing context, including buildings, open spaces and streets.



# Land Use Map

This map shows the **SGAA** land use. The SGAA land use limits new buildings to low and mid-rise forms and is applied mostly in and around existing low-rise, predominately residential neighbourhoods. The SGA1 and SGA2 zones are applied within the SGAA land use.



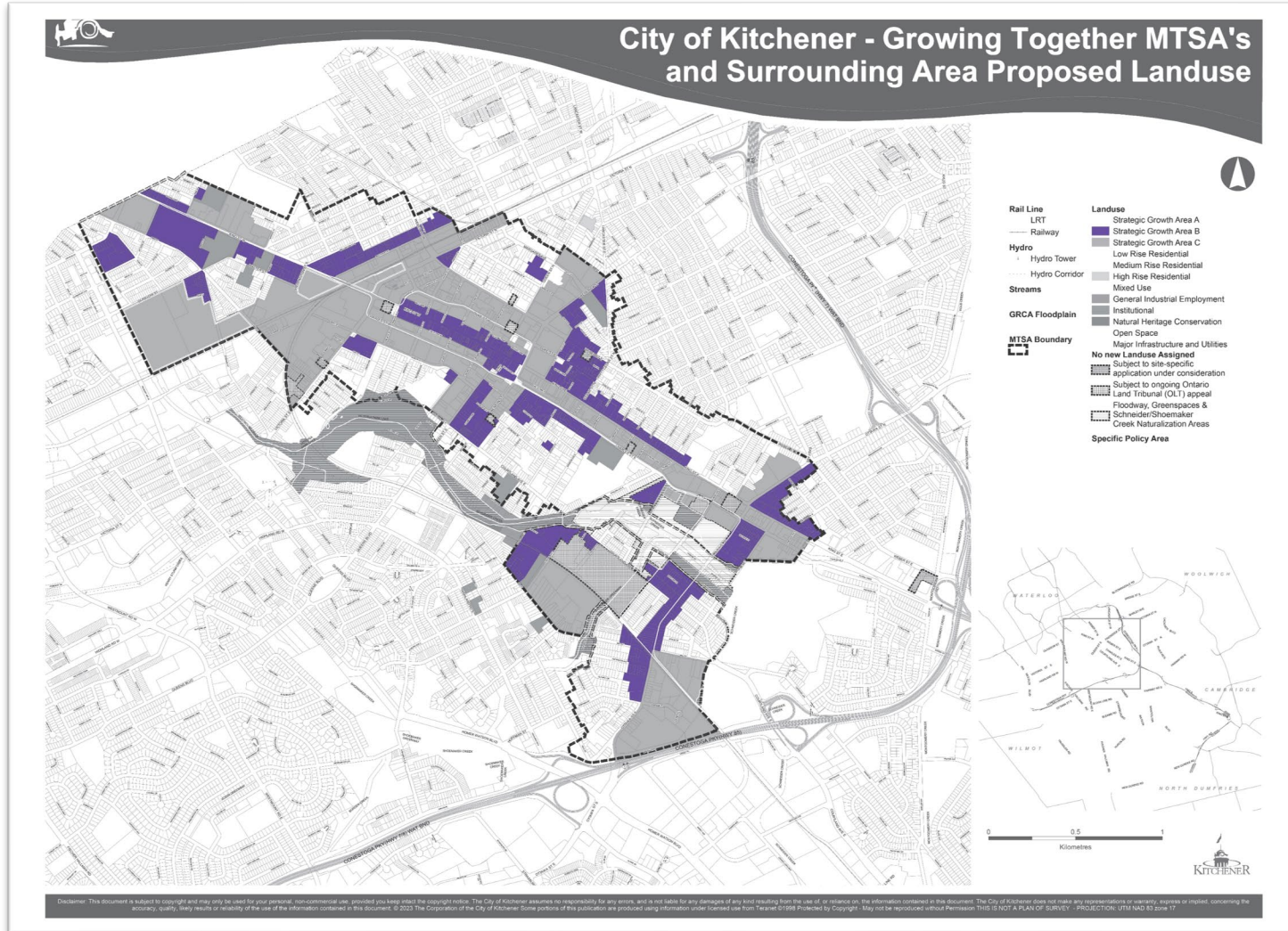
Compatible non-residential uses are permitted in the SGAA land use, such as small shops and personal services.

No building over 8 storeys is permitted in the SGAA land use. Any development proposal for more than 8 storeys will require an Official Plan Amendment (OPA).

The implementing zoning also limits large portions of the SGAA areas to low-rise only. Any development proposal for a mid-rise building within a low-rise zone will require a Zoning By-law Amendment (ZBA).

# Land Use Map

This map shows the **SGAB** land use. The SGAB land use limits new buildings to mid-rise and moderate high-rise forms and is applied mostly on the edges of existing low-rise areas. The SGA2 and SGA3 zones are applied within the SGAB land use.



A full range of non-residential uses are permitted in the SGAB land use.

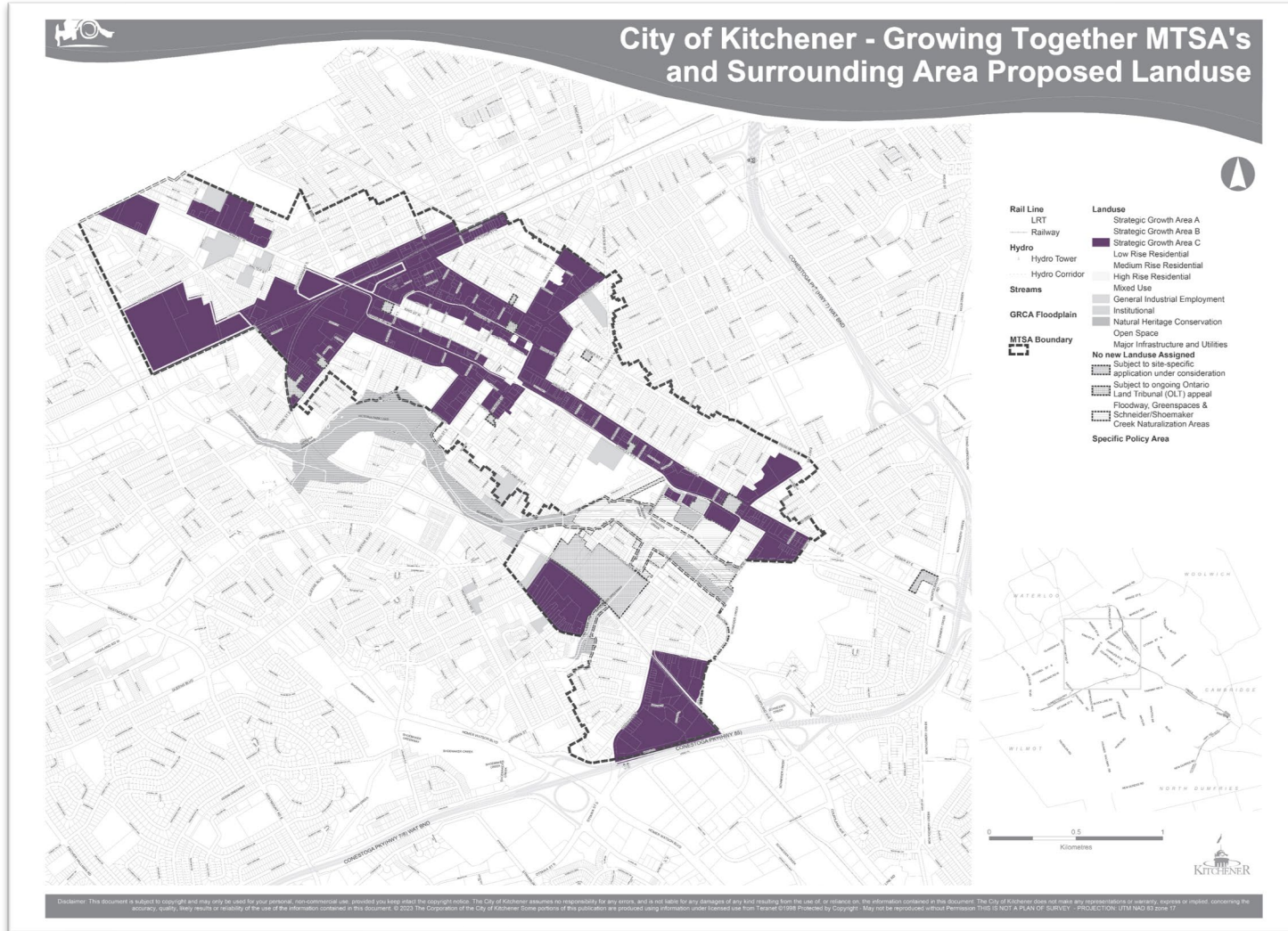
Existing and new low-rise buildings are still permitted in the SGAB land use.

No building over 25 storeys is permitted in the SGAB land use. Any development proposal for more than 25 storeys will require an Official Plan Amendment (OPA).

The implementing zoning also limits large portions of the SGAA areas to mid-rise only. Any development proposal for a high-rise building within a mid-rise zone will require a Zoning By-law Amendment (ZBA).

# Land Use Map

This map shows the **SGAC** land use. The SGAC land use is applied to large, underutilized sites and properties next to ION station stops, where high-density intensification can be supported, is expected, and is planned for. The SGA3 and SGA4 zones are applied within the SGAA land use.



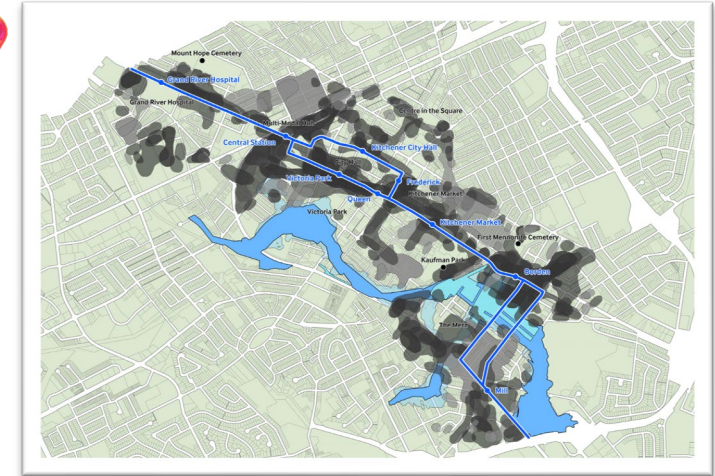
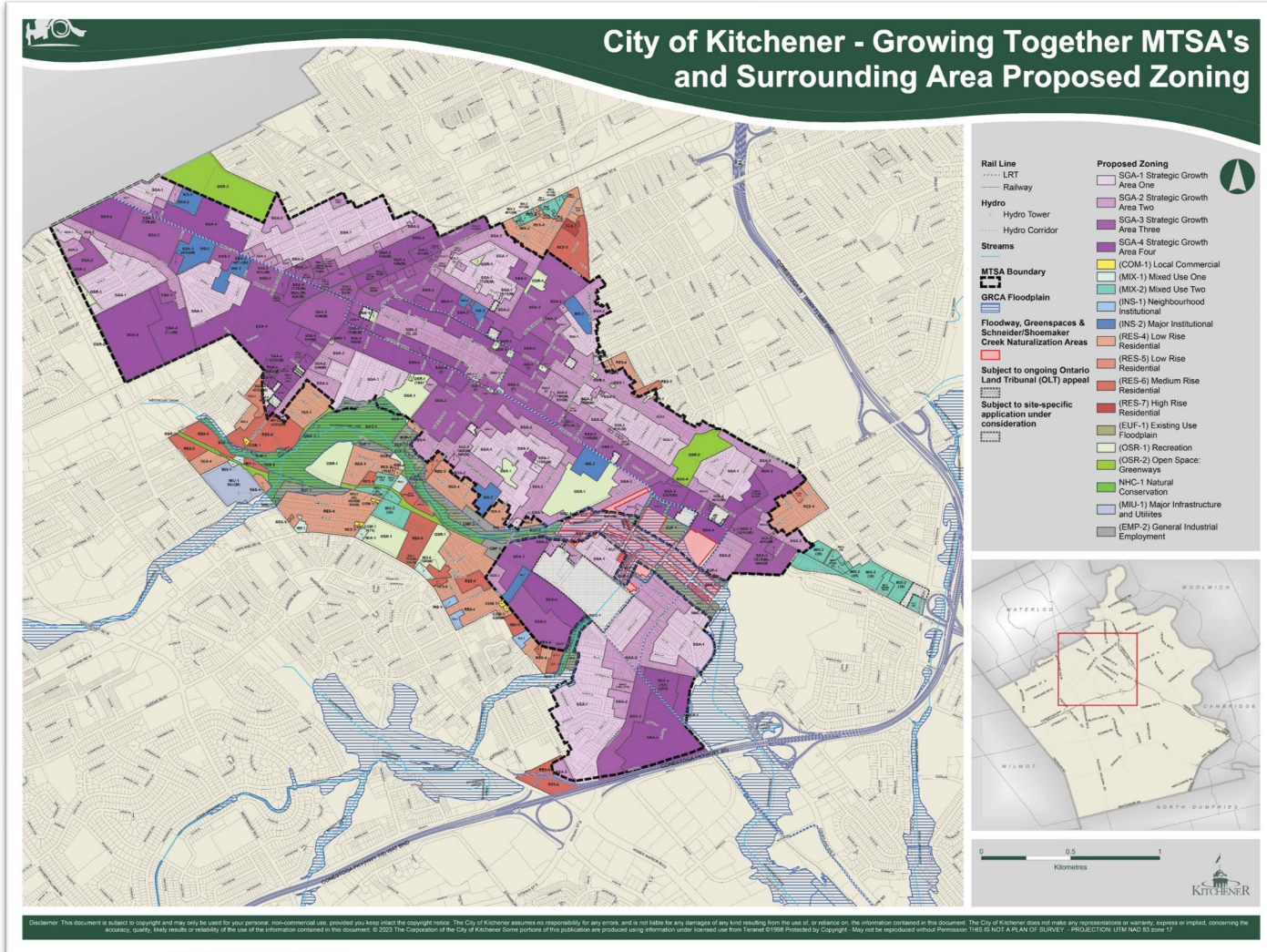
A full range of non-residential uses are permitted in the SGAC land use.

Existing and many new types of low-rise, as well as all types of mid-rise buildings are still permitted in the SGAC land use.

The implementing zoning also limits portions of the SGAC areas to 25 storeys. Any development proposal for a taller building within an SGA3 zone will require a Zoning By-law Amendment (ZBA) or a Minor Variance application.

# Zoning Map

Growing Together introduces four new zones to Kitchener's planning framework; Strategic Growth Areas 1 (SGA1), Strategic Growth Areas 2 (SGA2), Strategic Growth Areas 3 (SGA3) and Strategic Growth Areas 4 (SGA4).



The above map shows the combined results of all public workshops, where participants placed a variety of low, medium and high-rise buildings.

Please note that these maps are for illustrative purposes only. For a detailed map, please see our other draft materials.

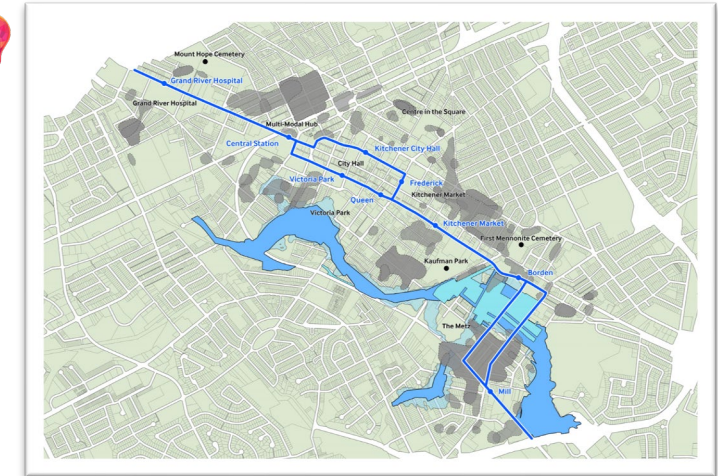
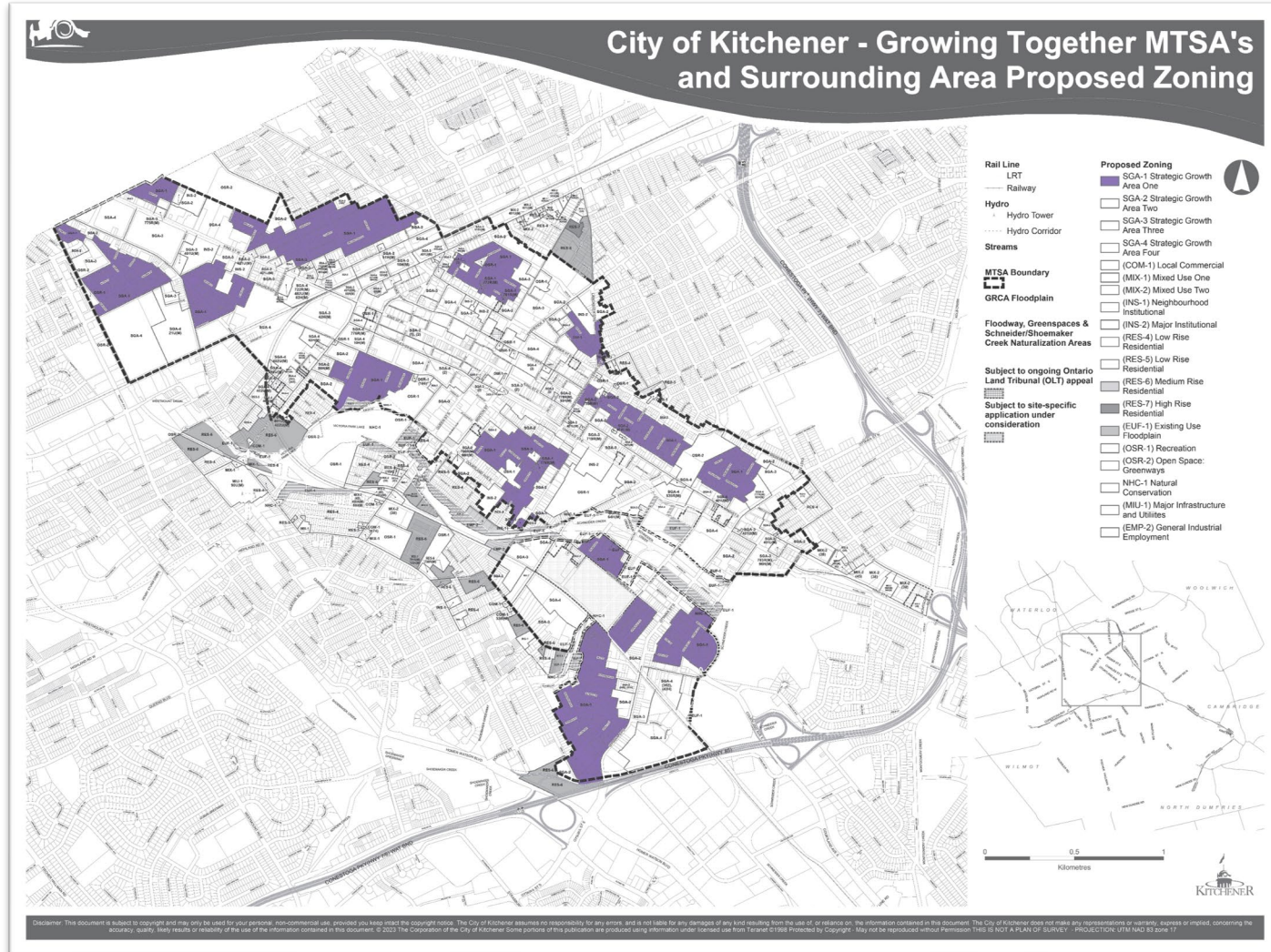
# How We Applied The Zones

Growing Together applies zones through several evaluation criteria. **This includes all of the criteria listed on the “How We Applied Land Uses” page above.** It also includes;

- The ability of individual properties to meet the regulations of their assigned zone. This means that an existing property is large enough and has the correct dimensions to fit buildings that the zoning regulations permit.
- Consideration for how lots could potentially consolidate in the future.
- The ability to require affordable housing units through Inclusionary Zoning by-law, and how to maximize the effectiveness of that by-law.
- Analyzing developments that have been approved through an Official Plan and Zoning By-law Amendment by Kitchener City Council.
- The policies in our Heritage Conservation District Plans and Cultural Heritage Landscapes.
- Minimum density targets for Protected Major Transit Station Areas, as well as accommodating enough growth to meet our Housing Pledge target.
- Transition principles, where one zone generally abuts the next higher or lower zone.
  - Like most evaluation criteria, this cannot always be achieved perfectly as we seek the best balance of all the above factors.
  - Staff have also created a specific transition regulation, to ensure that even where higher zones abut the SGA1 zone, a greater building setback is required for taller building elements.

# SGA1 Zoning Map

This map shows the Strategic Growth Areas 1 (SGA1) zone, where buildings are limited to low-rise heights at a maximum of 11 metres. They will allow missing middle infill housing along with complementary non-residential uses such as small shops, cafes, home businesses and more.



The above map shows the combined results of all public workshops, where participants placed low-rise buildings.

# SGA1 Zoning Highlights

Listed here are a few of the fundamental regulations that apply to the SGA1 zone;

- Building heights are limited to 11 metres, which is 3 storeys.
- There are minimum lot widths and areas, as well as building length regulations that apply to different sizes of buildings;
  - If a building has no more than 4 residential units, the minimum lot width is 12.0m and the minimum lot area is 350m<sup>2</sup>. The maximum building length is 20.0m
  - If a building has between 5 and 10 residential units, the minimum lot width is 12.0m and the minimum lot area is 450m<sup>2</sup>. The maximum building length is 24.0m
  - If a building has more than 11 residential units, the minimum lot width is 18.0m and the minimum lot area is 700m<sup>2</sup>. The maximum building length is 36.0m
  - For non-residential buildings, the minimum lot width is 15.0m and the minimum lot area is 600m<sup>2</sup>. The maximum building length is 36.0m.
- Parking is not required, but it is permitted.
- There are minimum setbacks;
  - The minimum front yard setback is 6.0m
  - The minimum exterior side yard setback is 4.0m
  - The minimum rear yard setback is 7.5m
  - For interior side yards, one setback must be at least 1.5m
  - The other interior side yard setback must be at least 2.5m



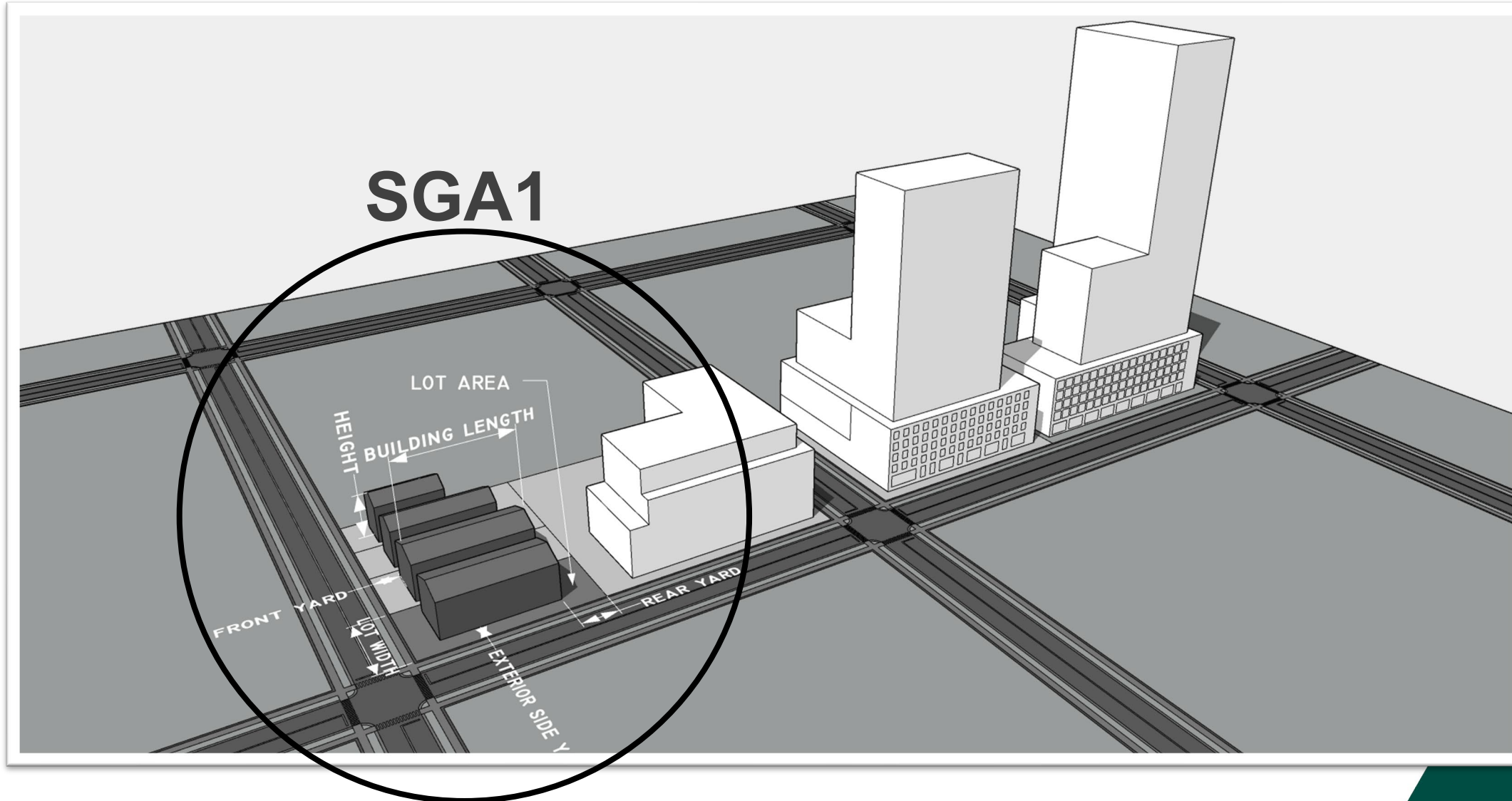
The art above represents a neighbourhood with SGA1 zoning, and is the art used for our fall postcard mailout to residents and property owners who fall within a proposed SGA1 zone. The postcard is shown below:

A postcard for the 'Growing Together' project. The top half features the same vibrant street scene artwork. Below the artwork, the text reads: 'KITCHENER GROWING TOGETHER PLANNING FOR KITCHENER'S MAJOR TRANSIT STATION AREAS'. There are two tabs: 'Project Artwork' (selected) and 'Study Topics'. Under 'Study Topics', there are six icons representing: Land Use &amp; Zoning, Growth &amp; Change, Housing, Sustainability, Built Form, and Mobility. Below this, there is a QR code and contact information for the City of Kitchener Growing Together Team. A section titled 'Additional information' states: 'A property you live on or own is proposed to be re-zoned to Strategic Growth Area 1. This zone permits low-rise residential and some non-residential uses up to 11m in height. This change does not affect how you use your property today, but may allow for new types of low-rise development in this zone in the future.' At the bottom, there are three numbered steps: 1. Draft land use and zoning are now available on the project website. 2. Continued community and stakeholder conversations on draft land use and zoning to inform staff recommendation to Council. 3. Recommendation report brought to Council for decision.



# SGA1 Zoning Diagram

Here's a diagram of what all that roughly looks like. Remember, these aren't real buildings, but just representative of what is possible to build;



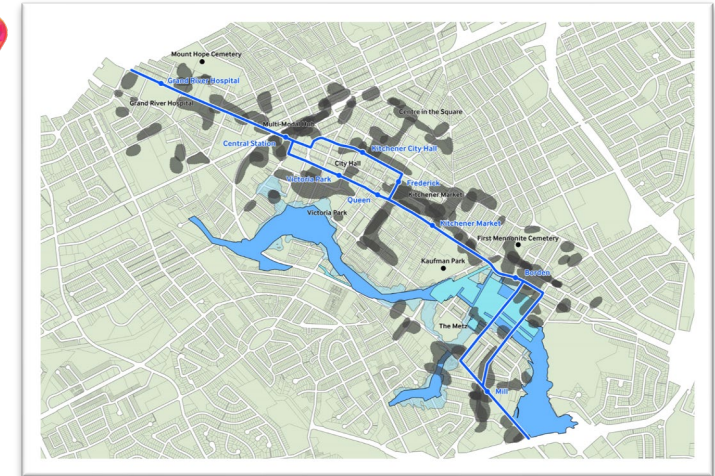
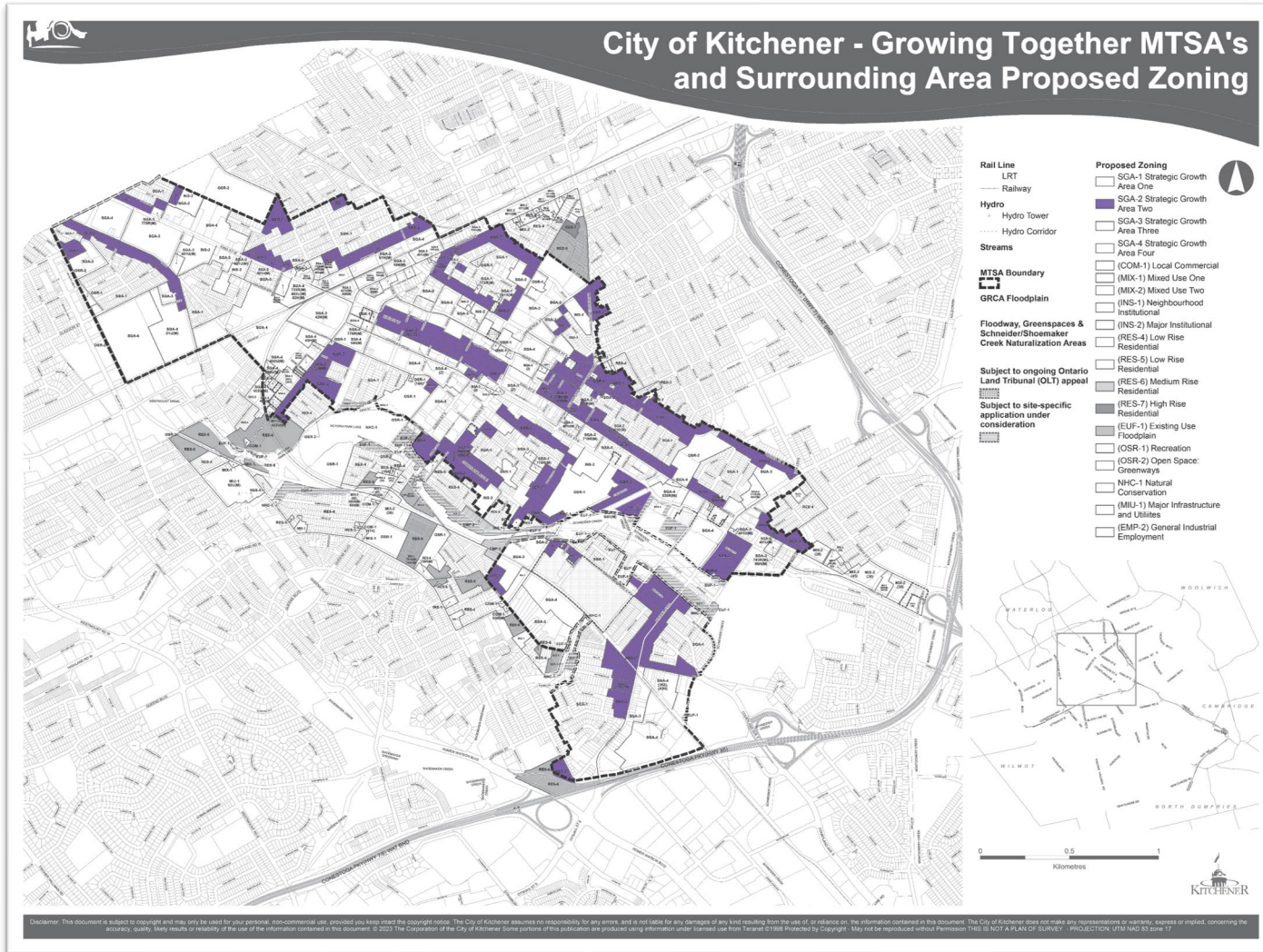
# SGA1 Building Types

Here are some photos of existing, newer buildings that fit within the SGA1 zone;



# SGA2 Zoning Map

This map shows the Strategic Growth Areas 2 (SGA2) zone, where buildings are limited to mid-rise heights up to 8 storeys. They will allow missing middle and mid-rise infill housing along with a range of non-residential uses including office, shops and services.

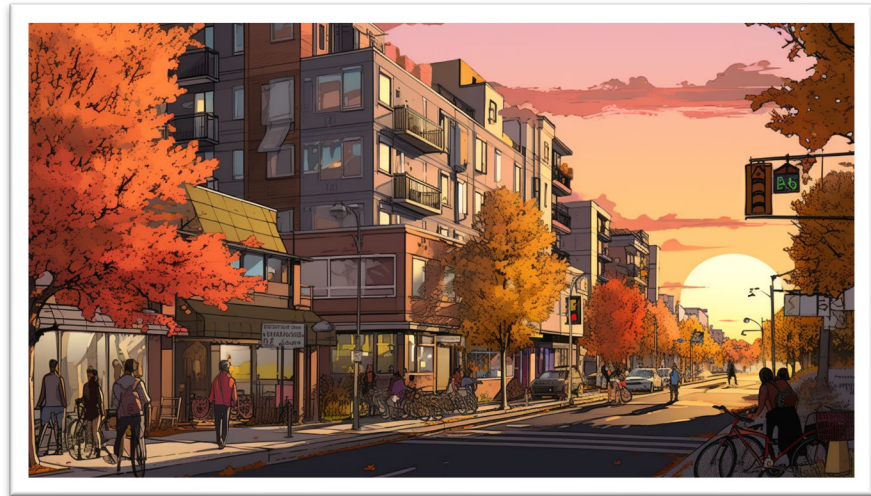


The above map shows the combined results of all public workshops, where participants placed mid-rise buildings.

# SGA2 Zoning Highlights

Listed here are a few of the important regulations that apply to the SGA2 zone;

- Building heights are limited to 8 storeys.
- There are minimum lot widths and areas, as well as building length regulations that apply to different heights of buildings;
  - Buildings require a minimum lot width of 30.0m and a minimum lot area of 1,500m<sup>2</sup>.
  - The 7<sup>th</sup> and 8<sup>th</sup> storeys of buildings must be setback an additional 3.0m and cannot exceed 60.0m in building length. They are limited to a 2,000m<sup>2</sup> floor plate.
  - Building height cannot exceed 12.0m (or 4 storeys) within 12.0m of an SGA1 or low-rise residential zone. The minimum setback for a building adjacent to an SGA1 or low-rise zone is 7.5m
  - Buildings must dedicate 20% of their site to landscaping and are required to provide 4.0m<sup>2</sup> of amenity space per unit.
- Parking is not required, but it is permitted.
- There is a minimum yard setback of 3.0m, which applies to front, rear and side yards.



The art above represents a neighbourhood with SGA1 zoning, and is the art used for our fall postcard mailout to residents and property owners who fall within a proposed SGA1 zone. The postcard is shown below:

**KITCHENER**  
**GROWING TOGETHER**  
PLANNING FOR KITCHENER'S MAJOR TRANSIT STATION AREAS

To learn more about the project and participate in the process visit:  
[www.engagewr.ca/growingtogether](http://www.engagewr.ca/growingtogether)

Submit comments to:  
City of Kitchener  
Growing Together Team  
519.741.2200 x 7027  
growingtogether@kitchener.ca  
200 King St. W., Kitchener ON, N2G 4G7

Additional information:  
A property you live on or own is proposed to be re-zoned to **Strategic Growth Area 2**. This zone permits mid-rise residential and non-residential uses up to 8 storeys in height. This change does not affect how you use your property today, but may allow for new types of mid-rise development in this zone in the future.

**Current status:**  
1 Draft land use and zoning are now available on the project website.  
2 Continued community and stakeholder conversations on draft land use and zoning to inform staff recommendation to Council.  
**Next steps:**  
3 Recommendation report brought to Council for decision.

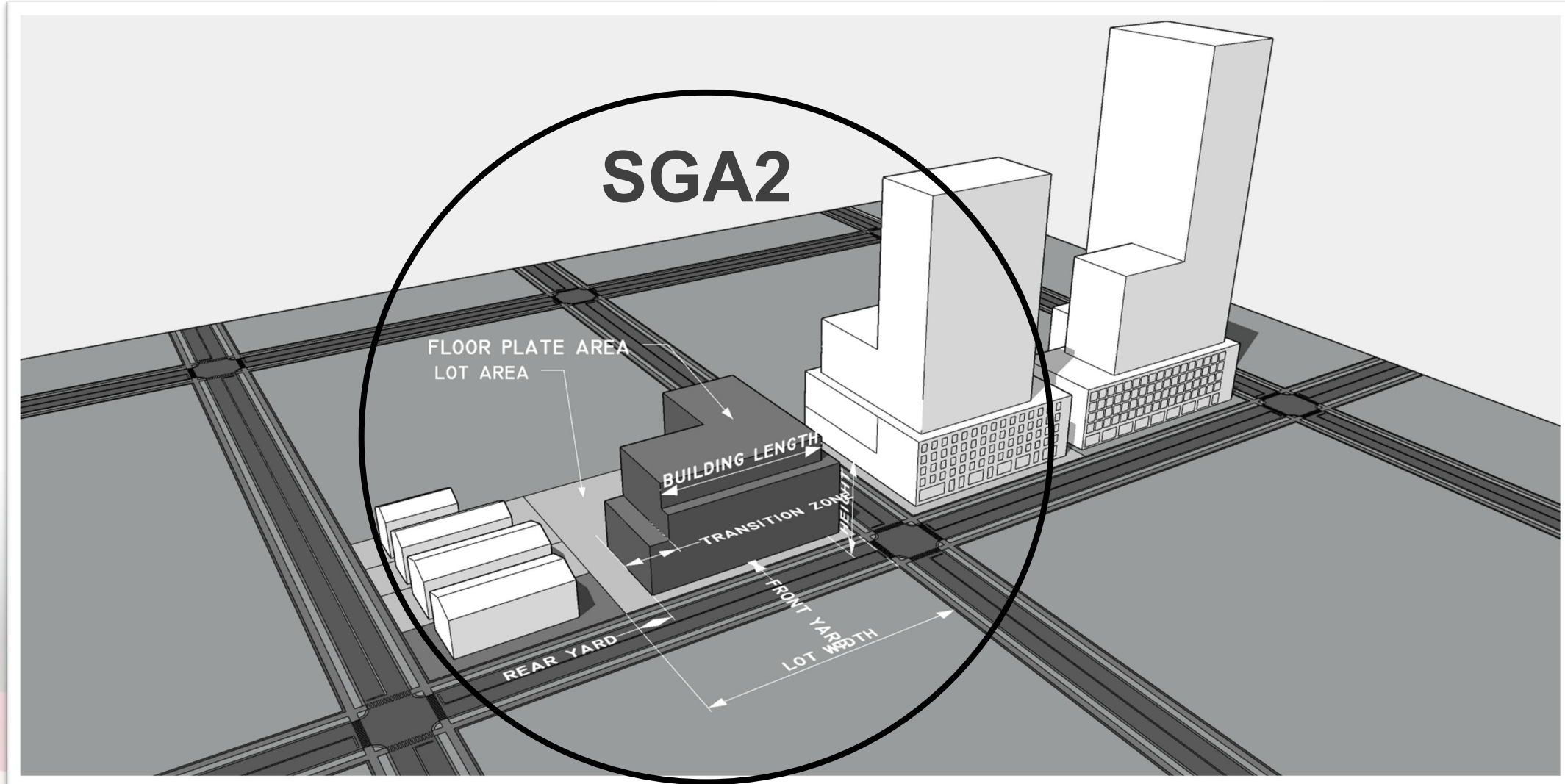
Project Artwork ▲ Study Topics ▼

Land Use & Zoning Growth & Change Housing Sustainability Built Form Mobility

**KITCHENER**

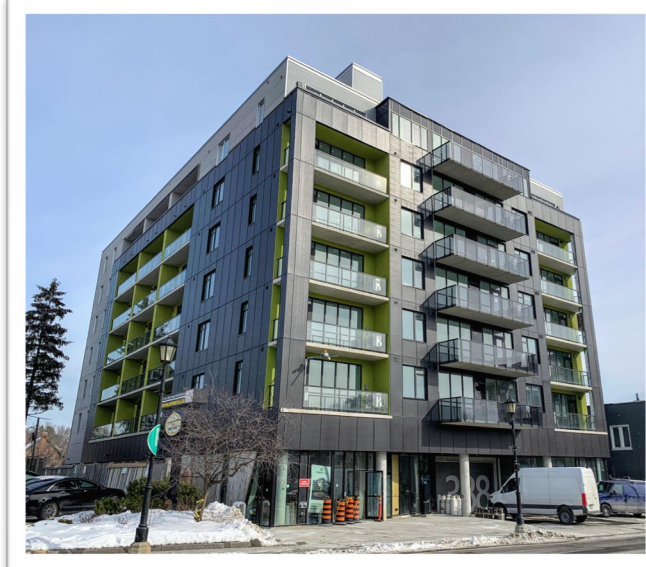
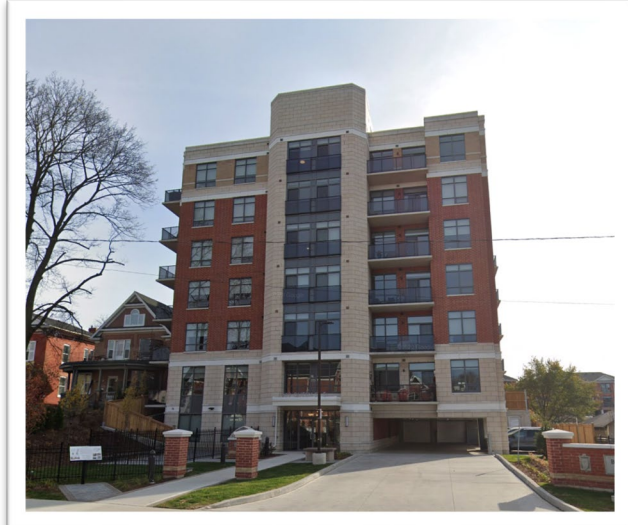
# SGA2 Zoning Diagram

Here's a diagram of what all that roughly looks like. Remember, these aren't real buildings, but just representative of what is possible to build;



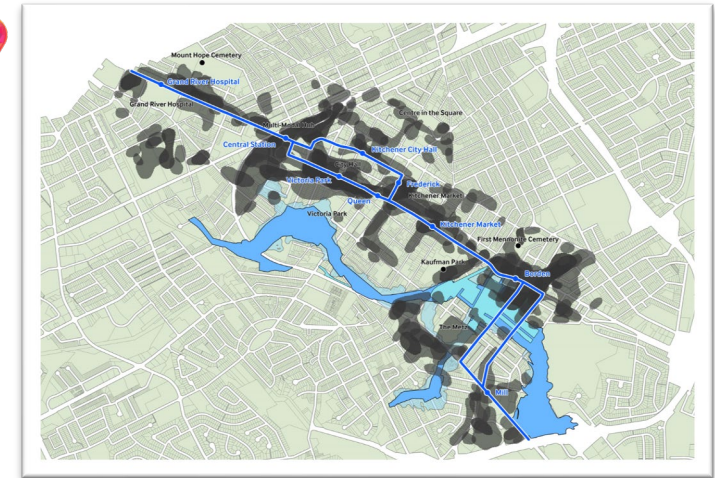
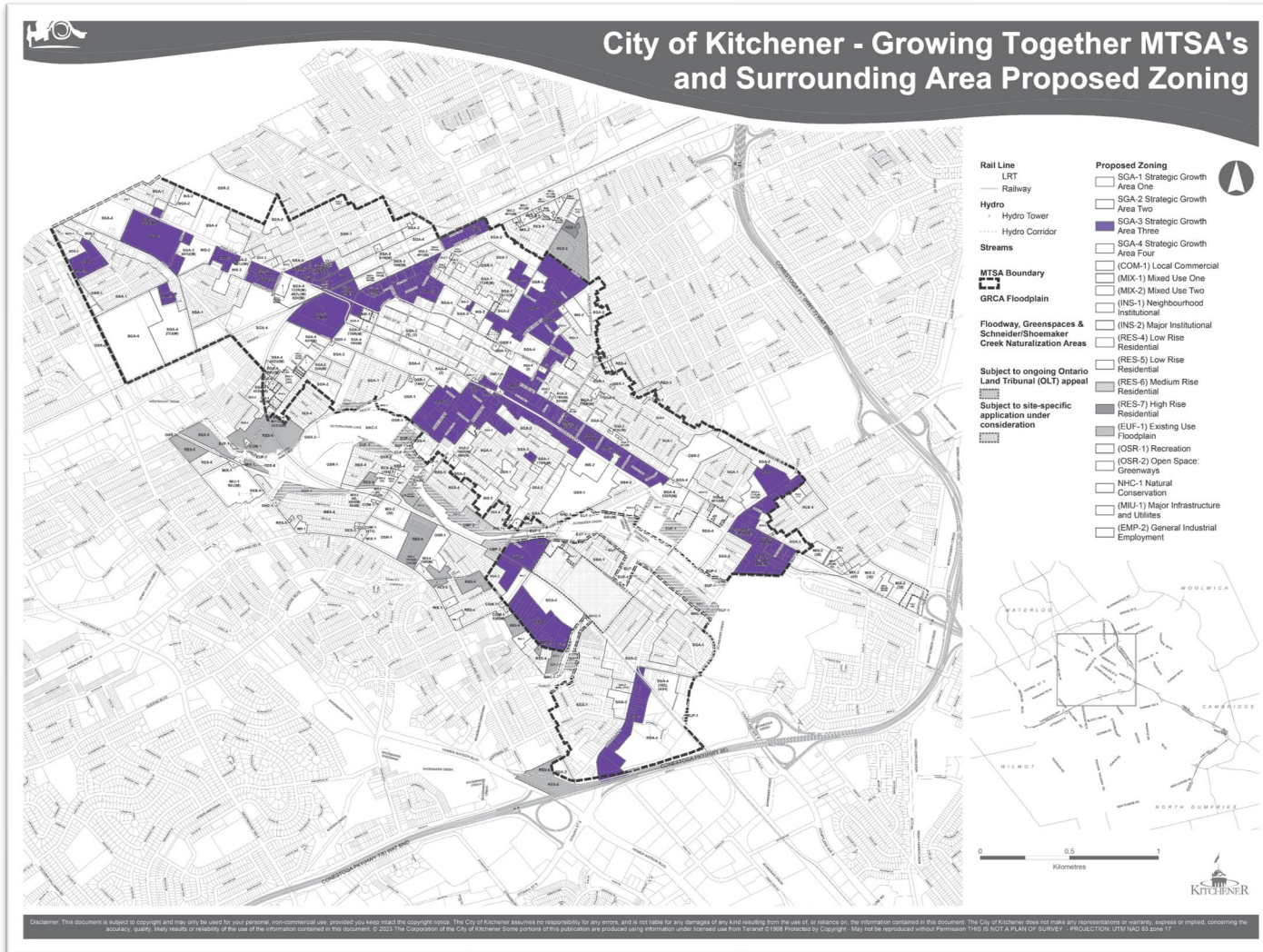
# SGA2 Building Types

Here are some photos of existing, newer buildings that fit within the SGA2 zone;



# SGA3 Zoning Map

This map shows the Strategic Growth Areas 3 (SGA3) zone, where buildings are limited to high-rise heights up to 25 storeys. They will allow missing middle, mid-rise and high-rise infill housing along with a range of non-residential uses.

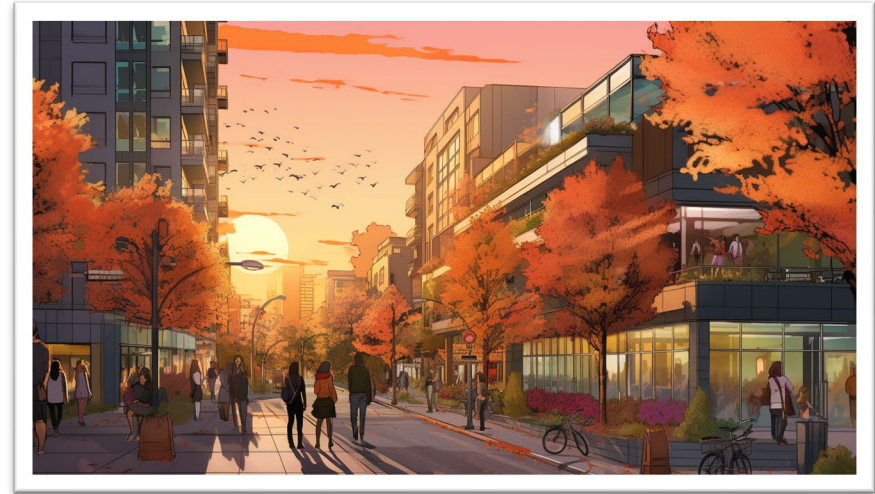


The above map shows the combined results of all public workshops, where participants placed mid-rise and high-rise buildings.

# SGA3 Zoning Highlights

Listed here are a few of the important regulations that apply to the SGA3 zone;

- Building heights are limited to 25 storeys.
- There are minimum lot widths and areas, as well as building length regulations that apply to different heights of buildings;
  - Buildings up to 12 storeys require a minimum lot width of 30.0m and a minimum lot area of 1,500m<sup>2</sup>. They have a maximum building length of 60.0m, a maximum floor plate area of 2,000m<sup>2</sup>, and a physical separation requirement of 6.0m.
  - Buildings up to 18 storeys require a minimum lot width of 36.0m and a minimum lot area of 1,800m<sup>2</sup>. They have a maximum building length of 54.0m, a maximum floor plate area of 1,200m<sup>2</sup>, and a physical separation requirement of 9.0m.
  - Buildings up to 25 storeys require a minimum lot width of 42.0m and a minimum lot area of 2,000m<sup>2</sup>. They have a maximum building length of 48.0m, a maximum floor plate area of 900m<sup>2</sup>, and a physical separation requirement of 12.0m.
- Parking is not required, but it is permitted.
- There is a minimum yard setback of 3.0m.
- Building height cannot exceed 12.0m within 12.0m of an SGA1 or low-rise residential zone. The minimum setback for a building adjacent to an SGA1 or low-rise zone is 7.5m
- Buildings are required to provide 8.0m<sup>2</sup> of amenity space per unit.



The art above represents a neighbourhood with SGA3 zoning, and is the art used for our fall postcard mailout to residents and property owners who fall within a proposed SGA3 zone. The postcard is shown below:

**KITCHENER**  
**GROWING TOGETHER**  
PLANNING FOR KITCHENER'S MAJOR TRANSIT STATION AREAS

Project Artwork ▲ Study Topics ▼

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City of Kitchener  
Growing Together Team  
519.741.2200 x 7027  
growingtogether@kitchener.ca  
200 King St. W., Kitchener ON, N2G 4G7

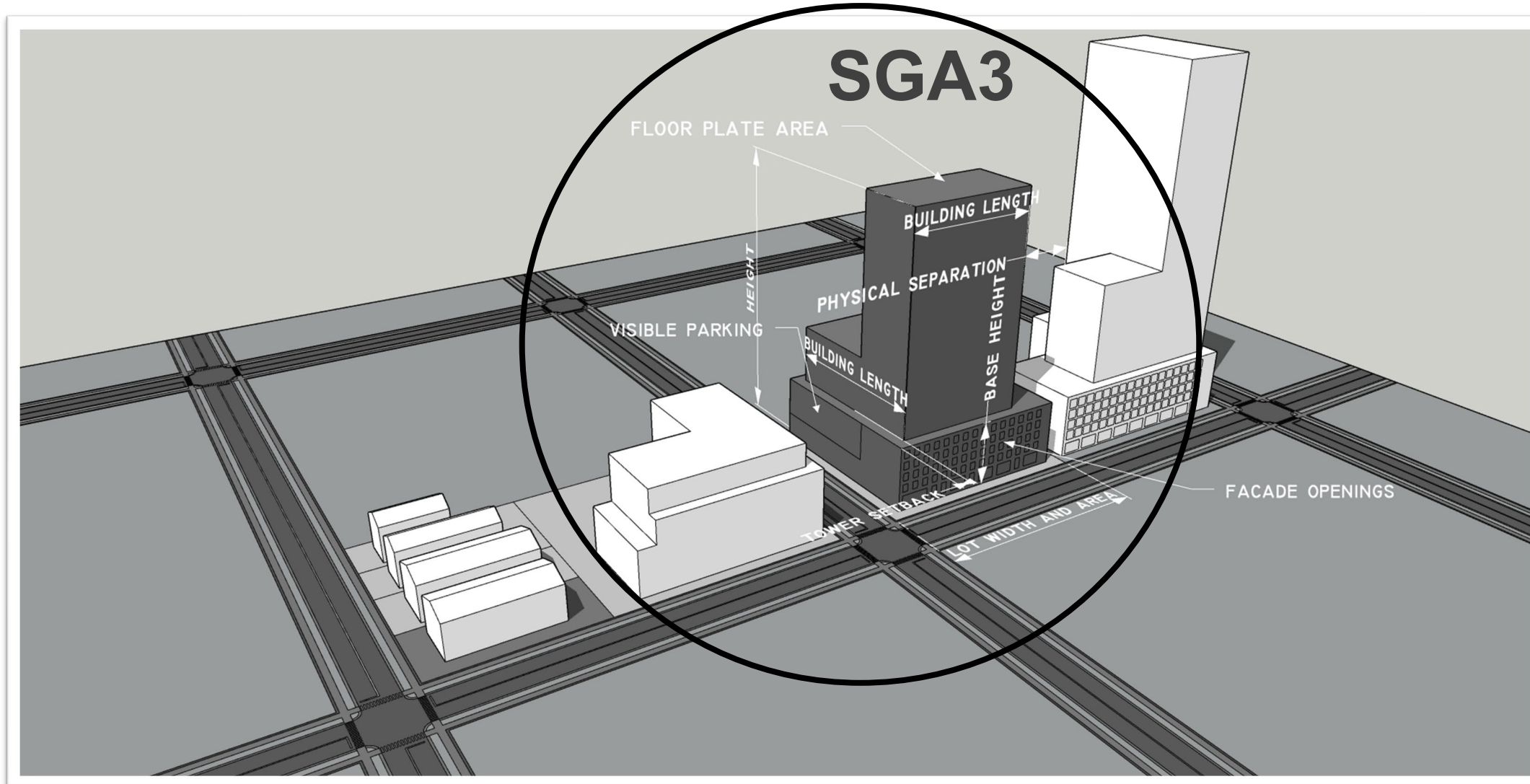
Additional information:  
A property you live on or own is proposed to be re-zoned to Strategic Growth Area 3. This zone permits high-rise residential and non-residential uses up to 25 storeys in height. This change does not affect how you use your property today, but may allow for new types of high-rise development in this zone in the future.

**Current status:**  
1 Draft land use and zoning are now available on the project website.  
2 Continued community and stakeholder conversations on draft land use and zoning to inform staff recommendation to Council.  
**Next steps:**  
3 Recommendation report brought to Council for decision.



# SGA3 Zoning Diagram

Here's a diagram of what all that roughly looks like. Remember, these aren't real buildings, but just representative of what is possible to build;



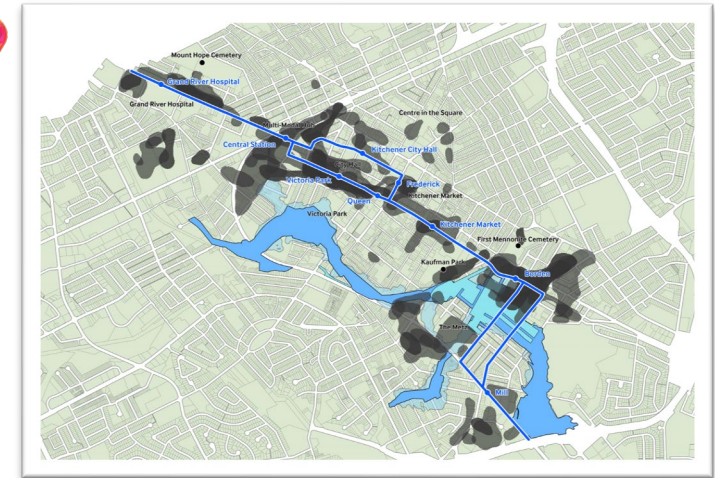
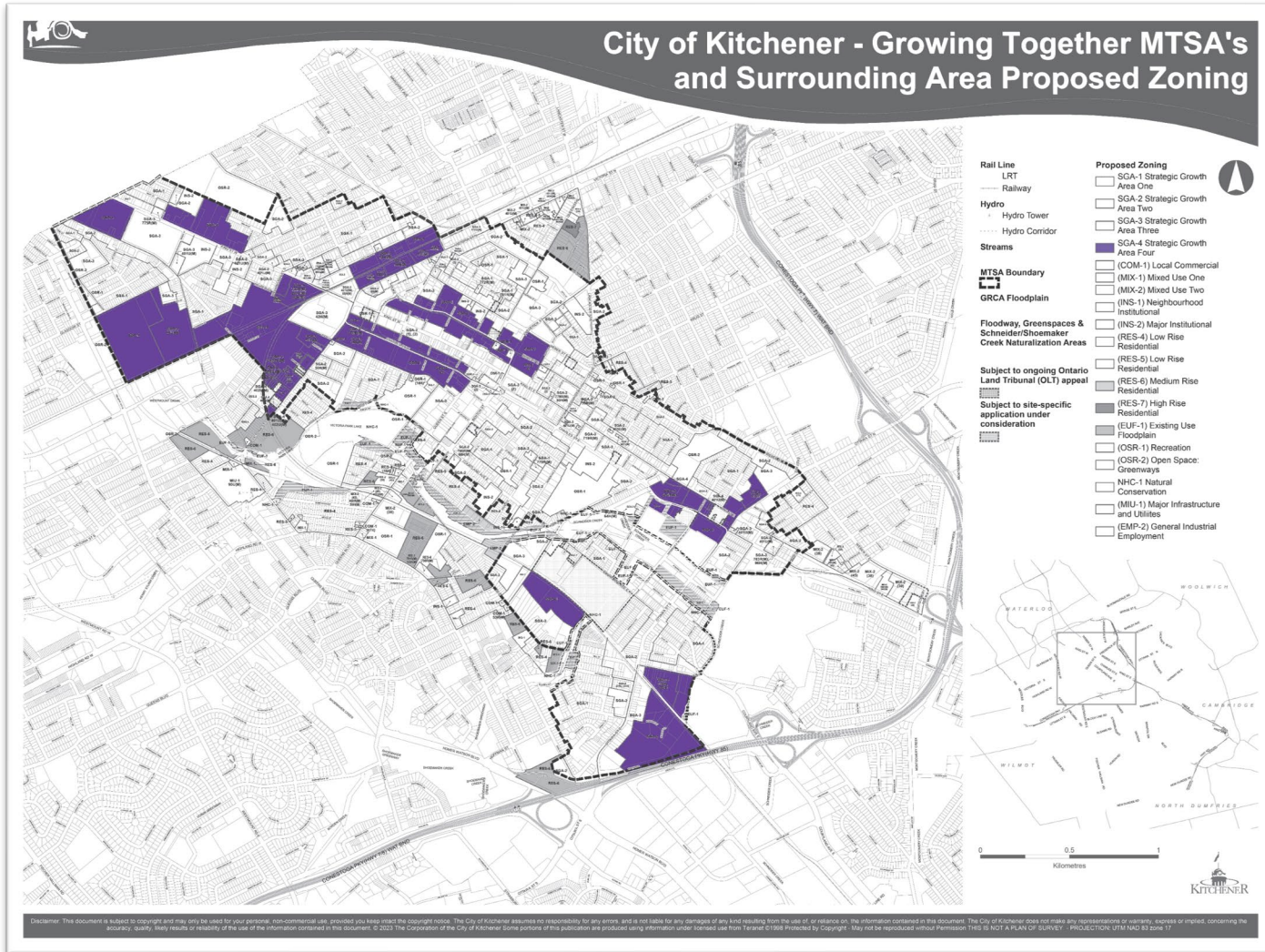
# SGA3 Building Types

Here are some photos of existing, newer buildings that fit within the SGA3 zone;



# SGA4 Zoning Map

This map shows the Strategic Growth Areas 4 (SGA4) zone, where buildings are not limited by height. They will allow missing middle, mid-rise and high-rise infill housing along with a range of non-residential uses.



The above map shows the combined results of all public workshops, where participants placed high-rise buildings.

# SGA4 Zoning Highlights

Listed here are a few of the important regulations that apply to the SGA4 zone;

- There are minimum lot widths and areas, as well as building length regulations that apply to different heights of buildings;
  - Buildings up to 12 storeys require a minimum lot width of 30.0m and a minimum lot area of 1,500m<sup>2</sup>. They have a maximum building length of 60.0m, a maximum floor plate area of 2,000m<sup>2</sup>, and a physical separation requirement of 6.0m.
  - Buildings up to 18 storeys require a minimum lot width of 36.0m and a minimum lot area of 1,800m<sup>2</sup>. They have a maximum building length of 54.0m, a maximum floor plate area of 1,200m<sup>2</sup>, and a physical separation requirement of 9.0m.
  - Buildings up to 36 storeys require a minimum lot width of 42.0m and a minimum lot area of 2,000m<sup>2</sup>. They have a maximum building length of 48.0m, a maximum floor plate area of 900m<sup>2</sup>, and a physical separation requirement of 12.0m.
  - Buildings over 36 storeys require a minimum lot width of 48.0m and a minimum lot area of 2,400m<sup>2</sup>. They have a maximum building length of 36.0m, a maximum floor plate area of 850m<sup>2</sup>, and a physical separation requirement of 15.0m.
- Parking is not required, but it is permitted.
- There is a minimum yard setback of 3.0m.
- Building height cannot exceed 12.0m within 12.0m of an SGA1 or low-rise residential zone. The minimum setback for a building adjacent to an SGA1 or low-rise zone is 7.5m
- Buildings are required to provide 8.0m<sup>2</sup> of amenity space per unit.



The art above represents a neighbourhood with SGA4 zoning, and is the art used for our fall postcard mailout to residents and property owners who fall within a proposed SGA4 zone. The postcard is shown below:

**KITCHENER**  
**GROWING TOGETHER**  
PLANNING FOR KITCHENER'S MAJOR TRANSIT STATION AREAS

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Growing Together Team  
519.741.2200 x 7027  
growingtogether@kitchener.ca  
200 King St. W., Kitchener ON, N2G 4G7

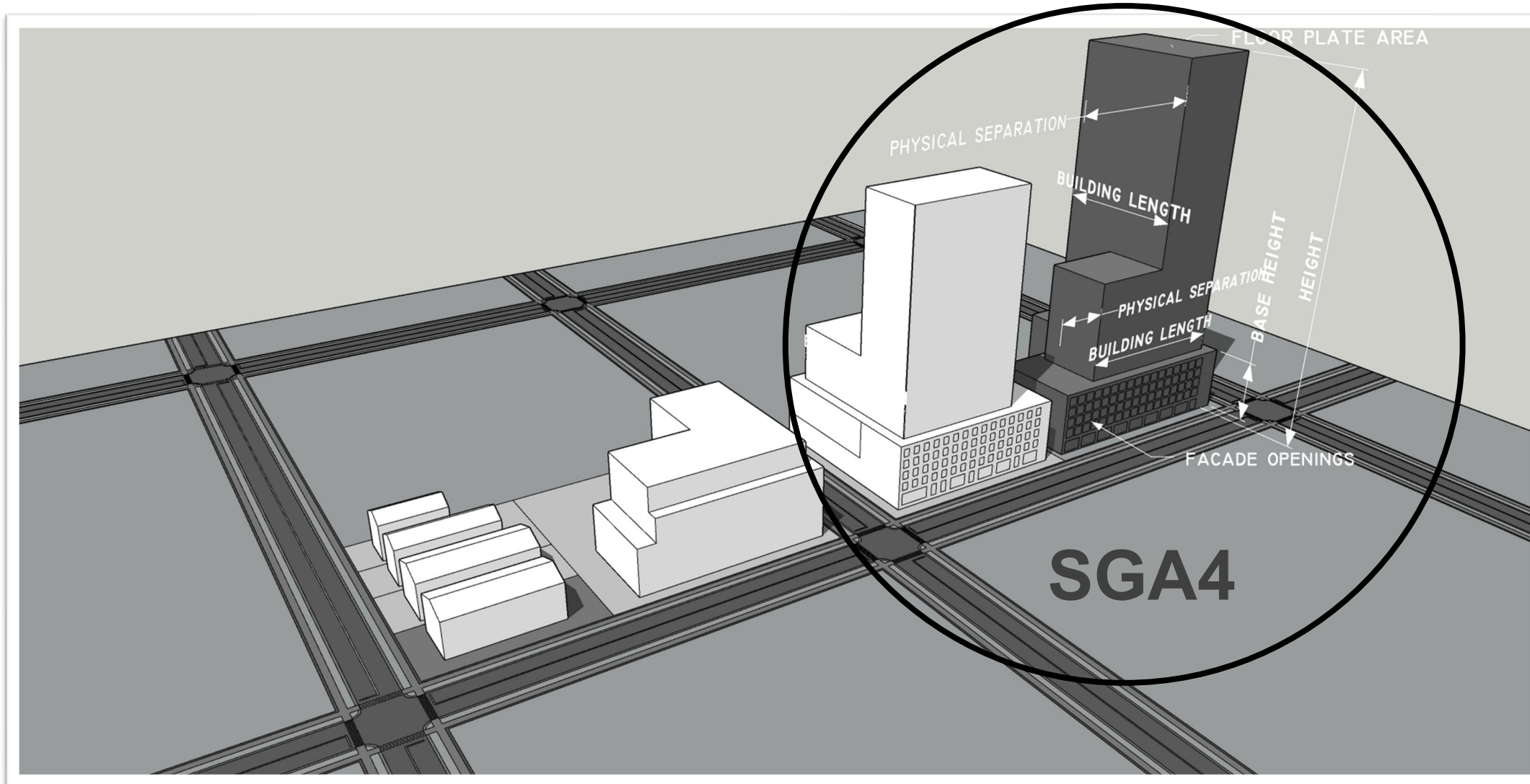
Additional information:  
A property you live on or own is proposed to be re-zoned to Strategic Growth Area 4. This zone permits high-rise residential and non-residential uses without limiting height. This change does not affect how you use your property today, but may allow for new types of high-rise development in this zone in the future.

**Current status:**  
1 Draft land use and zoning are now available on the project website.  
2 Continued community and stakeholder conversations on draft land use and zoning to inform staff recommendation to Council.  
3 Recommendation report brought to Council for decision.

**Next steps:**

# SGA4 Zoning Diagram

Here's a diagram of what all that roughly looks like. Remember, these aren't real buildings, but just representative of what is possible to build;



# SGA4 Building Types

Here are some photos of existing, newer buildings that fit within the SGA4 zone. There are several approved but not built projects that fit the SGA4 zone so we'll also show some renderings of some of those proposals as well;



# More of the Basics of Growing Together



# What are the Basics of Growing Together?

Now that we've looked through the proposed land use and zoning maps, what are the basics of what Growing Together is planned to achieve? Through an Official Plan Amendment and a Zoning By-law Amendment, Growing Together proposes new land uses, policies and zoning regulations for properties within Kitchener's Protected Major Transit Station Areas.

- **Why?** PMTSAs are unique. Through our engagement, analysis, and testing, it was clear that we needed land uses and zones that responded to the unique opportunities and challenges that exist within PMTSAs. PMTSAs are the most complex areas of the city, and we'll explore why throughout this guide.

Growing Together tries to reconcile a lot of different perspectives and tries to provide the greatest possible amount of certainty *and* flexibility.

- **How?** Through the way we have set up the land use and zoning framework. We are proposing more pathways to different kinds of development, but with more specific guidance on where and how development can happen.
- It's also key that our policies and regulations be realistic and represent building types that can be and are being built in Kitchener today. In doing so, we improve the odds that proposed developments will meet the rules we've proposed, and not proceed through other processes instead (OPAs & ZBAs).

Growing Together encourages complementary built form through transition, separation, and zoning regulations that control for the scale and impact of new buildings.

- **How?** While we have been implementing tall building design through our Urban Design Manual since 2017, Growing Together proposes tall building regulations for the first time, including the space between taller buildings to ensure that impacts from shadows and wind are managed appropriately. It also proposes maximum building lengths and tower floor areas.
- Additionally, Growing Together proposes a transition policy that restricts the height of higher density development to 12m within a 12m setback of low-rise zoned areas.



# What are the Basics of Growing Together?

Growing Together allows a broader range of uses for all building types.

- **Why?** It is important that all areas of PMTSAs allow for non-residential uses that will lead to more complete communities, where most of a person's daily needs can be met with a short walk, ride, roll or transit ride.
- By allowing small shops and small businesses in low-rise areas, we can not only meet more people's needs more effectively, but we can also encourage home businesses to establish themselves without the cost and risk of leasing a traditional retail space. 🎨 🎨



This is a photo of the Missing Middle Block exercise that was part of our summer engagement. Staff asked community members to tell us what kinds of shops and services they'd like to see in low-rise neighbourhoods.


- 🎨 Not only does this allow a broader range of shops and business types that would struggle to survive if they were more restricted, it also creates more pathways for these businesses to scale up over time and move on to larger spaces in more central areas. This will help encourage more local small businesses and help them become competitive with larger chains.
- 🎨 Combining priority streets with broader non-residential permissions overall allows for a lot of different types of business to all survive and thrive within Kitchener's PMTSAs at a time when retail, in particular, is very challenging. We heard very strong support for both approaches through our summer public engagements, which focused specifically on priority streets and small business on low-rise blocks through two separate exercises.

# What are the Basics of Growing Together?

Growing Together no longer requires development to provide a certain amount of vehicle parking. 

- **Why?** Required parking rates add significant, usually unnecessary expense to new development. Kitchener's Missing Middle and Affordable Housing report notes that requiring parking is one of the major reasons why low-rise and mid-rise developments are challenging to build. PMTSAs are also walkable, cyclable and rollable, and serviced by transit, and simply don't need that much parking to meet the needs of the community. **Most recent developments in Kitchener's PMTSAs have been approved with reduced parking rates.**
- Does this mean new developments will no longer provide parking? **No, it means that new developments will provide the amount of parking that their users need, rather than a flat rate required through zoning. This is one way we can help reduce the cost of new housing.**
- In the longer term, not requiring parking encourages less dependency on personal vehicles and also leaves more space for landscaping including trees. This will help Kitchener meet its sustainability goals.

Growing Together no longer uses Floor Space Ratio (FSR) to regulate density, using a variety of form-based regulations instead. 

- **Why?** FSR is not a tool that performs well when guiding infill development in a complex, already built-up area of the city. This is because, to result in similar built-forms, it requires properties to all be the same size, shape and dimension. Kitchener's PMTSAs have properties of all different shapes and sizes. Growing Together uses built-form regulations instead, which will lead to more predictable outcomes, as the regulations guiding our buildings will be based on the building design rather than just the dimensions of the property. 



There are minimum requirements for bicycle parking.



Floor Space Ratio, also known as Floor Area Ratio, is a calculation that allows a building to be a certain size relative to the lot it's built on. For example, an FSR of 10 means that the building area can be 10x the lot area. If the building footprint was the same size as the lot with no setbacks, the result would be a 10 storey building. If the building footprint was half the size of the lot, it could be 20 storeys. Because lots in PMTSAs come in all shapes and sizes, FSR makes it hard to predict what kinds of buildings can or will be built on a lot.



Growing Together does still regulate things like lot width and lot area, to ensure that buildings fit well on their sites.

# What are the Basics of Growing Together?

Growing Together adds extra guidance for *Priority Streets* to ensure that they contribute to a better public realm with more *active uses*.

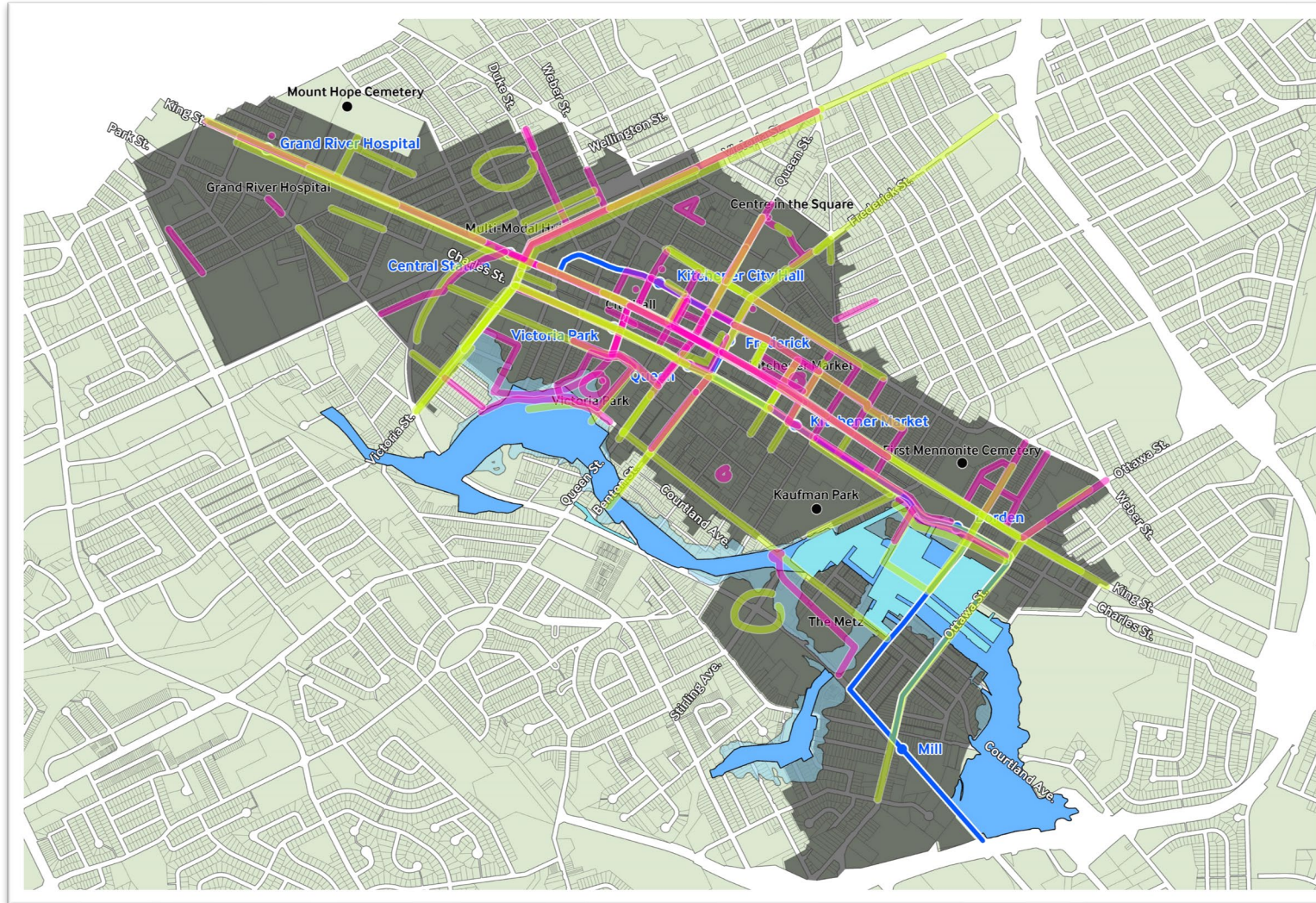
- **What are priority streets?** Priority streets are streets or street segments that have been identified through our community engagement and analysis as the most important places to concentrate active uses like shops, services and community uses.
- They connect ION stops with important destinations like the Kitchener Market, Victoria Park and more.
- Priority streets have specific policies that will help ensure development along them helps make Kitchener's PMTSAs better connected with more things to see and do.



This is a photo from our July 17<sup>th</sup> engagement at Kitchener Ribfest. Here, we're having one of many conversations about priority streets with community members.

# Priority Streets

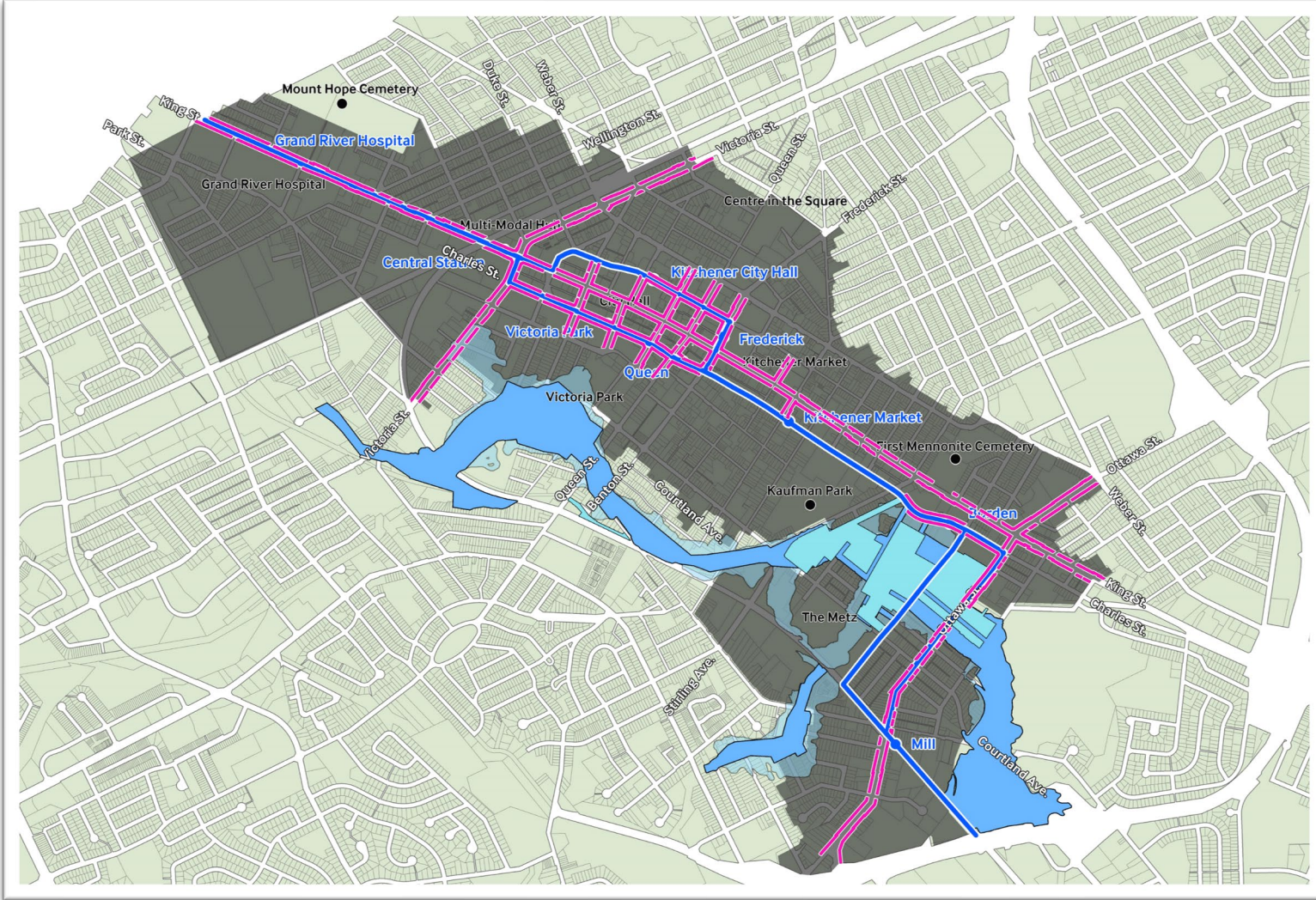
This map shows the results of our community engagement on priority streets. Pink lines represent streets that people felt were already high-quality urban streets. Yellow lines represent streets that people felt should be, but weren't yet, high-quality urban streets.



Above is a photo of one of the priority streets maps created by Kitchener community members. Staff digitized over 25 of these maps to create the map you see on the left.

# Priority Streets

This map shows the proposed priority streets network. New buildings along these pink segments will need to have active uses on the ground floor and will have other regulations applied to ensure they help create more urban streets for all.



Priority streets are focused on connecting ION stops to surrounding areas, ensuring that downtown Kitchener remains a primary destination for people from all over, and enhancing major streets such as King, Victoria and Ottawa.

# Questions



# Addressing Some Questions and Concerns

In this section, we will try to address a series of questions and concerns we have heard from the community. Broadly, the feedback we have received from our 10 community engagements to date has been very positive. But as with any complex process with many competing interests, we also heard a wide range of concerns, opinions, and questions on all kinds of different topics.

We seek to find the best balance of policies, regulations and guidelines that provide the most benefit to the most people, while addressing important big-picture issues like the housing crisis and climate emergency through the planning tools we have available.

We're looking to create a good fit between our planning policies and the realities of growth and development both today and in the future, to ensure our policies have success on the ground.

On the following slides, we will try to navigate several of these questions and concerns in as straightforward a manner as possible. Some are things we heard frequently from the community, some are things we only heard once or twice.

**Thank you to everyone who has engaged with us for providing your honest feedback throughout the process.**



# What Are Some Areas of Agreement?

Throughout our many public engagements and conversations with stakeholders, we heard many different perspectives on any number of different issues. So what are some common areas of agreement?

- **Any person who wants to live in Kitchener's PMTSAs should be able to, in housing that suits their needs that they can afford.**
- **Growth and intensification should occur within PMTSAs, because they provide the best access to transit, services and amenities.**
- **It is important to protect farmland by growing within already built-up areas of the city.**
- **Transit-oriented development contributes to walkable and vibrant PMTSAs by bringing a greater number of more diverse people to the city core.**
- **There should be more shops, services and institutions in Kitchener's PMTSAs to serve a growing and diverse population.**
- **Kitchener's PMTSAs and downtown should continue to be a regional centre for commerce, arts & culture, public space and events.**
- **More small shops and services should be allowed in low-rise areas of PMTSAs.**
- **Additional green space and parks needs to be considered as the city grows.**
- **Community infrastructure needs to keep pace with growth.**




# Why Do PMTSAs Need New Land Uses and Zones?

PMTSAs are unique. They are complex and challenging.

We need to allow for more compact development in PMTSAs than elsewhere. Land in PMTSAs is more expensive, in limited supply, and more impacted by things like existing or historical uses and structures, heritage considerations, and more.

PMTSAs are the only geography where Inclusionary Zoning can be applied. 

PMTSAs are the only geography served by the ION light rail transit system, which has transformed and will continue to transform the way growth and change happens in these areas.

PMTSAs serve the greatest number and variety of Kitchener residents. PMTSAs are home to major institutions such as Grand River Hospital and Centre in the Square. They are home to much of our employment base, from major companies like Google to new start ups and small businesses. Many of our post-secondary institutions are in PMTSAs, including buildings/campuses for the University of Waterloo, McMaster University, Laurier University and Conestoga College. PMTSAs are the focus of many of our major events and cultural celebrations. They are home to thousands of people of all ages, abilities, family types, backgrounds and incomes. PMTSAs need to provide for the needs of all kinds of people, in all different housing forms, as well as all kinds of businesses and institutions. 

To effectively guide growth and change in PMTSAs, we need land uses and zones that are designed to meet their complex needs.



Inclusionary zoning allows the city to require affordable housing units as part of development and can only be used within Protected Major Transit Station Areas.



Land uses and zones in PMTSAs need to accommodate everything from a single detached house to a high-rise apartment building. They need to serve the needs of small businesses and huge multi-national corporations in all kinds of sectors. They need to work for hospitals, high-schools, universities and research institutions. They need to enable social services, supportive and affordable housing, and more.

# What Are the Form-Based Regulations?


Growing Together proposes to regulate several things, some old, some new.

First, there are proposed regulations for lot width, lot area and building. This makes sure that properties are large enough to comfortably fit the kinds of buildings that are permitted by the rest of the zoning.

Next, there are proposed regulations for the building *base* for mid-rise and tall buildings. We propose minimum and maximum building base heights, to ensure a human-scale streetscape. Additional height must be setback further from the street, minimizing it's impact.

We also propose to regulate things like minimum façade openings, or how many windows are required. This makes sure buildings don't have blank walls along the street. Additionally, we regulated how much structured parking can be visible along the building base.

Once buildings start to get taller, we propose to regulate things like *maximum building length*, *maximum floor plate area*, and *physical separation*. These are measurements that ensure taller buildings don't get too long or large, and it makes sure there is enough space between taller buildings to ensure access to light and privacy for building occupants and surrounding residents.

Finally, in 3 of our 4 zones, we propose to regulate building height. The SGA1 zone limits building heights to 3 storeys. SGA2 limits heights to 8 storeys. SGA3 limits heights to 25 storeys. SGA 4 does not limit building heights, but does still regulate all the other things mentioned above. 



Did you know that Kitchener has always had zones without height limits? Our existing downtown zones do not strictly regulate height. One of them, the D4 zone, doesn't regulate height or density, and resembles our proposed SGA4 zone, though it lacks the form-based regulations that we are proposing. The RES7 zone and the MIX4 zone do not have height limits either.

# Why Not Keep the Existing Secondary Plans?

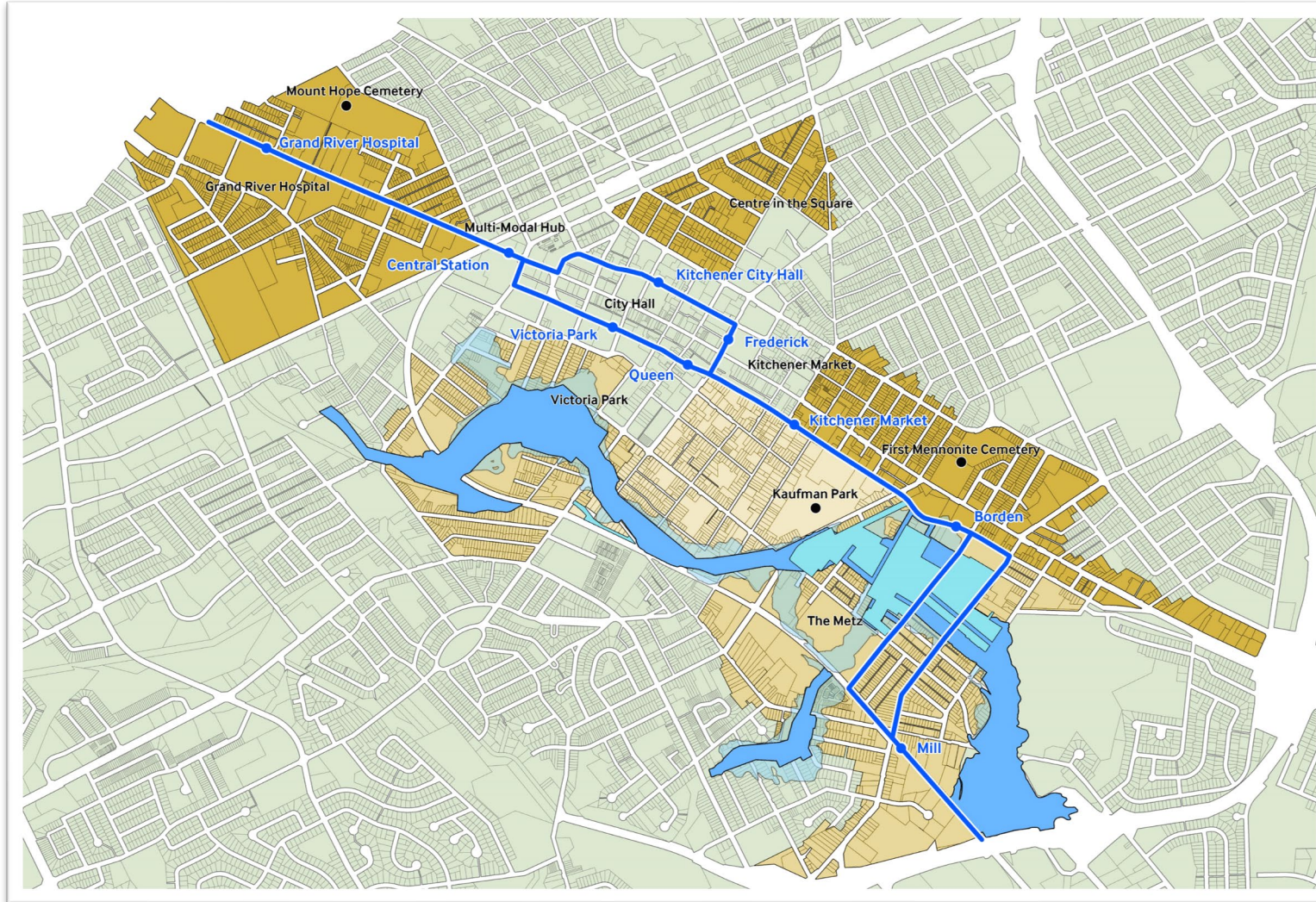
Currently, there are several secondary plans that overlap with Kitchener's Protected Major Transit Station Areas. These secondary plans fit within the broader Official Plan and are intended to provide additional guidance to these areas. With the introduction of PMTSAs, most of the properties covered by these secondary plans are now part of an PMTSA and must be planned accordingly.

- The boundaries for Kitchener's PMTSAs have been defined by the Region of Waterloo and approved by the Province. They are required to meet minimum density targets. Beyond that, they have unique considerations such as;
  - Inclusionary zoning, which allows us to require affordable housing units and can only be applied within PMTSAs.
  - They are identified as a primary intensification area, where growth is directed by all orders of government.
  - They must provide transit-supportive densities through transit-oriented development principles, as they are served by the ION LRT.
  - They must create complete communities with all forms of housing, businesses, shops, services and institutions.
  - They can be protected from appeal.
- It is therefore necessary to plan for Kitchener's PMTSAs comprehensively, as one district. Dividing PMTSAs into multiple, smaller secondary plan areas that include areas both within and outside of PMTSAs would result in a complicated planning framework that could fail to meet one or more of the above requirements and result in lengthy appeals.
- It would also mean that areas within a secondary plan that are divided between areas inside and outside of an PMTSA would need to be subject to broadly different policies and zoning regulations, which would go against the purpose of a secondary plan framework.
- Additionally, there are two Heritage Conservation Districts that overlap with our PMTSAs and existing secondary plan areas. Those HCD's have additional policies that must be met, regardless of the underlying zoning and land use.
- Furthermore, there are over a dozen Cultural Heritage Landscapes in this area, and there are also guidelines within the Urban Design Manual that apply to specific central neighbourhoods. These guidelines were written by residents of those neighbourhoods through a series of charrettes in 2019. There are many layers of existing tools that help us plan responsibly for the future of Kitchener.

**Please see the following slides for some mapping that will help explain this further.**

# Why Not Keep the Existing Secondary Plans?

This map shows the six existing secondary plan areas that are proposed to be removed through the Growing Together process:



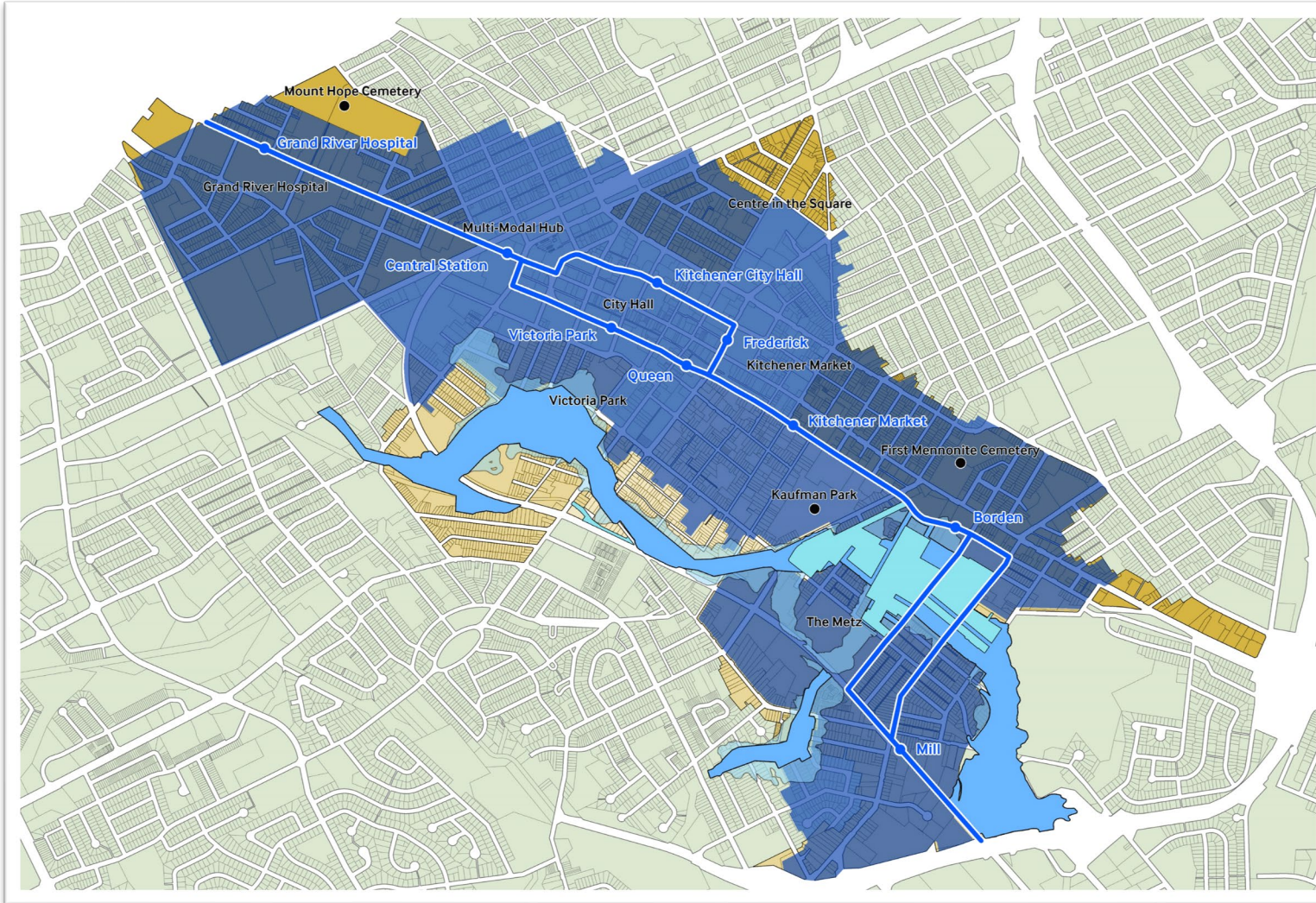
It's important to note that the unique features of these areas continue to be a part of Growing Together through our official plan policies and zoning regulations and have informed where and how those policies have been applied.

Cultural heritage assets such as important buildings, vistas and natural features continue to be protected through multiple layers of heritage policy, including designation, Heritage Conservation Districts and Cultural Heritage Landscapes.

Kitchener's Urban Design Manual continues to apply, which includes a dedicated section for Central Neighbourhoods like these, and neighbourhood specific guidelines written by community members.

# Why Not Keep the Existing Secondary Plans?

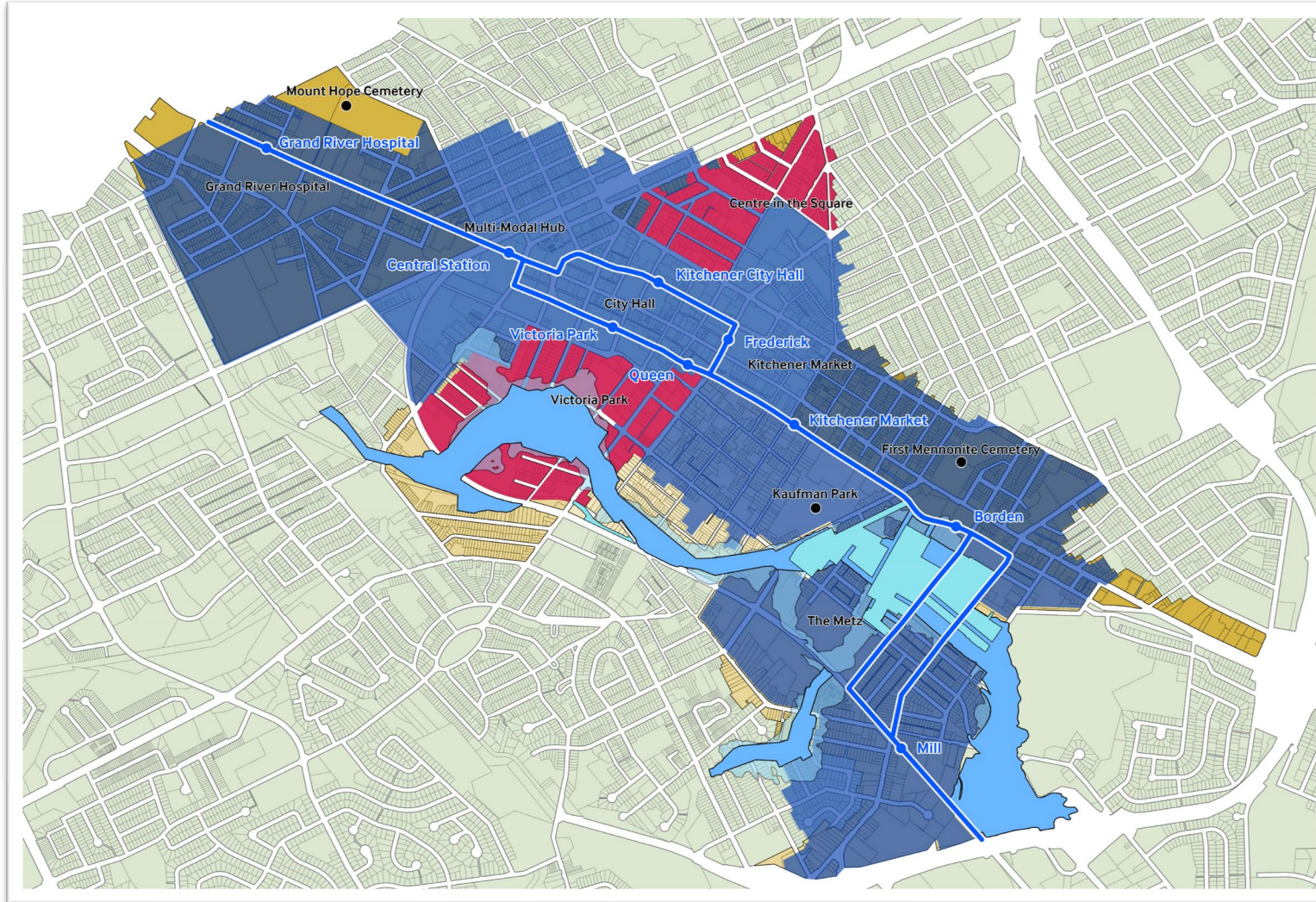
This map layers on the PMTSAs in blue:



These blue areas have specific, unique considerations like minimum density targets, the need to create more affordable housing through inclusionary zoning, the need to create more missing middle housing that is served by transit, and other things explored in this document.

# Why Not Keep the Existing Secondary Plans?

This map layers on the heritage conservation districts (HCDs), in red:

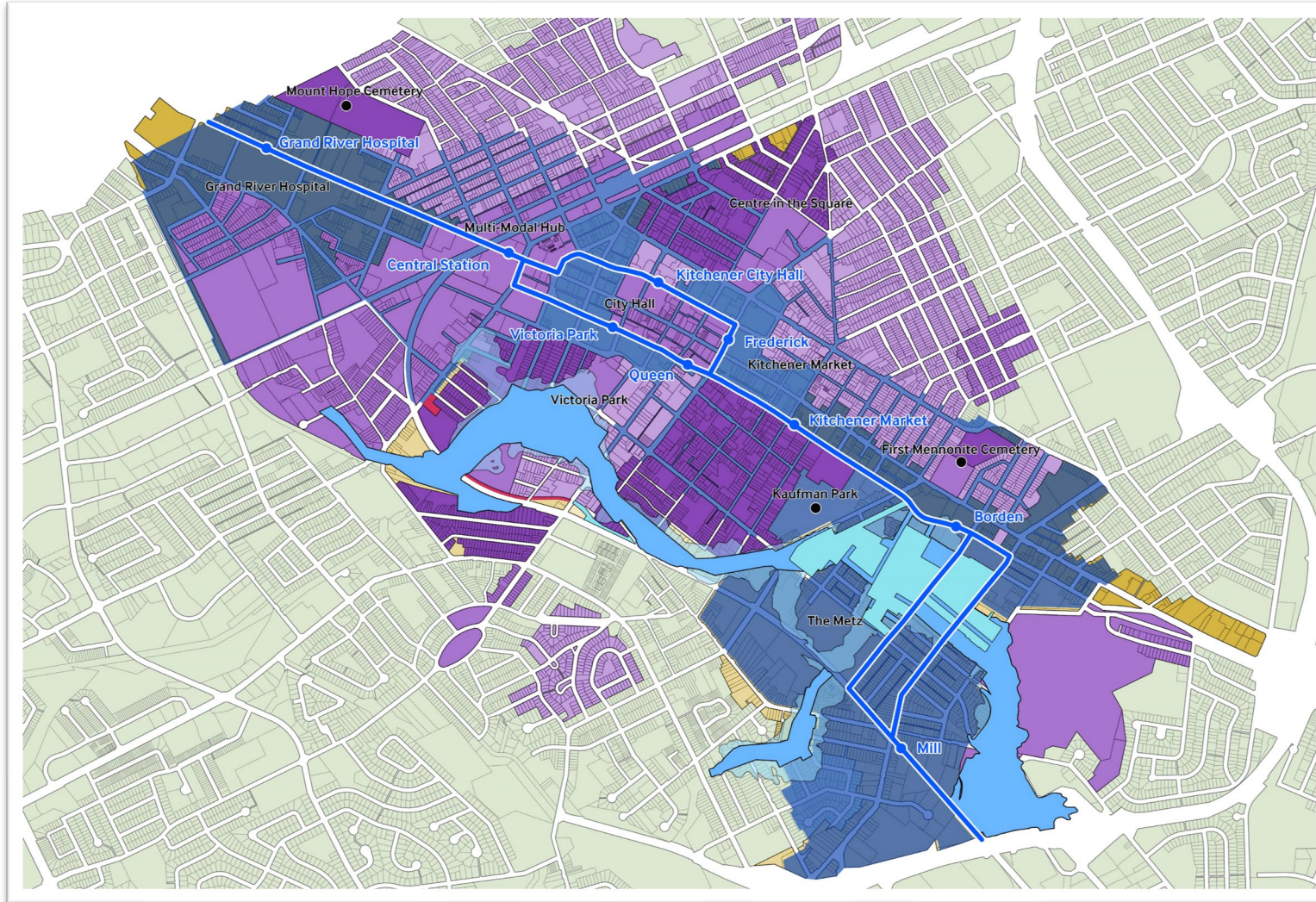


Heritage Conservation District Policies are among the strongest Planning tools in Ontario.

Heritage conservation districts offer more specific policy direction and have more authority than secondary plans do.

# Why Not Keep the Existing Secondary Plans?

This map layers on cultural heritage landscapes (CHLs), in purple:





Cultural Heritage Landscapes are intended to identify unique attributes with a natural, built or cultural significance.


Over a dozen CHLs overlap with Kitchener's PMTSAs and/or existing secondary plan areas.


Fewer than 100 total properties are within existing secondary plan areas but not within some combination of an PMTSA, HCD or CHL.

# Why Don't the New Zones;

## Limit development to low to mid-rise buildings only? Isn't it possible to create high-densities at mid-rise heights?

- Yes, it is possible to create a high-density mid-rise context.
- However, there are several reasons why, practically, this won't work in Kitchener (or most other cities). 
  - It would be very difficult to meet the provincially required minimum density targets in some of our PMTSAs and would take many decades.
  - We would be limiting the variety of housing types available to people, and not meet the needs of many of our community members.
  - We would not be able to build nearly enough housing, nearly fast enough to meet our housing pledge target.
  - The housing we did build would be less affordable in the long-term, due to a lower supply of housing in areas people want to live.
  - We would struggle to implement our Inclusionary Zoning by-law on projects of this scale, and would build far fewer affordable units overall. 
  - Ultimately, development in Kitchener's PMTSAs would continue much in the same way it does now, with larger projects proposed through an Official Plan Amendment. Even if such projects are refused by council, the applicant may appeal the decision to the Ontario Land Tribunal, making Kitchener's future less certain and with less 'local control' over how Kitchener evolves.

 Did you know that cities that are known for their great mid-rise and dense low-rise neighbourhoods like Montreal, Paris, and Barcelona all have hundreds of tall buildings? Like those cities, Growing Together proposes a mix of low, medium and high-rise zones.

 In early 2023, Kitchener, along with nearly all other mid-sized and larger municipalities, pledged to build a specific number of homes by the end of 2031. For Kitchener, this number is 35,000. Low and mid-rise development takes a very long time to build at the scale needed to adequately address the housing crisis.




# Why Don't the New Zones;

## Limit heights for all tall buildings?

- Growing Together proposes two zones where tall buildings are permitted. The SGA3 zone limits height to 25 storeys. The SGA4 zone does not limit height. Both zones have new built-form regulations that are proven to be more effective at ensuring good design, such as tower length, floor area, and separation. Kitchener has, for decades, been planned with zones that do not have height limits.

## So then why limit tall building height at all, if these new built-form regulations are better?

- There are a couple of reasons;
  - We want to create the best possible transition between zones. This is a complex existing geography, so we have to consider many other things as well, but the principle is that we have tried to place the SGA2 zone next to the SGA1 zone, the SGA3 zone next to the SGA2 zone, and the SGA4 zone next to the SGA3 zone.
  - We have applied the SGA4 zone in two basic ways; to very large sites that can be well designed to meet our proposed by-law regulations at the highest densities, and at key locations closest to ION stops. In other areas, properties are often small and oddly shaped. These areas are still appropriate for tall buildings but their impacts are less predictable, and therefore a height limit is proposed.
  - It is also important to try to create opportunities for all types of buildings, particular housing. This includes a range of tall buildings that can serve the widest possible variety of needs. 





By creating as many opportunities as possible for as many different types of buildings as possible, more people's needs can be met more effectively and affordably. Some other cities have only one set of regulations for tall buildings, which results in only one type of tall building being viable to build. This is one reason why some people feel that Toronto's condo towers are 'all the same' and are only suitable for one specific demographic of people.

# Why Don't the New Zones;

## Allow all areas of PMTSAs to have mid-rise and high-rise buildings?

While some community members were concerned about taller buildings, others noted that due to the housing crisis and climate emergency, combined with the investment made in ION LRT, it seemed odd to restrict any areas of our PMTSAs to low-rise forms only.

- Our analysis shows that even with roughly  $\frac{1}{4}$  of the geography limited to low-rise buildings, Kitchener's PMTSAs will still be able to grow responsibly for many decades to come. We have the capacity to continue to accommodate demand without widespread displacement.
- We are also balancing a wide range of perspectives, including those who value and prefer low-rise areas. We think that people who would like to live in a low-rise area near transit should have the opportunity to do so. By creating permissions to allow a broad range of missing middle low-rise development such as multiplexes and apartment buildings, we can create new housing supply to meet that demand in a low-rise form.
- There are many practical challenges to building mid-rise and high-rise buildings in a typical low-rise neighbourhood setting. It can be very difficult and expensive to consolidate enough smaller properties to build larger buildings. It can take much longer as well. 
- **There is room in Kitchener's PMTSAs to accommodate buildings of all shapes and sizes. We want to make sure that our PMTSAs have good opportunities for everyone who wishes to live here, to live in a home that suits their preferences.**

 Opportunity cost is something we considered in this work; allowing larger buildings might result in more overall housing in these existing low-rise areas in the long term, but those larger buildings could take much longer to be built. By creating permissions that allow smaller, incremental development on a single lot in these areas, we can get more housing units built more quickly.


# Why Don't the New Zones;

## Require parking?

Some community members commented that they felt it wasn't possible to live in Kitchener without a personal vehicle. However, we also met several people who were already living without a car, and others who were actively reducing their personal vehicle use by walking, cycling, rolling and taking transit more often.

- Growing Together allows development to provide the amount of parking needed to meet demand. Requiring more parking than is needed through by-law regulations results in something called 'induced demand', where we inadvertently subsidize and encourage personal vehicle use by designing our city more for the convenience of cars than for the quality of life of its people.
- Many cities are removing minimum parking requirements. Some within districts like PMTSAs, while others are removing parking city-wide.

## What about people who need a car?

That's why we're proposing to let demand for parking determine the provision of parking within new development. People who rely on a car can purchase or rent a unit where parking is provided, while people who don't rely on a car don't have to pay for parking they aren't using. A parking space in an PMTSA can cost well over \$50,000 to build and adds significantly to the cost of housing. 




A parking space can also cost \$200 or more a month for people who rent their apartments. Increasingly, because of reduced parking rates, this is an optional additional purchase the renter can make if they choose to. However, in most older apartment buildings, the cost is included in the rent with no way to opt out, and is paid by the tenant regardless of whether they have a personal vehicle.

# Why Don't the New Zones;

## Regulate density though Floor Space Ratio?

Typically– though not always– Kitchener has regulated density with a calculation known as Floor Space Ratio (FSR). FSR is a way to measure how much development can be built on a property, based on the size of that property.

FSR is not a very useful or predictable tool for guiding development in a complex, urban, already-built-up area like Kitchener's PMTSAs;

- Because the denominator in FSR is lot area, it only works well where most lots are approximately the same size. 
- FSR tells us little about what a building looks like, how well it's designed or how it performs in a particular context.
- Kitchener's Missing Middle and Affordable Housing report shows that FSR maximums make it harder and less affordable to build low and mid-rise housing.

Growing Together instead proposes a wider range of built form regulations to ensure appropriate built-forms, including;

- A wider range of height limits, including zoning limits of 3, 8, and 25 storeys, as well as areas where heights are not directly restricted by zoning.
- New regulations that have a much more direct impact on building design, including building length, tower footprint size, tower setbacks, tower separation, required windows, and more.



For example, Station Park in Midtown has site-specific zoning that allows up to 7.5 FSR, with five towers ranging from 18 to over 50 storeys. To compare, Charlie West has one tower at 31 storeys, with an FSR of 14.

# Concerns



# I'm Concerned About: Displacement

## Won't new development displace existing residents?

Displacement is a serious issue that most impacts lower income residents of Kitchener. The City is taking several steps to mitigate the impacts of displacement, including;

- We are currently exploring what tools are available to Kitchener to combat eviction and displacement - tools like a Rental Replacement By-law. An update on the progress of this work will be provided to Council in December.
- Kitchener currently creates approximately 47 new housing units for every unit lost to redevelopment.
- We have also considered the impacts of displacement when applying our zoning through Growing Together. By focusing our highest density zones on lands that often do not currently have existing residents, we can add thousands of new homes in the coming decades while minimizing the displacement of existing residents.
- That said, some displacement is still occurring. This is mostly due to something known as 'renoviction', where an existing rental building evicts residents, renovates the building, and leases to new tenants at a higher cost. This is not something that can be addressed through planning tools like Official Plans or Zoning By-laws.


# I'm Concerned About: Gentrification

## What is gentrification?

Gentrification is an effect on a neighbourhood where wealthier people move in, causing the price of housing to go up, bringing in more expensive shops and services, and making the neighbourhood more difficult for lower income people to stay.

## Won't new development cause gentrification?

Gentrification is an often-misunderstood challenge for growing cities. A common belief is that new development makes housing more expensive within a neighbourhood. However, [multiple studies have proven](#) this is not true, and that **new development lowers the cost of housing within neighbourhoods**. The most common cause of gentrification is a *lack* of new development in a given area. By not building new housing as demand for housing increases, the existing housing stock becomes increasingly more expensive, pricing out existing residents over time and providing no alternatives for people who wish to remain in the neighbourhood. Research shows;

- New buildings absorb demand from higher-income households, freeing up lower cost units for lower income residents: “The supply of new market rate units triggers moving chains that quickly reach middle- and low-income neighborhoods and individuals. Thus, new market-rate construction loosens the housing market in middle- and low-income areas even in the short run.” – *City-wide effects of new housing supply: Evidence from moving chains, 2021.* 
- New residential units within a neighbourhood decrease rents by about 6%. The increase in housing supply has a downward impact on housing price; “New buildings decrease nearby rents by 5 to 7 percent relative to locations slightly farther away or developed later, and they **increase in-migration from low-income areas**. Results are driven by a large supply effect — we show that new buildings absorb many high-income households — that overwhelms any offsetting endogenous amenity effect. The latter may be small because most new buildings go into already-changing areas. Contrary to common concerns, new buildings slow local rent increases rather than initiate or accelerate them.” – *Supply Shock Versus Demand Sock: The Local Effects of New Housing in Low-Income Areas, 2020.*



This means that new development actually attracts low-income residents to move *to* an area, rather than gentrifying them *out* of an area. It's important to emphasize this because it's the opposite of how gentrification is commonly understood to work.

# I'm Concerned About: Traffic

## Won't car traffic get worse with all these new people?

Yes and no. Traffic impacts can be a challenging thing to understand. Any time more drivers are added to an area, traffic is increased. However, there are a couple of important things to consider;

- We say 'drivers' rather than 'people' for a reason. New people don't make traffic worse by themselves, new *cars* do. By focusing growth around transit, and by making it easier to get around without a car, adding people in PMTSAs results in proportionally less vehicular traffic than other forms of growth.
- Here's an example. Let's say a new company locates in one of Kitchener's PMTSAs and hires 1,000 employees.
  - If all 1,000 of those workers live in a new subdivision or another city, then we will have created 2,000 new car trips into and out of the PMTSA every workday. Those people may also want to come downtown for events, to have a night out, or many other reasons, and would mostly have to drive.
  - If those 1,000 workers live within an PMTSA, they can walk, cycle, roll or take transit, creating no new daily car trips. They are also able to access events, restaurants and more without having to use a vehicle.
  - This is an oversimplification. There are many factors informing where people live and work, and the modes they use to travel around the city. A person living on the edge of the city may not be able to afford a personal vehicle and will rely on transit. A person living in the city centre may choose to drive for most of their needs anyway.
  - However, the principle has been well studied and the conclusions are clear; focusing growth around transit results in far fewer car trips, system-wide. **Growth in PMTSAs will result in more traffic than exists today, but much less traffic than if that growth were directed elsewhere.**



# I'm Concerned About: Public Spaces

## How will we provide enough public space for all these new people?

Our colleagues in the Parks division are working on the City's parkland acquisition strategy through their *Places & Spaces* project. The *Spaces* component of that work was approved by council in 2022. Since then, changes to provincial legislation have impacted how parkland can be acquired through new development. Staff continue to work on several approaches to better public spaces such as;

- Acquiring new and improving existing park spaces through private development. There are new public parks proposed as part of the Station Park, Metz and 30-40 Margaret Ave. developments. The TEK project at 30 Francis is also redesigning and reconstructing Francis Green as part of that development.
- Adding new *Privately Owned Public Spaces* or POPS. New POPS are being added through development on projects such as Young Condos, The Breithaupt Block Phase 3, Station Park, The Metz (these last two are in addition to public park spaces also provided).
- Creating better streets for pedestrians. We have reallocated Gaukel Street for pedestrians, events and celebrations. The Charlie West development contributed to that by resurfacing a section of the street. Garment Street is a new pedestrian friendly street as part of the 100 Victoria development.
- Creating better trail connections and mid-block connections. There have been recent improvements as part of developments such as Catalyst 137 (new multi-use trail), The Bright Building at 741 King W. (new mid-block connection), the 305 King W. office building and the LCBO across the street (new mid-block connection) and The Metz (new multi-use trail through the site to connect the Iron Horse Trail to the Mill ION stop).
- Adding more and higher quality amenity space within new development. Many new developments have a range of high quality indoor and outdoor amenity spaces. While amenities are not a replacement for public parks, they do provide significant additional recreational and leisure space for new Kitchener residents. Recent developments have included gyms, swimming pools, basketball courts, bowling alleys, theatres, and generous outdoor seating areas.

# I'm Concerned About: Shadows

## Won't new tall buildings create too many shadows?

- Shadow impacts are one of many things we have taken under consideration. Here are a few of the ways we are mitigating shadow impacts in Growing Together;
  - Through built form regulations, particularly physical separation, maximum building length and maximum floor plate area. This will ensure that tall buildings aren't too big and/or too close together.
  - Through the continued implementation of our Urban Design Manual, which considers additional criteria such as tower overlook, placement and orientation. Shadow studies are also required as part of our site plan application process.
  - Through a transitional regulation that limits building height to 12m within 12m of a low-rise zoned area.

## Wouldn't limiting building height more also do more to prevent shadow impacts?

- Not necessarily. Shadow impacts are dynamic, throughout the day and across the seasons. There is no single measurement that ensures the least amount of impact from shadowing.
- In fact, strict limits on building height can worsen shadow impacts in many cases. With shorter permitted heights, buildings get wider and their floor plate areas get larger. This creates significantly greater shadow impacts on areas closest to the development.
- Shadows are always in motion. The further away a shadow is from its origin point, the faster it moves over the ground. This means that a taller, more slender tower will cast a longer shadow, but that shadow will be cast on an individual property for a shorter amount of time. Shadows from a shorter, wider tower will not reach as far or impact as many properties total, but the properties that are affected are impacted for a much longer time.

# I'm Concerned About: Affordability

## What good is new housing if it's not affordable?

- Housing affordability is of primary importance. Here are a few ways Growing Together helps with housing affordability;
  - By implementing Inclusionary Zoning, which allow us to require affordable housing units and can only be applied within PMTSAs.
  - By removing many of the barriers that are preventing low-rise missing middle and mid-rise housing options.
  - By allowing for more housing supply of all forms, particularly apartment buildings– either rental or ownership. In August 2023, a detached home averaged \$884,000 in Waterloo Region. An apartment averaged \$485,000. (source, Waterloo Region Record, “Average price for a detached home drops \$120,000 in two months in Waterloo Region” September 6<sup>th</sup>, 2023).💡
- It is also important to create new market-rate housing. While deeply affordable and supportive housing is very important, most of Kitchener’s growing population does not meet the criteria for subsidized housing, **but still needs housing they can afford.** 🖼️ 🖼️



These numbers fluctuate and are highly dependent on what kinds of homes are on the market in a given month. In June of 2023, for example, the price of a detached home was over \$1 million, and the price of an apartment was \$470,000. Generally though, we can say an apartment costs about half as much as a detached home, not including the additional interest paid on a higher mortgage principle.



For the last 40 years, housing completions have lagged behind population growth. At the same time, household sizes have been declining, meaning fewer people live in existing homes than ever before. New housing needs to not only keep up with population growth, but also overcome a significant existing housing deficit *and* changes in household composition. New market-rate housing supply is needed to combat the housing crisis, in addition to new subsidized and affordable housing.



It is important to understand that just because someone currently has housing, doesn't mean that housing is appropriate for their needs, affordable, or safe. An average home in Kitchener requires more than 60% of an average income to afford. This means that many people are sacrificing other important needs to pay for their housing, such as food, or childcare. It can also mean that in some cases, people are choosing to stay in an unsafe situation, such as living with an abusive partner or family member, because they cannot afford to leave and find new accommodations. Just because someone has a home does not mean they don't have serious housing affordability concerns and consequences.

# I'm Concerned About: Cultural Heritage

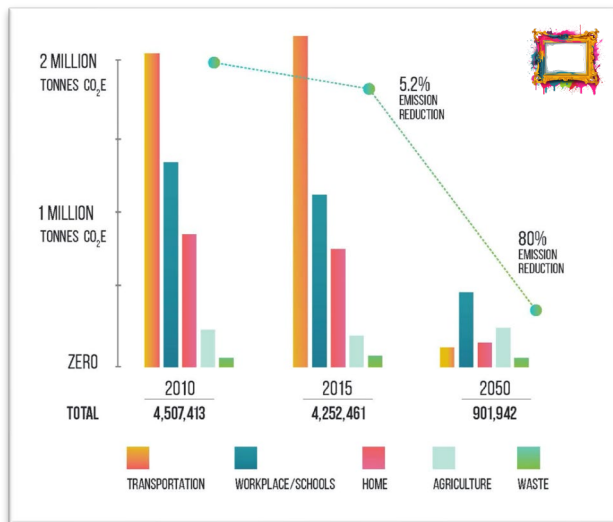
Won't this new growth and intensification cause us to lose important cultural heritage resources?

- Not necessarily. All of the existing heritage tools the city uses remain in effect, including;
  - Heritage Conservation Districts for both Victoria Park and Civic Centre. The policies in these plans remain and take precedence over the new land use and zoning anywhere there is a conflict, though we have also worked to minimize any potential for conflict.
  - Cultural Heritage Landscapes will receive new Official Plan policies through Growing Together.
  - Heritage planning staff and Kitchener city council continue to designate important cultural heritage assets, including some recently and within PMTSAs.
  - Heritage Impact Assessments continue to be part of the site plan application process for any development application on or adjacent to a cultural heritage resource.
- Cultural heritage considerations have also been a huge part of shaping Kitchener's recent growth. This includes successful adaptive reuse projects such as Kaufman Lofts and The Tannery. It includes buildings that are reused with additions such as Arrow Lofts and the Glove Box. And it includes buildings that have incorporated heritage design elements or salvaged important features such as One Young's glass exterior honouring the Mayfair hotel or The Young Condos incorporation of a rebuilt façade from the John Forsyth building.
- In fact, redevelopment of properties through the adaptive reuse of existing structures can save heritage buildings from decay and later demolition. It can also lead directly to designation of those heritage assets, as explained in [this recent article](#).
- All of this work over the years has allowed us to conserve important cultural heritage resources while allowing Kitchener's PMTSAs to continue to grow, evolve and adapt to meet the needs of its community.

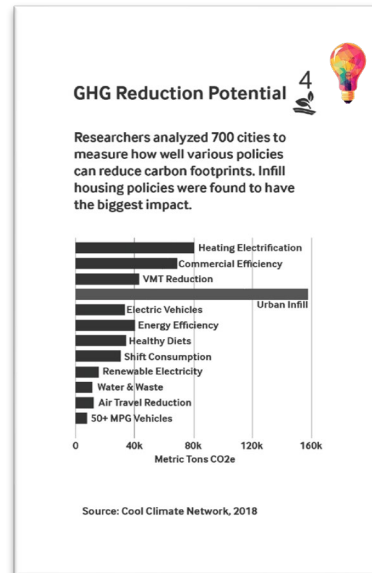
# I'm Concerned About: Sustainability

## How does Growing Together help address the climate emergency?

- There are several ways that growth in our PMTSAs will help lead to a more sustainable future;
  - Directing intensification via infill development has been determined as the single most impactful municipal policy for reducing greenhouse gas emissions (nearly twice as impactful as heating electrification, which comes in second).💡
  - Growing around transit and active transportation options like protected cycling lanes can have a huge impact on our transportation emissions, which are the single biggest source of emissions.🚲
  - The City of Kitchener is pursuing a downtown District Energy strategy, which could supply sustainable geothermal heating and cooling to thousands of new homes in the coming years.
  - The City of Kitchener is also working on developing Green Development Standards that will apply to development.



It's important to note that between 2010 and 2015, while overall greenhouse gas emissions in Waterloo Region were reduced by 5.2%, transportation emissions actually increased (climateactionwr.ca).



Policies that create urban infill have been found to be the most impactful in mitigating climate change, nearly twice as impactful as the next most beneficial change.

# I'm Concerned About: Change

I like Kitchener the way it is, why does it have to change?

- Kitchener, like all cities, is always undergoing change, and always will. Cities need to evolve to meet the needs of their constantly changing communities. Yes, Kitchener's PMTSAs are changing more quickly— this is because Kitchener's PMTSAs serve such a huge range of evolving needs.
- Change is also accelerated by challenging times. The housing crisis and the climate emergency are both generational challenges that need immediate attention. As we've examined in this guide, PMTSAs have a central role to play in addressing both of these critically important issues.
- Change is never easy. But it's important to remember that the policies and regulations proposed by Growing Together aren't the cause of the change we're seeing in our PMTSAs. They are intended to help guide the change we are already experiencing.



# Background Reports & Studies



# Background Reports & Studies

On the following pages, we will look back at many of the reports and studies that have informed Growing Together. All of the links below are live and working as of November 3<sup>rd</sup> 2023. The list of studies considered:

## International

- [United Nations Sustainable Development Goals](#)

## Federal

- [CMHC Canada's Housing Supply Shortages](#)

## Provincial

- [Bill 109, More Homes for Everyone Act](#)
- [Bill 23, More Homes Built Faster Act](#)
- [Ontario Housing Affordability Task Force Report](#)
- [A Place to Grow](#)
- [Provincial Policy Statement, 2020](#)

## Regional

- [Regional Official Plan](#)
- [WRCF 2023 Waterloo Region Vital Signs Report](#)

## City

- [2019-2022 Strategic Plan](#)
- [2023-2026 Strategic Plan](#)

## City (Con't)

- [City of Kitchener Official Plan](#)
- [Municipal Housing Pledge](#)
- [Kitchener Growth Management Strategy](#)
- [PARTS Central Plan](#)
- [PARTS Midtown Plan](#)
- [PARTS Rockway Plan](#)
- [Neighbourhood Planning Reviews](#)
- [Enabling Missing Middle & Affordable Housing](#)
- [Inclusionary Zoning](#)
- [Housing for All](#)
- [Kitchener Corporate Climate Action Plan](#)
- [Make it Kitchener 1.0](#)
- [Make it Kitchener 2.0](#)
- [Shape DTK 2020](#)

## City (Con't)

- [Places & Spaces](#)
- [Cycling & Trails Master Plan](#)
- [Downtown Kitchener Vision](#)
- [Kitchener's Sustainable Urban Forestry Strategy](#)
- [Urban Design Manual](#)
- [Victoria Park Heritage Conservation District](#)
- [Civic Centre Heritage Conservation District](#)
- [Cultural Heritage Landscapes](#)
- [Downtown District Energy](#)



# United Nations Sustainable Development Goals

Growing Together supports several of the United Nations' Sustainable Development goals, including;

- **3. Ensure healthy lives and promote well-being for all at all ages.** Transit-oriented development as encouraged through work like Growing Together makes communities more walkable, provides more people with greater access to recreational opportunities, results in cleaner air, and more.
- **7. Ensure access to affordable, reliable, sustainable and modern energy for all.** Working together with our downtown district energy project, Growing Together will help provide more people with greater access to cleaner and more reliable energy.
- **8. Promote sustained, inclusive and sustainable economic growth.** Growing Together helps provide a planning framework for the continued and sustained growth of Kitchener's economy in many diverse sectors.
- **10. Make cities and human settlements inclusive, safe, resilient and sustainable.** Growing Together works toward achieving all of these objectives by creating a framework that allows for a full range of housing types and employment opportunities, aligns with sustainable urbanism practices, responds to local climate change adaptation and mitigation needs, and fosters a safer, more welcoming city for all.



# CMHC Canada's Housing Supply Shortage

Growing Together aligns with the key points of CMHC's Housing Supply Shortage report;

- “Housing affordability has become a widespread problem over the last decade. Large-scale additional supply of housing will be required to restore affordability. Conventional planning approaches for long-term supply needs do not take affordability into account.”
- “Our central case—and approach—is that with all else being equal, 3.5 million more housing units are needed by 2030.”
- “Critical to understanding affordability then are the economic patterns of housing demand and supply. Having a method to project how much housing supply is required to achieve affordability means that we need to take all the factors driving housing demand into account.”
- “If the average household were to buy the average house on sale in 2021, they would be devoting 60% of their disposable income to housing costs in Ontario and British Columbia.”
- “We project that the stock of housing will be close to 19 million housing units by 2030 if current rate of construction trends continues. But in our central scenario, we project that over 22 million units will be required to achieve affordability for everyone living in Canada.”



# Bill 109, More Homes for Everyone Act

Growing Together aligns with Bill 109, the More Homes for Everyone Act. While most of the changes introduced through Bill 109 aren't specific to land use and zoning work like Growing Together, it's important to ensure that our policies work well with provincial legislation and support the changes in planning process and implementation that the legislation requires.

Legislative Assembly of Ontario

Members (MPPs) Legislative business Get involved

Home » Legislative business » All bills » Parliament 42, Session 2 » Bill 109, More Homes for Everyone Act, 2022

## Bill 109, More Homes for Everyone Act, 2022

[Clark, Hon. Steve](#) Minister of Municipal Affairs and Housing

Royal Assent received. Statutes of Ontario 2022, chapter 12

[View bill](#) [Status](#) [Debates](#) [Acts affected](#)

### Versions

- [Royal Assent](#)
- [Original](#)
- [Bill 109 Royal Assent \(PDF\)](#)

**EXPLANATORY NOTE**

*This Explanatory Note was written as a reader's aid to Bill 109 and does not form part of the law. Bill 109 has been enacted as Chapter 12 of the Statutes of Ontario, 2022.*

# Bill 23, More Homes Built Faster Act

Growing Together aligns with Bill 23, the More Homes Built Faster. While most of the changes introduced through Bill 23 aren't specific to land use and zoning work like Growing Together, it's important to ensure that our policies work well with provincial legislation and support the changes in planning process and implementation that the legislation requires.

Legislative Assembly of Ontario

Members (MPPs) Legislative business Get involved

Home » Legislative business » All bills » Current » Bill 23, More Homes Built Faster Act, 2022

## Bill 23, More Homes Built Faster Act, 2022

[Clark, Steve](#) Minister of Municipal Affairs and Housing

Current status: Royal Assent received. Statutes of Ontario 2022, chapter 21

[View bill](#) [Status](#) [Debates](#) [Acts affected](#)

### Versions

- [Royal Assent](#)
- [As Amended by Standing Committee](#)
- [Original](#)
- [Bill 23 Royal Assent \(PDF\)](#)

**EXPLANATORY NOTE**

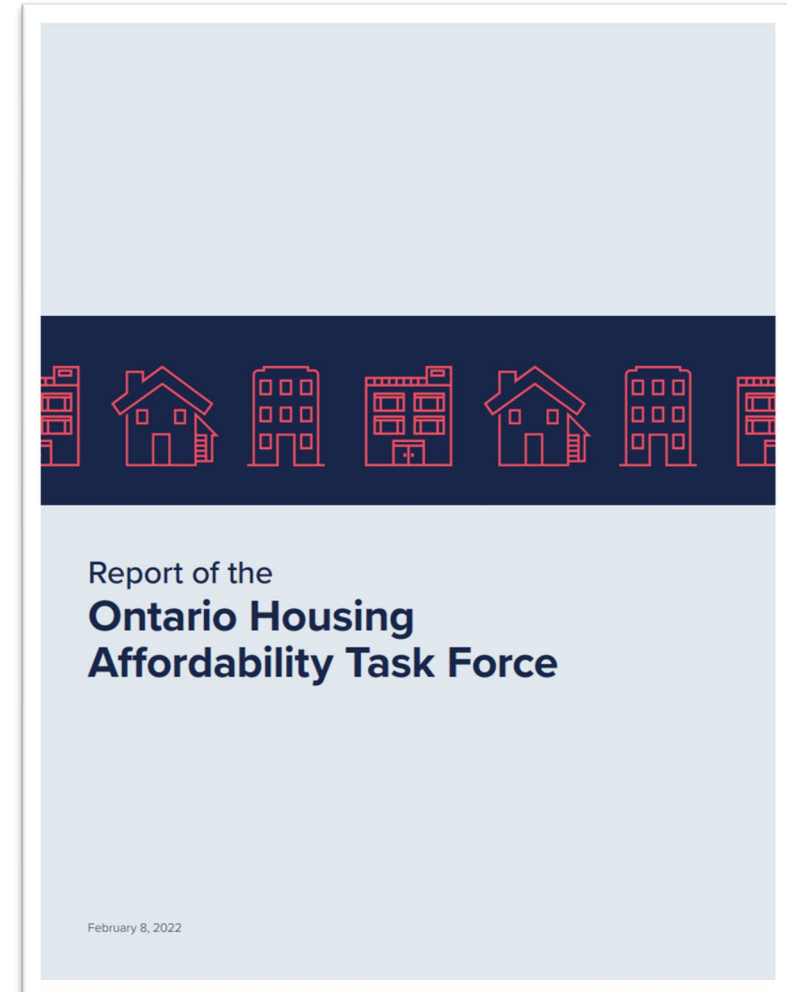
*This Explanatory Note was written as a reader's aid to Bill 23 and does not form part of the law. Bill 23 has been enacted as Chapter 21 of the Statutes of Ontario, 2022.*

# Ontario Housing Affordability Task Force Report

Growing Together supports the Ontario Housing Affordability Task Force Report recommendations of;

- 1. Set a goal of building 1.5 million new homes in ten years.
- 2. Amend the Planning Act, Provincial Policy Statement, and Growth Plans to set “growth in the full spectrum of housing supply” and “intensification within existing built-up areas” of municipalities as the most important residential housing priorities in the mandate and purpose.
- 3. Limit exclusionary zoning in municipalities through binding provincial action.
- 8. Allow “as of right” zoning up to unlimited height and unlimited density in the immediate proximity of individual Protected Major transit stations within two years if municipal zoning remains insufficient to meet provincial density targets.
- 9. Allow “as of right” zoning of six to 11 storeys with no minimum parking requirements on any streets utilized by public transit (including streets on bus and streetcar routes).
- 12. Create a more permissive land use, planning, and approvals system.

Not all of these recommendations are directly targeted at Kitchener or Kitchener’s Protected Major Transit Station Areas, and may or may not be required exactly as written if or when implemented through provincial legislation. However, we are supportive of and aligning with the principles behind these recommendations, which will ensure that the work we do through Growing Together anticipates future provincial direction on housing affordability.



# A Place to Grow 2020

Growing Together supports the guiding principles of A Place to Grow. They are;

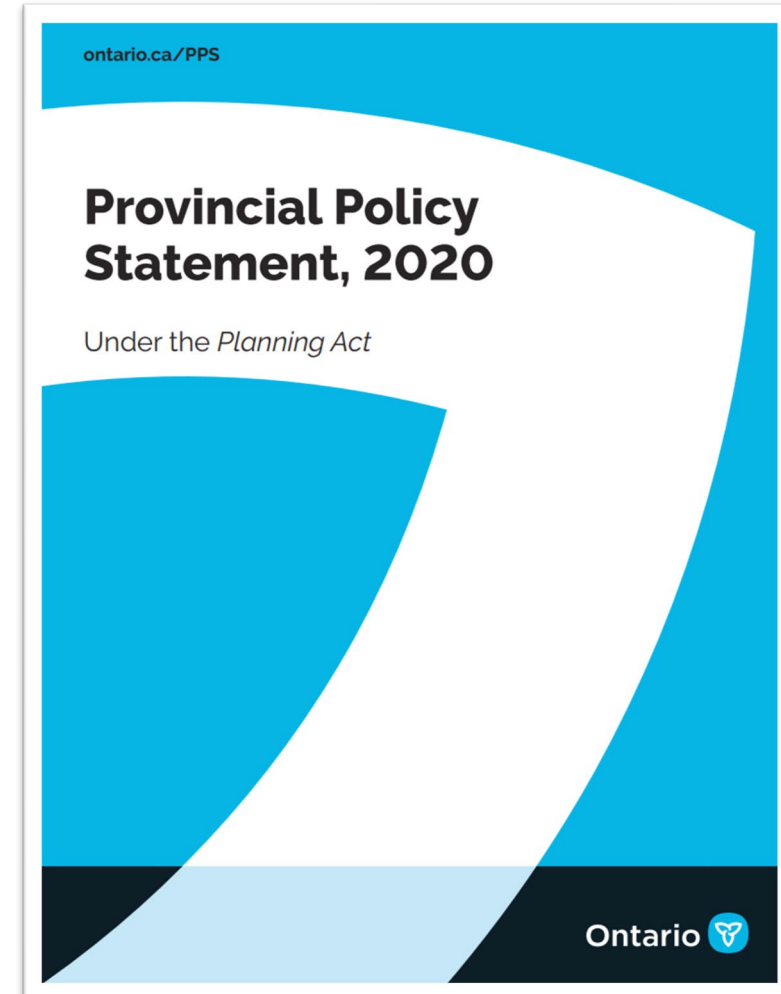
- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.
- Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.
- Support and enhance the long-term viability and productivity of agriculture by protecting prime agricultural areas and the agri-food network.
- Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities.
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.



# Provincial Policy Statement, 2020

Growing Together supports the policies in the Provincial Policy Statement such as;

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- promoting 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 authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- Preparing for the regional and local impacts of a changing climate



# Regional Official Plan

Growing Together supports the Regional Official Plan, specifically Regional Official Plan Amendment No. 6 which;

- Establishes the boundaries for Kitchener’s 10 Protected Major Transit Station Areas.
- Plans for equity and inclusion, including;
  - Adding objectives to plan in a manner that improves social equity and overall quality of life, including human health, for people of all ages, abilities and incomes.
  - Introducing policies to improve accessibility for persons of all ages and abilities, and at all times of year by addressing land use barriers that restrict their full participation in society
- Requires Affordable and “Missing Middle” housing, including;
  - Setting an overall target of a minimum of 30 percent of new ownership and rental housing being affordable to low- and moderate-income households.
  - Providing for a diverse range and mix of housing options to accommodate people at all stages of life, and meet the needs of all household sizes and incomes.
  - Supporting the use of inclusionary zoning in Protected Major Transit Station Areas, to increase the supply of affordable housing close to transit services.
  - Permitting “missing middle” housing on a residential lot within the Urban Area and Township Urban Areas.
- Requires climate action including;
  - Requiring the development of 15-minute neighbourhoods in the cities and townships where residents can meet their daily needs for living by a short trip from home by walking, cycling, and rolling.
  - Supporting mobility networks that prioritize walking, cycling and rolling over automobile travel to reduce auto-dependency, support active transportation, and reduce greenhouse emissions.

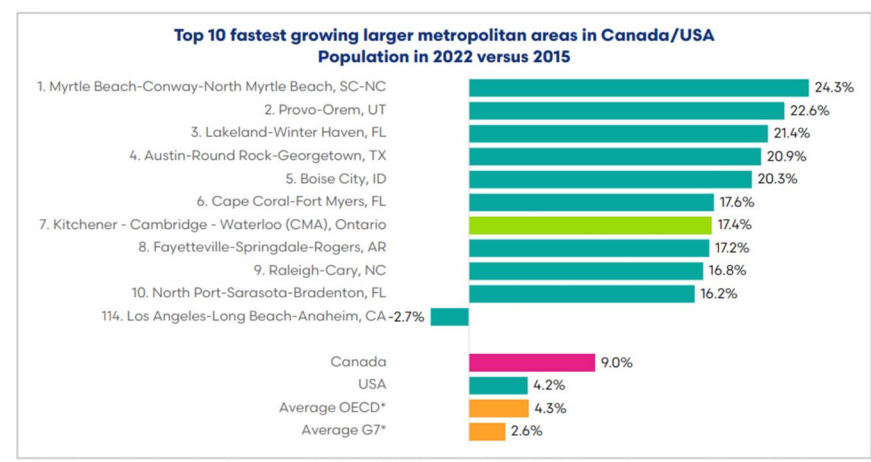


# WRCF 2023 Waterloo Region Vital Signs Report

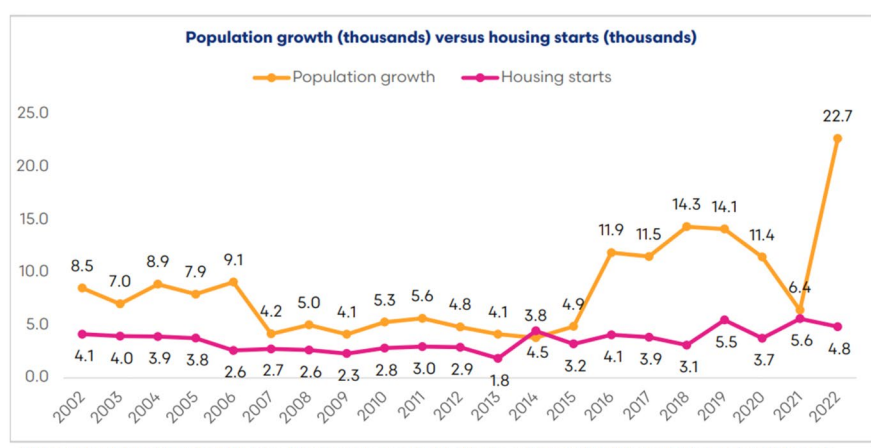
Growing Together acknowledges the Vital Signs Report which shows that Waterloo Region is the fastest growing region in Canada, the 7<sup>th</sup> fastest growing region in Canada and the USA combined, and the only region in Canada in the top 10.

The report also demonstrates that in 2022, 4.7 people migrated to Waterloo Region for every new home constructed, which is further exacerbating the already severe housing crisis.

Growing Together provides more pathways to a greater variety of housing types. While we can't directly build homes, we can help create more and better opportunities for a range of housing types through our official plan policies and zoning by-law regulations.



Note: Larger refers to metropolitan areas with at least 500,000 people in 2022. Population numbers are preliminary estimates as at July 1st of each year. Source: U.S. Census Bureau, OECD, and Statistics Canada. Analysis by the author.<sup>2</sup>



Kitchener-Cambridge-Waterloo CMA. Note: Housing starts are calculated for the entire year; Population estimates are for July 1st each year, and the most recent data are estimates and may be revised. Source: Statistics Canada Annual Population Estimates<sup>3</sup> and CMHC Housing Completions.<sup>4</sup> Analysis by the author.



# 2019-2022 Strategic Plan

Growing Together supports the City's strategic plan objectives, particularly;

- People-Friendly Transportation
  - Our goal is to transform how people move through the city by making the transportation network safe, convenient, comfortable and connected.
- Environmental Leadership
  - Our goal is to achieve a healthy and livable community by mitigating and adapting to climate change and by conserving natural resources.
- Vibrant Economy
  - Our goal is to build a vibrant city by making strategic investments to support job creation, economic prosperity, thriving arts and culture, and great places to live.
- Caring Community
  - Our goal is to enhance people's sense of belonging and connection by providing welcoming community spaces and programs; better engaging, serving and supporting our diverse populations and helping to make housing affordable.



# 2023-2026 Strategic Plan

Growing Together supports our strategic plan objectives, particularly;

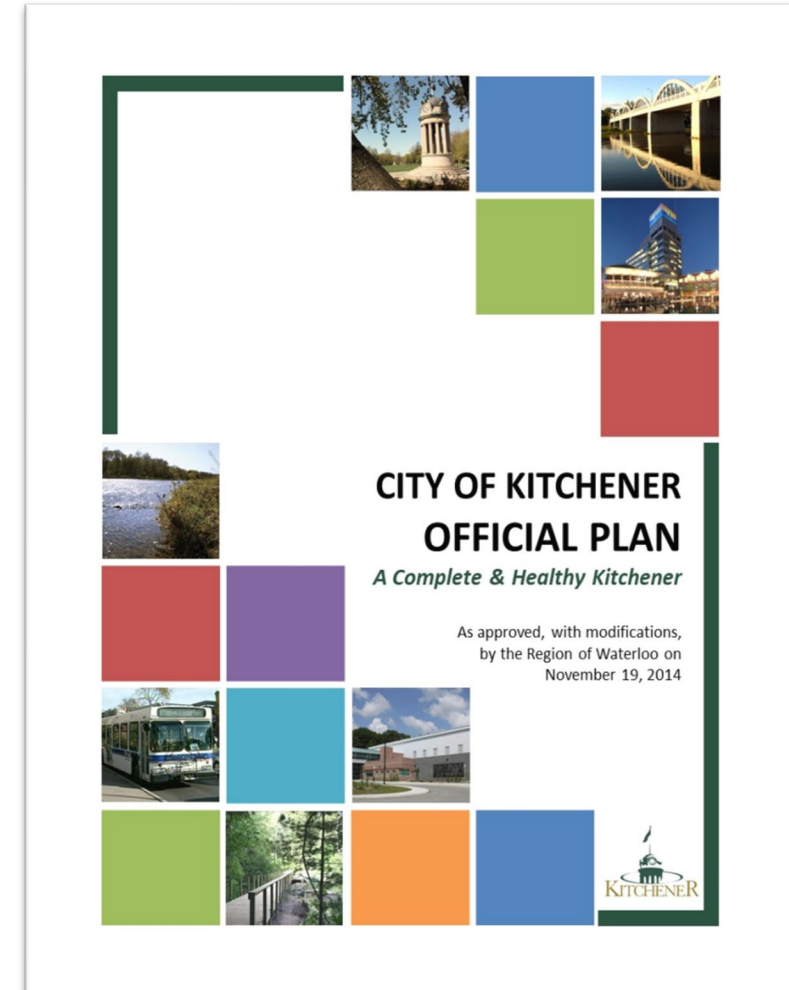
- Building a Connected City Together
  - We live in all kinds of neighbourhoods and types of housing. We work together to ensure that we each have secure and affordable homes. We get around easily, sustainably and safely to the places and spaces that matter most to us.
- Cultivating a Green City Together
  - We follow a sustainable path to a greener, healthier city. We work together to enhance and protect our parks and natural environment while transitioning to a low-carbon future. We support businesses and residents to make more climate-positive choices.
- Creating an Economically-Thriving City Together
  - We use our collective strengths to grow an agile and diverse local economy powered by talented entrepreneurs, workers and artists. We work together to create opportunities for everyone and a resilient future that propels our city forward..
- Fostering a Caring City Together
  - We welcome residents of all ages, backgrounds and lived experiences. We work together on the decisions that matter to us and have a meaningful influence in our community. We're healthy and thriving as we easily access the diverse and inclusive programs and services we need to succeed.
- Stewarding a Better City Together
  - We, the City's employees, are stewards of Kitchener's present and its future. We're responsive, innovative, diverse and accountable public servants who work together efficiently to serve residents. We remove barriers and champion residents' collective vision for a better city and a better world..



# City of Kitchener Official Plan

Growing Together updates and implements the City's Official Plan. A couple of examples;

- We will be a healthy and thriving City and will be more walkable, more transit-supportive and ultimately more 'urban' and residents will enjoy a high quality of life. Our city will celebrate creativity in design and support diversity in urban form. We will continue to strive for balanced growth with an ever increasing emphasis on intensification, particularly in our Urban Growth Centre (Downtown), Protected Major Transit Station Areas, nodes and corridors, which maximizes the use of our existing infrastructure and services.
- A complete community creates and provides access to a mix of land uses including, a full range and mix of housing, including affordable housing, recreation, commerce, community and cultural facilities, health care facilities, employment, parks and open spaces distributed and connected in a coherent and efficient manner. A complete community also supports the use of public transit and active transportation, enabling residents to meet most of their daily needs within a short distance of their homes.



# Municipal Housing Pledge

Growing Together supports the Municipal Housing Pledge objectives, particularly;

- Updates to Kitchener’s Official Plan and Zoning By-law to further enable an increased supply of missing middle housing.
- Continued advancement of work on updates to land use and zoning within its Protected Major Transit Station Areas.
- Continued work to implement the recommendations and action items from Kitchener’s Housing for All Strategy, specifically including those that enable an increased housing supply or streamlining development approvals.
- Continued collaboration with Provincial and Federal governments to develop strategies to increase housing supply capacity including the identification of funding required for infrastructure.
- Tracking and monitoring housing supply capacity, housing starts (i.e., building permits) for new housing projects, including attainable, supportive, and affordable housing projects, through the Annual Growth Management Monitoring report.



## City of Kitchener Municipal Housing Pledge

Tackling the housing crisis locally means everyone needs to work together – building on our proven barnraising approach that includes all orders of government, the private sector, the not-for-profit sector, educational institutions, and most importantly, all Kitchener residents to help build a stronger Kitchener and a stronger Ontario.

Delivering 1.5 million homes in Ontario, including 35,000 in Kitchener will require the provincial and federal governments to invest in change and municipalities to do their part to efficiently enable additional housing supply. We will rely on the private sector as a vital partner in the delivery of homes and will leverage and build upon our strong working relationship with development industry partners that includes active collaboration to improve all aspects of the housing supply process. We will also work with our educational institutions and the not-for-profit sector to bring about effective new models for housing affordability and the skilled people to make them happen.

Our growing and vibrant community will continue to welcome new people in all neighbourhoods in a variety of housing forms as we grow and change.

By working together across the Province, we can help resolve Kitchener and Ontario’s housing crisis. We will get it done.

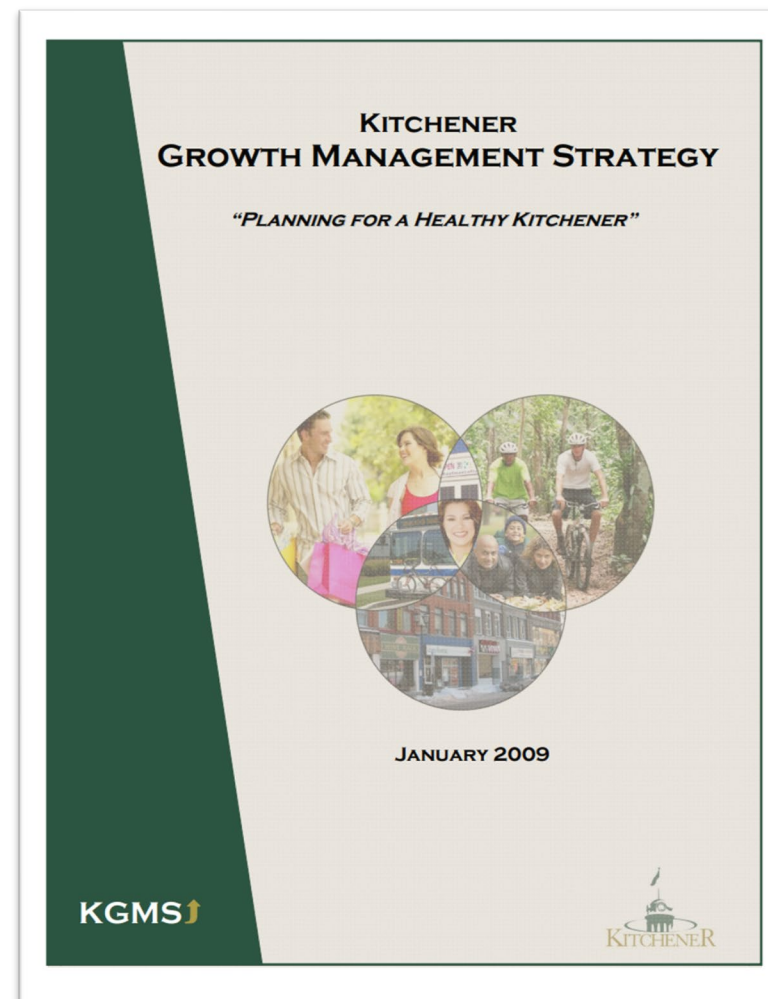
1. Updates to Kitchener’s Official Plan and Zoning By-law to further enable an increased supply of missing middle housing;
2. Continuing digital improvements and online public portal development; online booking system; mobile technology for onsite inspections; and other process improvements resulting from the implementation of Bill 109;
3. Completion of the City-owned property review and continued work towards strategies to use surplus or underutilized City lands for the development of affordable, community, below market rental, and/or below market ownership housing units;
4. Continued advancement of infrastructure as anticipated in Kitchener’s 2022 Development Charge Background Study for the time being, using development charge funding as permitted and other tools such as credit/refund agreements; however, funding is anticipated to become constrained and could impact future greenfield growth;
5. Continued advancement of work on updates to land use and zoning within its Major Transit Station Areas, and;
6. Continued work to update land use and zoning within the Hidden Valley Secondary Plan and Dundee North Secondary Plan;
7. Continued work to implement the recommendations and action items from Kitchener’s Housing for All Strategy, specifically including those that enable an increased housing supply or streamlining development approvals;
8. Continued collaboration with the Waterloo Region Home Builders Association and Kitchener Development Liaison Committee, and others, to identify labour shortages and costs, material costs, infrastructure timing, economic market conditions, and land supply and housing capacity;
9. Continuation of work with post-secondary institutions, where able, to respond to the evolving workforce needs including building a necessary talent pool;
10. Continued collaboration with Provincial and Federal governments to develop strategies to increase housing supply capacity including the identification of funding required for infrastructure, and;
11. Tracking and monitoring housing supply capacity, housing starts (i.e., building permits) for new housing projects, including attainable, supportive, and affordable housing projects, through the Annual Growth Management Monitoring report.



# Kitchener Growth Management Strategy

Growing Together supports Kitchener Growth Management Strategy, particularly the objectives in Goal 2: Create Vibrant Urban Places;

- Add a combination of 10,000 new residents and jobs to the Urban Growth Centre from 2008-2031, with a target of 66% of those as residents in order to increase the ratio of residents to jobs to at least 40:60.
- Continually increase the focus of growth to the intensification areas identified through the KGMS and that new intensification areas be added only as necessary.
- Determine and implement the urban amenities that can make Kitchener's intensification areas successful, including access to natural lands.
- Focus streetscape improvement projects in intensification areas.
- Add elements to the urban fabric that enables the city to create, attract, retain and develop talent.
- Ensure a mixture of land uses, densities, housing and transportation options.



# PARTS Central Plan

Growing Together implements the PARTS Central Plan in coordination with new and emerging planning and community needs, changes to legislation, and more. It meets the stated vision objectives of the plan;

- Manage Growth & Change
- Ensure an Appropriate Mix of Land Uses
- Enhance Transportation Choice & Connectivity
- Enhance Placemaking, Safety & Community Design
- Guide Public & Private Investment

The PARTS Central Plan contains many principles that are being implemented through the Cycling & Trails Master Plan and Places & Spaces, for example. We have also considered the land use recommendations of the PARTS Central Plan when applying our new land uses and zones.



# PARTS Midtown Plan

Growing Together implements the PARTS Midtown Plan in coordination with new and emerging planning and community needs, changes to legislation, and more. It meets the stated vision objectives of the plan;

- Position the LRT Stop as a Key Gateway into Midtown & Reinforce King Street as a Central Spine
- Preserve & Enhance Existing Residential Neighbourhoods
- Conserve & Celebrate Identified Cultural Heritage Landscapes & Assets
- Expand & Support the Cluster of Regionally Significant Institutions & Employment
- Introduce High-Quality Public Spaces as a Focus for New Development
- Support Reurbanization of Large Parcels by Introducing Finer Grain Street & Block Patterns.
- Improve Northeast-Southwest Connectivity Through the Station Area
- Support the Diversification of Midtown’s Housing Supply
- Reduce the Supply of and Demand For Surface Parking
- Incorporate Leadership in Sustainable Development and Green Design

The PARTS Midtown Plan contains many principles that are being implemented through the Cycling & Trails Master Plan and Places & Spaces, for example. We have also considered the land use recommendations of the PARTS Midtown Plan when applying our new land uses and zones.



# PARTS Rockway Plan

Growing Together implements the PARTS Rockway Plan in coordination with new and emerging planning and community needs, changes to legislation, and more. It meets the stated vision objectives of the plan;

- Optimize Investment in Transit by Positioning the LRT Stops as Key Gateways into the Station Area
- Better Integrate the Mill Stop With the Broader Station Area
- Transform King Street as a Gateway Into Downtown Kitchener
- Conserve and Enhance Existing Residential Neighbourhoods
- Conserve and Celebrate Identified Cultural Heritage Landscapes and Assets
- Support the Ecological Restoration of Schneider and Shoemaker Creeks
- Integrate Sustainable Infrastructure and Design Practices
- Encourage the Redevelopment of Former Industrial and Underutilized Lands
- Establish a Finer-Grained Network of Streets, Blocks and Trail Connections
- Ensure Large Redevelopment Projects are Supported With New On-Site Public Spaces
- Support the Diversification of Rockway's Housing Supply

The PARTS Rockway Plan contains many principles that are being implemented through the Cycling & Trails Master Plan and Places & Spaces, for example. We have also considered the land use recommendations of the PARTS Rockway Plan when applying our new land uses and zones.





# Neighbourhood Planning Review

Growing Together continues the work of the Neighbourhood Planning Review process to implement the PARTS Plans. Growing Together considers all the NPR draft work and engagement, carries forward many of the proposed official plan policies and has evaluated the proposed zoning alongside new and emerging planning and community needs, changes to legislation, and more.

The Central Neighbourhood Urban Design Guidelines, written by residents of those neighbourhoods, have been approved by council and are in effect. They include guidelines for;

- Schneider Creek/Cedar Hill
- Victoria Park
- Civic Centre
- Mill Courtland/Woodside Park
- King Street East
- Midtown

**Neighbourhood Specific Reviews**  
**Proposed New Cedar Hill Schneider Creek Secondary Plan**



**Open House**  
**May 29, 2018**



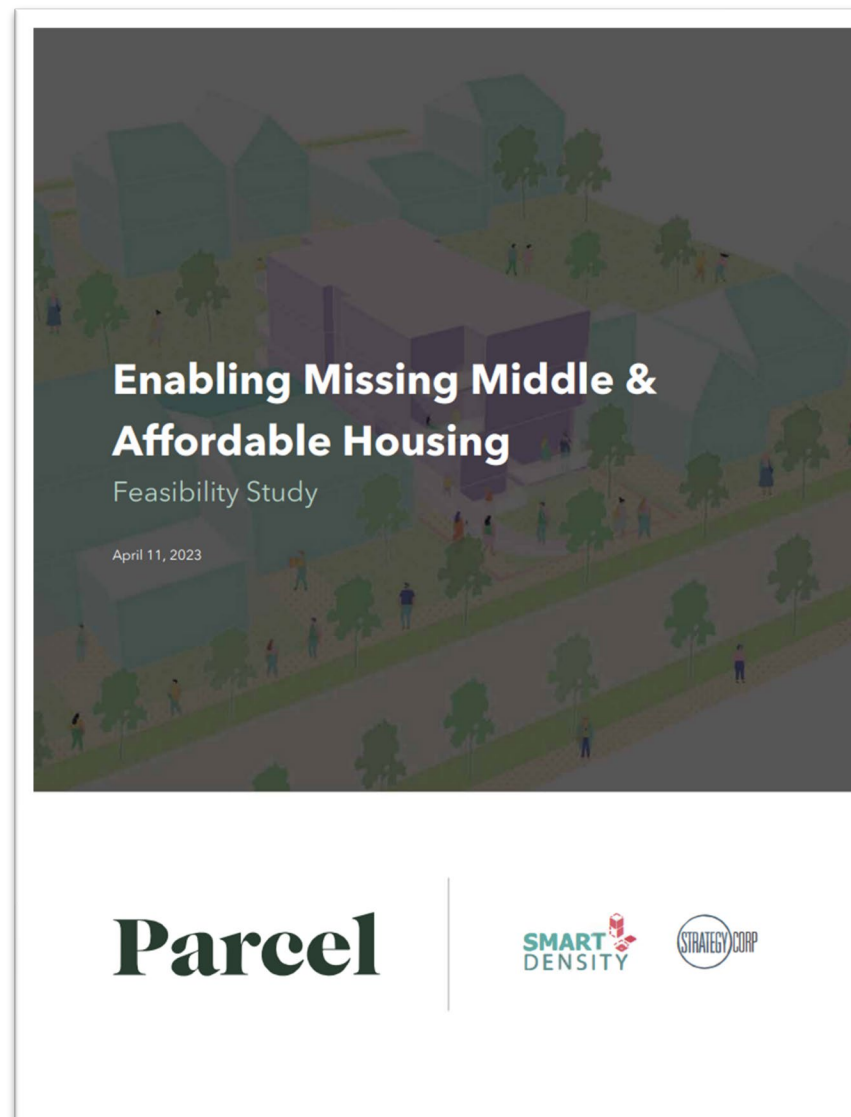
# Enabling Missing Middle & Affordable Housing

Growing Together implements the Enabling Missing Middle & Affordable Housing report strategies, particularly;

- Improving Housing Diversity ("Choice") - The greatest opportunities for expanding missing middle housing options lie in the Plexes and Low-Rise typologies, which achieve a "sweet spot" of scale, efficiency and ease of entry to the market. The City should consider implementing a comprehensive suite of incentives targeted specifically at either/ both of these typologies, to the full extent possible.
- Improving Housing Affordability ("Price") - The affordable housing landscape can benefit indirectly through any form of increased housing supply and diversification. High-Rise built environments where additional efficiencies exist can provide among the most immediate opportunity to leverage the benefits of new market-rate development to help offset lost revenue opportunities in the delivery of more affordable housing.

Growing Together also implements the following incentives of the report;

- Height & Density Allowance
  - Introduce further as-of-right provisions in existing City (and potential Regional) policies and by-laws to permit more efficient use of land.
- Parking Reduction
  - Introduce further reductions to parking requirements to both reduce costs and enable more efficient use of available land.



# Inclusionary Zoning Policy and Program Directions

Growing Together is being developed alongside our Inclusionary Zoning framework, and the two projects will proceed together to council for approval;

- The zoning permissions in Growing Together were developed to provide a balanced mix of a full range of housing options but also seeks to help increase the number of units secured through our inclusionary zoning by-law. This is partially achieved through the implementation of the key direction *Building size*;
  - IZ should apply only to buildings with 50 or more residential units (exact threshold to be determined as part of development of draft zoning). Rationale: Focus program on larger developments to avoid potential negative impacts on the financial feasibility of missing middle and medium density housing types, recognizing that these built forms already face significant financial obstacles in PMTSAs.



## Inclusionary Zoning Policy and Program Directions for Cambridge, Kitchener and Waterloo

Discussion Paper

June 2023

# Housing For All

Growing Together supports the Housing For All strategy, including Priority 1 Actions;

- Address NIMBYism
- Develop and promote fact-based research
- Ensure that the right to housing informs and is responsive to climate change
- Provide sufficient resources to realize the right to housing

Priority 6 Actions;

- Report to Council on the feasibility and implications of the following potential policies:
- Inclusionary Housing Policy and implementing Zoning Bylaw.
- Parking Waiver Policy and implementing Zoning Bylaw for affordable housing developments.
- Continue improving the development approval process with input from the development industry and the community.
- Request the Region to prioritize collaborative determination and designation of Protected Major Transit Station Areas in the Regional Official Plan.



# Kitchener Corporate Climate Action Plan

Growing Together aligns with the vision of the Corporate Climate Action Plan;

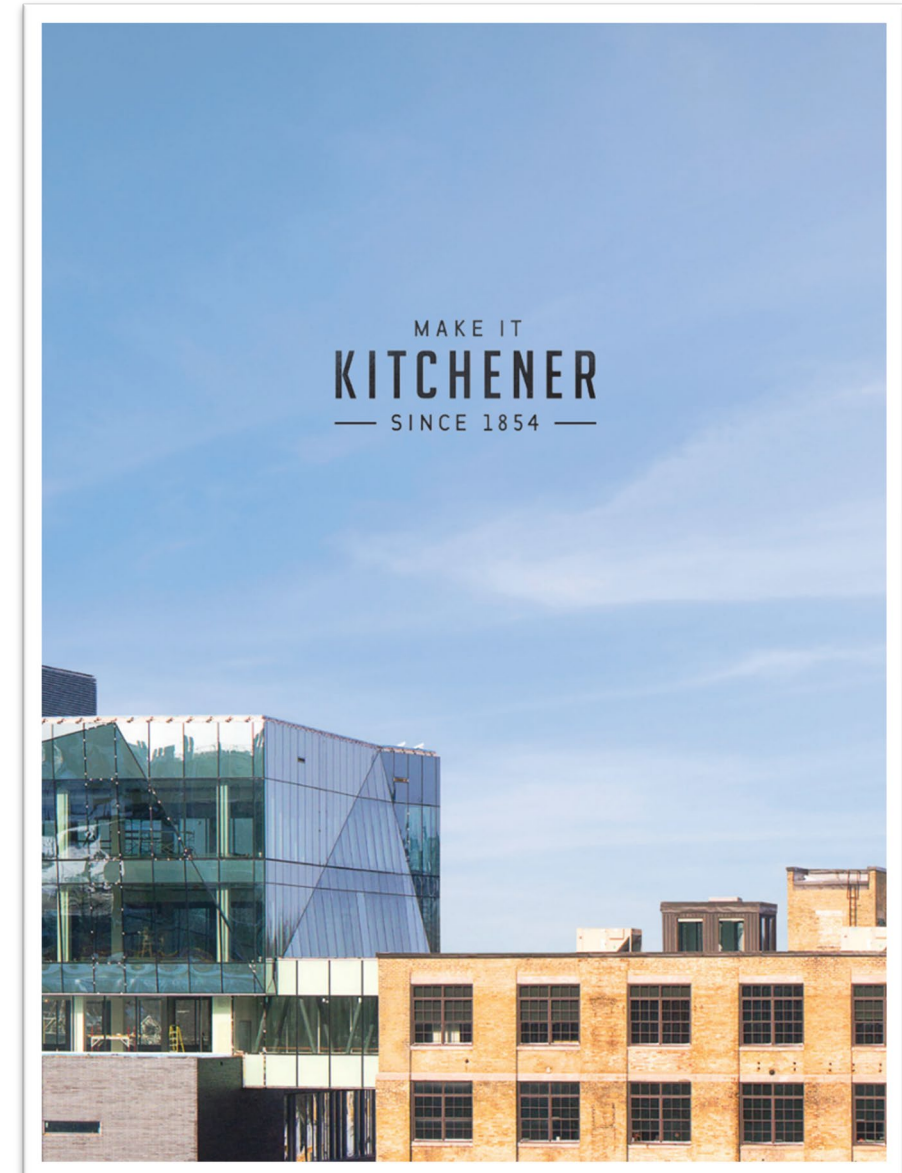
- **The ultimate vision is to make every decision with the consciousness of ensuring a sustainable world for future generations**, embodied through the Iroquois Seventh Generation Principle that the decisions we make today should result in a sustainable world for seven generations.
- Growing Together achieves this by;
  - Supporting the Downtown District Energy plan.
  - Growing via the intensification of already built-up areas of the city, which has been found as the most impactful municipal policy direction to support the reduction of greenhouse gas emissions.
  - Growing in transit and active transportation supportive ways to reduce greenhouse gas emissions related to transportation.



# Make it Kitchener 1.0

Growing Together supports the Make it Kitchener 1.0 objectives for “How to Build A Great City”. They are;

- Make it Urban
  - We will continue to develop a dynamic downtown and promote urbanization across the city, lead the way in property redevelopment, and facilitate the creation of sought-after urban amenities.
- Make it Vibrant
  - We will build Kitchener’s identity as a festival city, encourage our creative community to use the city as a stage, and support strong communities and neighborhood identities through distinct events and creative expression.
- Make it Connect
  - We will champion the creation of infrastructure to develop an innovation corridor between Waterloo Region and Toronto, build the partnerships needed to support it, and develop the Innovation District as the heart of the system.



# Make it Kitchener 2.0

Growing Together supports all the Make it Kitchener 2.0 objectives, but particularly;

- Affordable & Attainable Housing
  - People can't make a difference in our community if they can't afford to live in our community. We need to ensure a full range of affordable housing options, from supportive housing to attainable home ownership. You told us affordability is our number one challenge. We need to think differently and tackle affordability straight on, by advancing the development of mixed-income housing, where residents of all socioeconomic and cultural backgrounds can flourish together. We also need to think beyond housing to ensure all aspects of our community enable an affordable lifestyle.
  
- A Vibrant, Active City
  - Our community of artists, musicians, restauranteurs, retailers and cultural producers bring our streets and communities to life. They invite us to see and experience the world differently and inspire others to do the same. Collectively, they do more than just nourish our souls, they transform our thinking. They make us feel more, care more and aspire for better. We need to imagine our own vibrant city in our own authentic way. We need to continue to create opportunities and places across our city - in our streets, paths, parks, and places - where difference makers and entrepreneurs can offer experiences and moments that truly matter. We need to think both big and small, to enable the vibrancy, festivals and experiences that can shape Kitchener's culture.

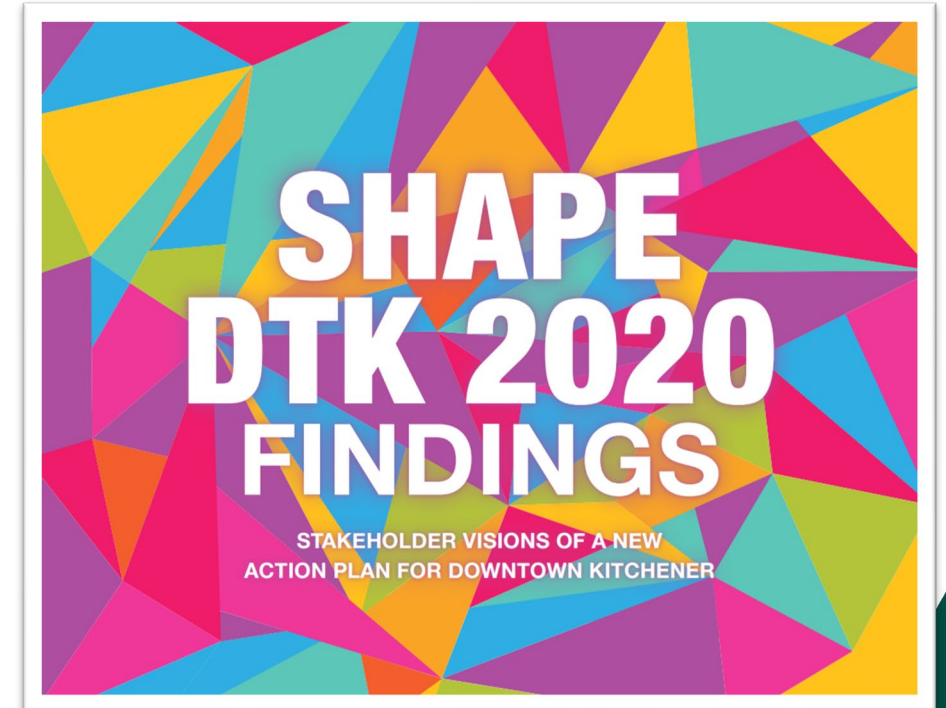


# Shape DTK 2020

Growing Together supports the Shape DTK 2020 Priorities of;

- Ignite downtown as a platform for the next generation of urban shops, restaurants, businesses and services;
- Foster heartfelt urban experiences;
- Champion a caring and collaborative community.

As Shape DTK 2020 says, “Downtown Kitchener (aka DTK) is in the midst of a tremendous transformation. The arrival of the ION transit line will accelerate change: more people, more density, new shops, new buildings, new collisions and creations. Today is a critical moment in time because we have a chance to shape the change to come. We can shape it to match our collective values and desires. We can make sure we’re all proud of those changes and involved in realizing them.”





# Places & Spaces

Growing Together supports the City of Kitchener Parks and Open Space Strategy's values;

- Wellbeing
  - Parks are essential to the health and wellbeing of communities. By fostering outdoor activity, parks can contribute to the physical and psychological health of each community by simply providing the opportunity and means to access nature, passive & active exercise, exploration & play, and social respite.
- Social Wellness
  - Parks spaces are often the focal points of communities, fostering community involvement, activity, safety, and awareness of its neighbourhoods. They can deepen peoples' sense of community, and connect diverse neighbourhoods. They provide opportunity for social interactions, relationship building, and support community cohesion.
- Environment
  - Parks are the green assets of the City, serving a valuable role to manage stormwater and home to the majority of the City's large stature trees. They are then critical in the City's effort to adapt to climate changes like increasing rate of high intensity storm events, mitigating rising urban heat effects and extreme weather events.
- Economy
  - Parks most often provide passive economic benefits such as enhancements to residential property values and attractiveness for investments in business, industry and housing developments.
- Quality of Life
  - A city's quality of life is shaped by its community and the amenities that are offered. Communities that are livable, environmentally sustainable, and amenity rich are where people want to live and work.



# Cycling & Trails Master Plan

Growing Together supports the cycling & trails master plan by;

- Aligning with the implementation of the downtown grid network, which brings cycling facilities to downtown Kitchener that are comfortable for people of all ages and abilities.
- Through our Priority Streets and other regulations, Growing Together helps meet the Complete Street objectives of the Cycling & Trails Master Plan and helps ensure that development supports;
  - Walking, cycling and rolling as safe, accessible options for all people within Kitchener's PMTSAs.
  - Provides adequate indoor secured and outdoor bicycle parking.



# Downtown Kitchener Vision

Growing Together includes the Downtown Kitchener Vision as part of our update to the City's Official Plan. A few selected excerpts;

## Our DTK Radiates Vibrancy

- DTK pulses with a positive energy that makes it feel alive – from workdays to date nights and every moment between. It's not just about lively programming; it's about people, places and spaces that hum with purpose.
- At its core, our DTK is more than a desirable destination. It's an unmistakable feeling that even if something awesome isn't happening right this minute, it's just around the corner.

## Our DTK Cultivates Connection

- DTK prioritizes pedestrians while making sure smart transportation choices abound. It's the place where accessibility is never an add-on but baked in from the start. In DTK, everyone can easily get where they need to go, within and beyond the core.
- DTK is the place to recall fond memories and make new ones. It's where planning draws from rich roots to fortify the future. It's where creating thoughtful public spaces is at the forefront, not an afterthought. It's where being green isn't a talk track, it's a natural choice. It's the place where people form those magnetic bonds that keep drawing them back to the heart of the city.

## Our DTK Fosters Belonging

- People feel seen in DTK. Our downtown community respects and accepts every person for who they are. DTK provides the comforting feeling that they are meant to be here.
- Working and living in DTK is not an either/or proposition. Housing is deliberately designed for the diverse majority, not the privileged few. DTK embraces a mix of residents who seek security and take care of their neighbours.
- Our DTK evaluates every idea through twin filters of empathy and inclusivity. Only then can an idea become action. The result is a place where every individual can be their authentic self, no matter who else is around.

# Kitchener's Sustainable Urban Forestry Strategy

Growing Together aligns with Kitchener's Sustainable Urban Forestry Strategy by ensuring our policies and regulations consider our ability to conserve and enhance our urban tree canopy.

This is done through building setbacks and landscaped area requirements, which facilitate the implementation of the City's Urban Design Manual. Where possible, new medium and large canopy trees are implemented as part of site plan approval and review.



# Urban Design Manual

Growing Together supports the Urban Design Manual through Official Plan policies and zoning regulations that align with the manual, particularly the sections;

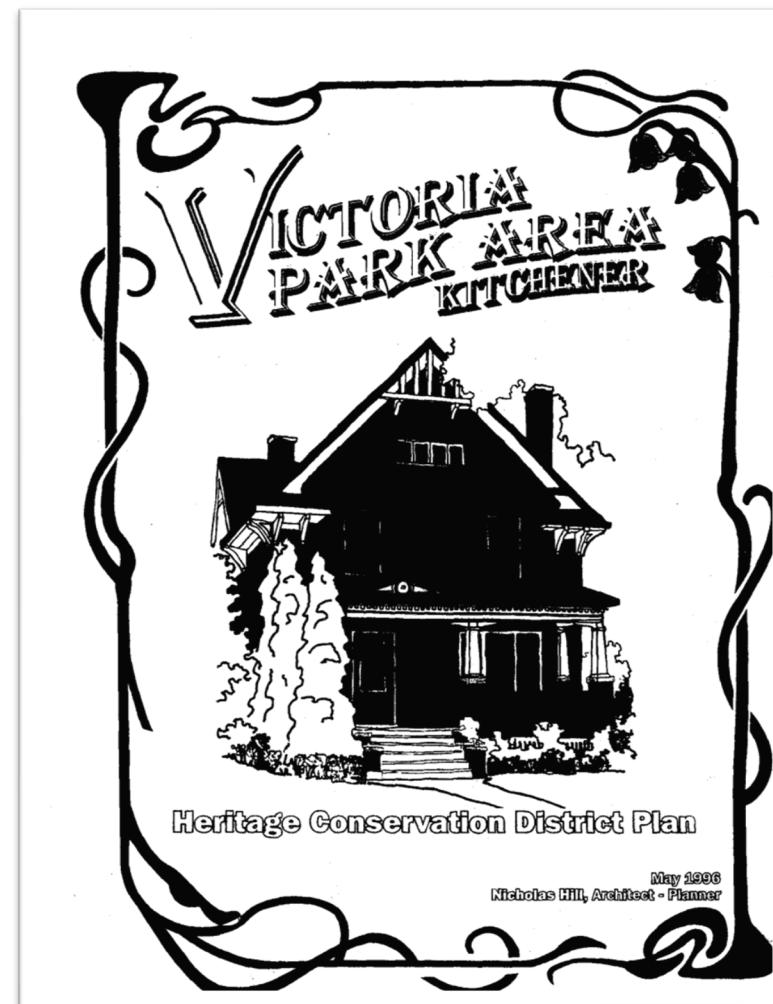
- City-Wide
- Protected Major Transit Station Areas
- Central Neighbourhoods
- Downtown
- Tall Buildings
- Mid-Rise Buildings
- Low-Rise Multi-Residential
- Low-Rise Commercial & Mixed-Use Buildings
- Structured Parking



# Victoria Park Heritage Conservation District

Growing Together supports the Victoria Park Heritage Conservation District and was developed to support the continued implementation of the policies and objectives within that plan.

- “A primary goal of the Plan is to conserve the historic buildings, landscapes and character of the Victoria Park Area, and in a manner that is supportive of and affordable to the resident community - a community with diverse cultural backgrounds, occupations and incomes.”

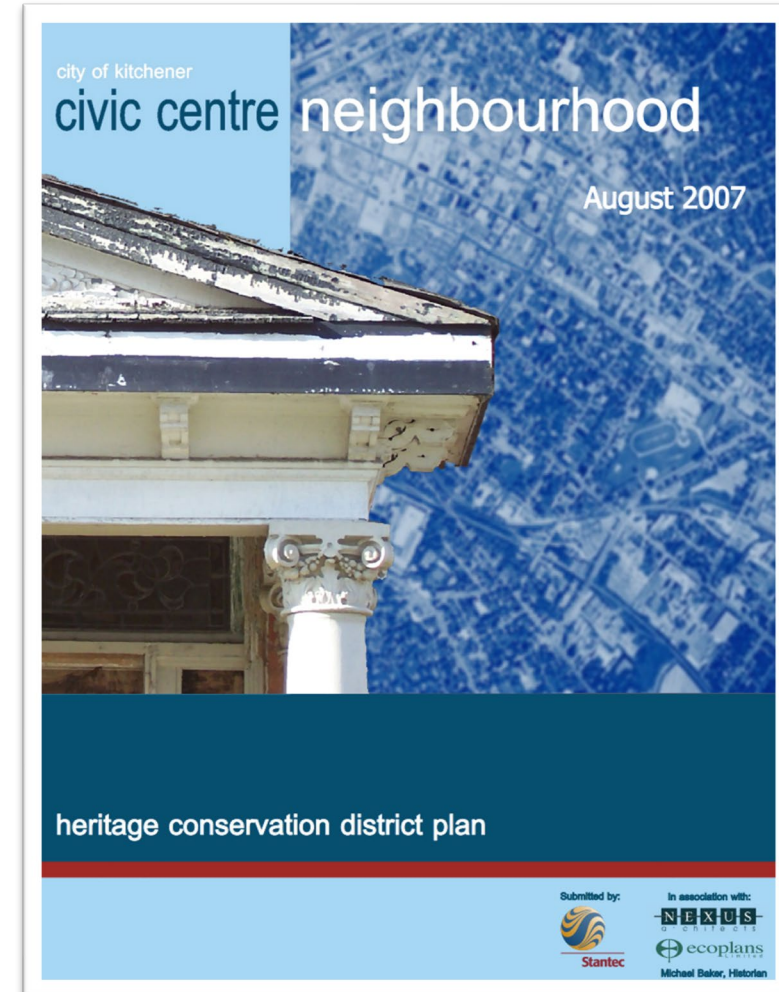


# Civic Centre Heritage Conservation District

Growing Together supports the Civic Centre Heritage Conservation District and was developed to support the continued implementation of the policies and objectives within that plan.

“Goal: Maintain the low-density residential character of the Civic Centre Neighbourhood Heritage Conservation District as the predominant land use, while recognizing that certain areas of the District already have or are intended for a wider range of uses by:

- Ensuring that appropriate Official Plan policies, designations and zoning regulations are in effect that support the residential community;
- Establishing policies that will consider and mitigate the potential impacts of nonresidential or higher intensity residential uses on the heritage character of low-density residential areas;
- Developing area or site-specific policies and guidelines for those areas intended for nonresidential or higher intensity residential uses that will protect key heritage attributes, while allowing greater latitude for potential alterations or redevelopment;
- Ensuring that infill development or redevelopment is compatible with the heritage character and pedestrian scale of the District.”



# Cultural Heritage Landscapes

Growing Together supports Kitchener's Cultural Heritage Landscapes by implementing a series of Official Plan policies that directly guide the implementation of Cultural Heritage Landscapes. Our policy and zoning regulations also implement completed Cultural Heritage Landscape work done to date. From the study;

- **Cultural Heritage Landscape Study**
- We've taken inventory of our cultural heritage landscapes: historic places that blend the built and natural environment, and provide us with valuable insight into the events, people and activities that form the shape of our city.
- This inventory, known as our Kitchener Cultural Heritage Landscape Study, has helped us confirm the significance of our **cultural heritage landscapes** and establish a conservation strategy.
- **Our cultural heritage landscapes**
- Some of our most significant landscapes point to our industrial past, predating the arrival of the local railway in the 1850s. Others reflect our historic residential neighbourhoods, some of which were built before the First World War, and others that were constructed right after the Second World War.
- Kitchener also boasts one of the best-preserved Victorian-era parks in Canada, Victoria Park, designed between 1894-95. Nineteenth and early 20th Century cemeteries, golf courses, institutions, pioneer farmsteads and residential estates round out our inventory.



CITY OF KITCHENER  
**CULTURAL HERITAGE LANDSCAPES**  
DECEMBER 2014



# Downtown District Energy

Growing Together supports the downtown district energy business case by;

- Creating sufficient permissions to achieve the 4.5 million square feet of forecasted new floor space required to support a district energy system.
- District energy is a key climate change adaptation and mitigation measure. District energy will allow Kitchener to continue to grow while also reducing our greenhouse gas emissions to meet our climate action plan goals.
- District energy is also very reliable and can continue to provide service where other energy sources experience shortages or interruptions.

Appendix A to DSD-20-151

## Kitchener Innovation District Community Energy System Pre-Feasibility Study

DRAFT – December 20, 2019

FINAL – January 31, 2020



Submitted to:

Community Energy Investment Strategy

Submitted by:



1 - 7



**Thank You!**