

# Internal memo

Development Services Department



www.kitchener.ca

**Date:** November 29, 2021  
**To:** Craig Dumart, Senior Planner  
**From:** Victoria Grohn, Senior Planner (Heritage)  
**cc:**  
**Subject:** Resubmission 1  
Official Plan Amendment OPA21/001/F/DE  
Zoning By-law Amendment ZBA21/002/F/DE  
30 Francis South  
Heritage Planning Comments

Heritage Planning staff have reviewed the covering letter prepared by GSP Group and dated November 11, 2021; the revised Urban Design Brief prepared by GSP Group and dated November 2021; the architectural plans and elevations prepared by SRM Architects; building renderings prepared by SRM Architects; Heritage Massing Section Diagram prepared by SRM Architects and dated November 5, 2021; and the Heritage Design Brief prepared by SRM Architects.

Overall, the updated materials provided with the resubmission package appear to address comments previously provided by Heritage Planning staff with respect to the podium massing of the proposed development being of similar mass to the adjacent Tannery building located at the corner of Charles Street West and Francis Street South. The podium of the proposed tower has been designed to be 6-storeys, which is of a comparable height to the Tannery building. Heritage Planning staff continue to request that the maximum height of the podium be regulated via a special provision regulation in the zoning by-law.

In addition, the previous comments provided by Heritage Planning staff continue to apply for a future Site Plan process:

- Heritage Planning staff and urban design staff will review the elevation drawings; and
- Heritage Planning staff will require a sample material board for review and approval.

## Craig Dumart

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**From:** Mike Seiling  
**Sent:** Thursday, April 22, 2021 4:28 PM  
**To:** Dayna Edwards  
**Subject:** FW: Circulation for Comment - Proposed Official Plan & Zoning By-law Amendments (30 Francis Street South)  
**Attachments:** Agency Letter\_Final.pdf

Building; no concerns.

Mike

**From:** Christine Kompter <Christine.Kompter@kitchener.ca>  
**Sent:** Thursday, April 22, 2021 3:13 PM  
**To:** Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; DSD - Planning Division <DSDPlanningDivision@kitchener.ca>; Feds <vped@feds.ca>; GRCA (North Kitchener) - Trevor Heywood <theywood@grandriver.ca>; GRCA (South Kitchener) - Chris Foster-Pengelly <cfosterpengelly@grandriver.ca>; GRCA (South Kitchener) - Jenn Simons <jsimons@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; K-W Hydro - Greig Cameron <gcameron@kwhydro.on.ca>; Linda Cooper <Linda.Cooper@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Parmi Takk <Parmi.Takk@kitchener.ca>; Region - Planning <PlanningApplications@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Robert Morgan <Robert.Morgan@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; UW - SA <Steven.amirikah@uwaterloo.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine\_burns@wrdsb.ca) <elaine\_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>  
**Cc:** Dayna Edwards <Dayna.Edwards@kitchener.ca>  
**Subject:** Circulation for Comment - Proposed Official Plan & Zoning By-law Amendments (30 Francis Street South)

Please see attached. Comments or questions should be directed to **Dayna Edwards**, Senior Planner (copied on this email).

### Christine Kompter

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





Region of Waterloo

PLANNING, DEVELOPMENT  
AND LEGISLATIVE SERVICES  
Community Planning

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Melissa Mohr 226-752-8622

File: D17/2/21001

C14/2/21002

July 2, 2021

Dayna Edwards  
Senior Planner (Urban Design)  
City of Kitchener  
200 King Street West, 6<sup>th</sup> Floor  
P.O. Box 1118, Kitchener, ON  
N2G 4G7

Dear Ms. Edwards,

**Re: Proposed Official Plan Amendment OPA 21/001 and  
Zoning By-law Amendment ZBA 21/002  
30 Francis Street  
GSP Group Inc. on behalf of IN8 Developments  
CITY OF KITCHENER**

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GSP Group on behalf of IN8 Developments has submitted an Official Plan Amendment and Zoning By-law Amendment for a development proposal at 30 Francis Street in the City of Kitchener.

The purpose and effect of the proposed Official Plan and Zoning By-law Amendment is to redevelop the property with a 44-storey building that includes an internal parking structure, rooftop amenity terrace and 532 residential dwelling units. The building is situated at the corner of Francis Street South and Charles Street West, with the principal entrance being located on Francis Street South.

To facilitate the development proposal, an Official Plan Amendment is being requested which will maintain the Innovation District Designation and include a Special Policy Area to permit a floor space ratio of 14.7. In addition, the applicant requires a Zoning By-law Amendment that will incorporate a special regulation provision with the existing D-6 Zone in order to permit the increased density (floor space ratio of 14.7/ permit the 44-storey building) and reduce the building setbacks.

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

## **Regional Comments**

### **Consistency with Provincial Legislation and Regional Official Plan Conformity**

The subject lands are designated “Urban Area” and “Urban Growth Centre” on Schedule 3a of the Regional Official Plan (ROP) and the site is located in the Urban Growth Centre and designated Innovation District in the City of Kitchener Official Plan.

The Urban Area designation of the ROP has the physical infrastructure and community infrastructure to support major growth and social and public health services (ROP Section 2.D). The ROP supports a Planned Community Structure based on a system of Nodes, Corridors and other areas that are linked via an integrated transportation system (ROP objective 2.1 and 2.2). Components of the Planned Community Structure include the Urban Area, nodes, corridors and other development areas including Urban Growth Centres (UGC's) and Major Transit Station Areas (MTSA's).

This Planned Community Structure reflects the intent of the Regional Growth Management Strategy and provides a framework for decision-making on a wide range of issues, including land use and transportation planning among others. Mostly all of the Region's future growth will occur within the Urban Area and Township Urban Area designations, with a substantial portion of this growth directed to the existing Built-Up Area of the Region through reurbanization. Focal points for reurbanization include Urban Growth Centres, Township Urban Growth Centres, Major Transit Station Areas, Reurbanization Corridors and Major Local Nodes (ROP Section 2.B).

Regional staff understand that the proposal is for a high-density development that exceeds the reurbanization target within the Urban Growth Center. Furthermore, this site is located within 600-800 metres of multiple ION Stops. Regional staff have no objection to higher density within the MTSA area and Urban Growth Centre of the Region as the type of high-density development proposed on site supports the Planned Community Function of the Regional Official Plan.

The Region wishes to advise the applicant of the following technical comments related to the proposal:

### **Corridor Planning**

#### *Environmental (Road and Stationary) Noise Study Comments:*

The “Noise Feasibility Study, Proposed Residential Development, 30 Francis Street, Kitchener, Ontario” completed by HGC Engineering dated January 13, 2021 has been received and is under review. Comments regarding the Road and Stationary noise aspects of the report will be provided separately.

**It is recommended that these comments be received prior to the city proceeding with a recommendation.**

In addition, please be advised that a detailed Noise Study may be required at the time of Site Plan to ensure that the site design incorporates required noise mitigation measures.

*Stormwater Management & Site Grading:*

Region of Waterloo staff have received the “Functional Site Grading, Servicing and SWM Report, 30 Francis Street South, City of Kitchener”, completed by IBI Group (dated January 2021) and it is under review. Formal comments will be provided under separate cover. **It is recommended that these comments be received prior to the city proceeding with a recommendation.**

*Regional Road Dedication:*

This section of Charles Street West (Regional Road 64) has a designated road width of 26.213m (86ft) in accordance with Schedule ‘A’ of the Regional Official Plan (ROP). The existing Charles Street West right-of-way measures approximately 20.117m (66ft) at this location. An estimated road widening dedication of approximately 3.048m (10ft) will be required along the Charles Street West property frontage for this development. It appears that the correct road widening dedication width has been shown on all plans provided. In addition to the road widening dedication, a daylight triangle dedication at the corner of the Charles Street West/Francis Street intersection is also required in association with site development. The development proposes a 3m x 3m daylight triangle dedication, which is satisfactory to the Region of Waterloo.

The road widening dedications can be deferred to a future Site Plan application, but all design concepts and drawings going forward must continue to include the areas of dedication.

An Ontario Land Surveyor (OLS) in consultation with the Region’s Transportation Planner must determine the exact amount of road widening to be dedicated. In addition, the land must be dedicated to the Region of Waterloo for road allowance purposes, without cost and free of encumbrance.

The Region of Waterloo will require a Phase I Environmental Site Assessment (ESA) and possibly a Phase II ESA (depending on the findings of the Phase I ESA) for the road widening and daylight triangle dedication areas. **Please ensure that any Record of Site Condition (RSC) for the subject lands excludes the area of road widening and daylight triangle dedications.**

*Landscaping*

The architectural plans and landscape plans propose a number of landscape features in the existing Charles Street West right of way and also in the area of future road widening dedication. The Region of Waterloo has no objection to certain landscape features within the right of way; therefore, Regional staff wish to work with the applicant to develop a landscaping plan that will be approved by various Region of Waterloo departments.

### *Proposed Encroachments*

The plans provided with the application propose a number of building encroachments which appear to be both above and below grade level. Please note that no new encroachments shall be permitted within the Regional right of way. **Please ensure the building and building features such as decorative pillars and underground parking structures (above and belowground) are contained completely within the subject lands (no building parts shall be permitted in the Region's right-of-Way or land dedications)**

### *Access Permit/TIS/Access Regulation:*

The existing property obtains vehicular access to the municipal road network via a single full movement access to Francis Street (Local Road under the jurisdiction of the City of Kitchener) and a single full movement access location to Hall's Lane West (local road under the jurisdiction of the City of Kitchener). The concept drawing provided with the application propose a new full movement vehicular access to Charles Street West (to service all underground and above grade parking spaces) and an additional vehicular access to Hall's Lane West (for the parking podium and drop off area). Region of Waterloo staff have no concerns with the proposed access concept and locations.

The Regional Road Access Permit application found here:

(<https://forms.regionofwaterloo.ca/ePay/PDLS-Online-Payment-Forms/Commercial-Access-Permit-Application>). The application and the associated fee (\$230) shall be required for the proposed Charles Street West access location. The application and fee can be deferred to a future Site Plan application and Regional staff can work with the owner/applicant under the Site Plan application to complete access design details.

### *Transit Planning:*

Please be advised that Grand River Transit (GRT) currently operates Route 6 along this section of Francis Street West, however, there is no existing or proposed stop along the frontage of this property. GRT & ION currently operates routes near the proposed development with major transit stops at the Victoria/King and Charles/Water intersections.

### *Information Related to NAV Canada:*

While the proposed development lies outside of the Region of Waterloo International Airport Zoning Regulated Area (AZR) and the proposed building height is not limited by the AZR heights, NAV Canada has asked to be informed of any buildings, which will be above the existing ground level of 30.5m (100ft) in height. The height criteria is also applied to the use of construction cranes. If the building height is more than 30.5m above ground level please complete the appropriate Land Use Submission Form (<https://www.navcanada.ca/en/products-and-services/Pages/land-use-program.aspx>). More information can be found on the NAV Canada website (<https://www.navcanada.ca/en/Pages/default.aspx>).

### Record of Site Condition

There is a high environmental threat located on the adjacent lands in accordance with the Region's Treats Inventory Database (TID) due to past and current land uses. A Record of Site Condition (RSC) and Ministry Acknowledgement Letter shall be required in accordance with the Region's Implementation Guidelines. The Region shall accept a holding zone until such time that the RSC and Ministry Acknowledgement letter have been received. Alternatively, should the RSC be required in accordance with O.Reg 153/04, the Region may defer the RSC to building permit issuance, subject to confirmation in writing from the Chief Building Official (CBO) of the City of Kitchener that the RSC will be required prior to building permit issuance. Should the letter not be received, the Region shall require the Holding Zone until the RSC and Ministry Acknowledgment Letter have been received. **Please ensure that the Road Widening and Daylight Triangle (Road Dedications) are excluded from the Record of Site Condition.**

### Regional Water Services

Please be advised that no connection to regional watermain shall be permitted in accordance with Section B.2.1.4.1 of the *Design Guidelines and Supplemental Specifications for Municipal Services, January 2021*. Regional staff understand that the applicant is proposing a connection to the 300 mm diameter local watermain and therefore have no objections to the Official Plan and Zoning By-law Amendment from a Regional water services perspective.

### Housing Services

The Region supports the provision of a full range of housing options, including affordable housing. The Region's 10-Year Housing and Homelessness Plan contains an affordable housing target for Waterloo Region. The target is for 30% of all new residential development between 2019 and 2041 to be affordable to low and moderate income households. Staff recommend that the applicant consider providing a number of affordable housing units on the site. Staff further recommend meeting with Housing Services to discuss the proposal in more detail and to explore opportunities for partnerships or programs.

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

Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households	\$368,000
Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area	\$487,637

\*Based on the most recent information available from the PPS Housing Tables (2020).

In order for an owned unit to be deemed affordable, the maximum affordable house price is \$368,000.

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

A unit for which the rent does not exceed 30 per cent of the gross annual household income for low and moderate income renter households	\$1,420
A unit for which the rent is at or below the average market rent (AMR) in the regional market area	Bachelor: \$863 1-Bedroom: \$1,076 2-Bedroom: \$1,295 3-Bedroom: \$1,359 4+ Bedroom: \$1,359

\*Based on the most recent information available from the PPS Housing Tables (2020)

In order for a unit to be deemed affordable, the average rent for the proposed units must be at or below the average market rent in the regional market area, as listed above.

In addition, in order for affordable housing to fulfill its purpose of being affordable to those who require rents or purchase prices lower than the regular market provides, there should be an agreement in place with conditions establishing the income levels of the people who can rent or own the homes as well as conditions on how long those units need to remain affordable. A security should be registered on title to ensure the affordable units are maintained over the term of the agreement.

**Fees**

By copy of this letter, the Region of Waterloo acknowledges receipt of the review fees of \$6,900.00.

**General Comments**

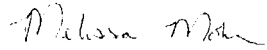
Any future development on the lands subject to the above-noted application will be subject to the provisions of Regional Development Charge By-law 19-037 or any successor thereof.

**Further comments relating to the Environmental Noise Study (to address Road and Stationary Noise) and the Functional Servicing and Stormwater Management Report will be provided separately. It is recommended that these comments be received prior to the city proceeding with a recommendation.**



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

Yours truly,



Melissa Mohr, MCIP, RPP  
Principal Planner

C. IN8 Developments C/O Tom Kizeweter (Owner)  
Chris Pidgeon, GSP Group Inc. (Applicant)



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Melissa Mohr (226) 752-8622  
File: D17-40/2/21001 &  
C14-60/2/21002

January 31, 2022

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

craig.dumart@Kitchener.ca

Dear Mr. Dumart:

**Re: Noise Study  
OPA 21/001/F/DE and ZBA 21/002/F/DE  
30 Francis Street S. follow up to Regional Comments  
IN8 Developments  
CITY OF KITCHENER**

Regional staff have reviewed the Study entitled, “Noise Feasibility Study, Proposed Residential Development, 30 Francis Street, Kitchener, Ontario” (HGC Engineering, January 27, 2022), and HGC’s Response Letter to Region comments dated January 15, 2022. The development consists of two (2) levels of underground parking, ground floor commercial, above-ground parking & residential suites up to the 6<sup>th</sup> floor, and a 44-storey residential tower. An outdoor amenity area is included on the 7<sup>th</sup> floor. Noise sources assessed include road & rail traffic, and on/off-site stationary noise. The Feasibility Study conclusions and recommendations together with the Response Letter are acceptable to the Region. A detailed noise study to address the impacts of on-site and off-site stationary noise sources on sensitive uses (on-site and off-site), and to address matters identified in the Response Letter will be required as part of site plan approval for the development. **Staff recommends this detailed noise study be secured by way of a holding provision in the proposed zoning-law amendment (with the holding to be lifted prior to site plan approval).**

**Furthermore, the following shall be implemented through a future Consent or Condominium Application and/or Site Plan Application:**

**Road and Rail Traffic Noise**

With the following mitigations measures recommended, the Ministry of the Environment, Conservation and Parks NPC-300 Noise Guideline and Region of Waterloo Guideline for Noise Policies for road and rail traffic noise level criteria can be met for this development.

Based on road and rail traffic modelling used in the report the noise results in Table 5 and 6 of the Study indicate daytime and nighttime noise levels exceed the noise level criteria in the MECP's NPC-300 noise guideline.

The Study recommends the following: use of balcony barriers of appropriate height (solid parapet made of glass) to shield any windows to sensitive spaces behind; use of building components that meet the Ontario Building Code (OBC), construction of units with alternative means of cooling other than opening the windows, and noise warning clauses. These recommendations may change as a result of the required detailed noise study at the time of Site Plan.

Notwithstanding any recommendations of the future detailed noise study, a warning clause to advise purchasers of road and rail traffic noise shall be included in a registered agreement between the Owner/Applicant and the Regional Municipality of Waterloo to be included in all offers to purchase and/or rental agreements, and any future plan of condominium declaration. This should be applicable for all residential and sensitive commercial uses within the development. Wording as follows,

*"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road and rail traffic may continue to be of concern, and may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks noise criteria."*

*"This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of the central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment , Conservation and Parks."*

*"Warning: Canadian National Railway Company or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the*

*residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”*

### **Stationary Noise**

#### **Section 7 Impact of the Development on the Environment (off-site receptors) (pp. 10-11)**

The report has indicated on-site noise sources are not yet known as detail building design is not yet completed. Though future on-site noise sources may include: emergency generator, fresh air handling systems, exhaust fans and mechanical equipment etc., in HGC's experience these on-site noise sources can be addressed through appropriate mitigation. A detailed noise assessment will need to be undertaken prior to site plan approval to determine the impact of on-site noise sources on on-site and off-site sensitive noise receptors.

#### **Section 8.3 Stationary Source Assessment (pp. 16-18)**

Significant off-site noise sources impact the subject development including rooftop mechanical equipment from surrounding buildings. Based on assumptions used in the modelling, noise results in Table 10 of the Study indicate daytime noise levels meet noise level criteria in the MECP's NPC-300 noise guideline. Predicted nighttime noise levels indicate an excess of up to 3 dBA during this period are expected.

The Study recommends the following: use of balcony barriers of appropriate height (solid parapet made of glass) to shield any windows to sensitive spaces behind; conduct a site visit during the cooling season to confirm modelled off-site noise levels and to determine what additional mitigation (if any) are on the need; and warning clauses to advise purchasers and/or tenants of potential noise from off-site noise sources. These recommendations may change as a result of the required detailed noise study.

Notwithstanding any recommendations of the future detailed noise study, a warning clause to advise purchasers and/or tenants of nearby noise sources associated with residential/commercial uses, be included in a registered agreement between the Owner/Developer and the City of Kitchener to be included in all offers to purchase and/or rental agreements, and any future plan of condominium declaration. This should be applicable for all residential and sensitive commercial uses within the development. Wording as follows,

*“Purchasers/tenants are advised that due to the proximity of nearby commercial facilities, sound from those facilities may at times be audible.”*

The Study acknowledges the temporary GO Transit Park Street Layover Facility situated approximately 500m to the west of this development. The acoustical assessment completed for this facility by HGC Engineering in 2010 concluded the subject site meets applicable noise level criteria. This notwithstanding, a warning

clause is recommended to advise of potential noise from this facility. Wording as follows,

*"Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest are the owners of lands within 300 metres from the land which is the subject hereof. In addition to the current use of the lands owned by Metrolinx, there may be alterations or expansions of the rail and other facilities on such lands in the future including the possibility that GO Transit or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuation measures in the design of the development and individual dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under its lands."*

### **Implementation / Certification of Building Components**

An acoustical engineer, or municipal building official, will be required to certify that the building plans include all required noise control, including central air conditioning prior to issuance of a building permit.

An acoustical engineer, or municipal building official, will also be required to certify that all required noise control measures have been installed.

### **Conclusions:**

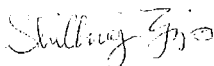
The Region requires a Holding Zone to be implemented through the Zoning By-law Amendment to secure receipt of a detailed noise study.

In addition, special buildings components as indicated above (e.g. use of balcony barriers of appropriate height (solid parapet made of glass)) shall be included in the design of the building through the site plan process.

Furthermore, Development Agreements shall be required between the Owner/Developer and the Region of Waterloo and a development agreement shall be required between the Owner/Developer and the City of Kitchener to include the above noted noise warning clauses in all offers of purchase and sale/lease/rental agreements through a future consent and/or Condominium Application.

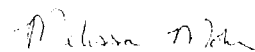
Please be advised that further requirements may come from the accepted detailed noise study, once reviewed.

Yours truly,



Shilling Yip, MCIP, RPP  
Principal Planner  
(Noise Study Technical Review)

Yours truly,



Melissa Mohr, MCIP, RPP  
Principal Planner  
(Regional File Planner)

cc. Bill Gastmeier, HGC Engineering  
Jason Wigglesworth, Region of Waterloo

## Craig Dumart

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**From:** Niall Melanson  
**Sent:** Wednesday, January 5, 2022 10:15 AM  
**To:** Craig Dumart  
**Cc:** 'Emir Ceric'; Angela Mick  
**Subject:** FW: 30 Francis Street S - ZBA Clearance

Morning Craig

Engineering & Kitchener Utilities can now provide our clearances for the ZBA.

Thanks

### Niall Melanson, C.E.T.

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

**From:** Angela Mick <Angela.Mick@kitchener.ca>  
**Sent:** Tuesday, January 04, 2022 12:08 PM  
**To:** 'Emir Ceric' <Emir.Ceric@IBIGroup.com>; Craig Dumart <Craig.Dumart@kitchener.ca>; Niall Melanson <Niall.Melanson@kitchener.ca>  
**Cc:** Marc Villemaire <mvillemaire@srmarchitects.ca>; ambrose <ambrose@in8developments.ca>; Sydney Bailey <sbailey@gspgroup.ca>; Marie Shelley <MShelley@srmarchitects.ca>; Paul Rygielski <paul@spectrac.ca>; Tom Kizeweter <tom@spectrac.ca>; Jeff Hayhurst <jeff@stumpffire.com>; Tyler McLean <tmclean@srmarchitects.ca>; Julianna Arcese <julianna.arcese@ibigroup.com>; Kelly Cobbe <kcobbe@IBIGroup.com>  
**Subject:** RE: 30 Francis Street S - 3rd Submission FSR Comments

Thank you. I'm good

**From:** Emir Ceric <Emir.Ceric@IBIGroup.com>  
**Sent:** Tuesday, January 4, 2022 11:56 AM  
**To:** Craig Dumart <Craig.Dumart@kitchener.ca>; Angela Mick <Angela.Mick@kitchener.ca>; Niall Melanson <Niall.Melanson@kitchener.ca>  
**Cc:** Marc Villemaire <mvillemaire@srmarchitects.ca>; ambrose <ambrose@in8developments.ca>; Sydney Bailey <sbailey@gspgroup.ca>; Marie Shelley <MShelley@srmarchitects.ca>; Paul Rygielski <paul@spectrac.ca>; Tom Kizeweter <tom@spectrac.ca>; Jeff Hayhurst <jeff@stumpffire.com>; Tyler McLean <tmclean@srmarchitects.ca>; Julianna Arcese <julianna.arcese@ibigroup.com>; Kelly Cobbe <kcobbe@IBIGroup.com>  
**Subject:** [EXTERNAL] RE: 30 Francis Street S - 3rd Submission FSR Comments

Hi Craig, Angela and Niall,

Please find attached our updated FSR dated January 4, 2022. Note point 6 on page 4 and Appendix D. Please let us know if you need any additional information from us.

City of Kitchener  
**OPA/ZBA COMMENT FORM**

**Project Address: 30 Francis St S**

**Date of Meeting: N/A**

**Application Type: OPA21/001/F/DE and ZBA21/002/F/DE**

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Comments Of: Parks & Cemeteries

Commenter's Name: Lenore Ross

Email: lenore.ross@kitchener.ca

Phone: 519-741-2200 ext 7427

Date of Comments: May 20 2021

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**1. Site Specific Comments & Issues:**

**Parkland Dedication**

- .1 The site is located within the City of Kitchener Downtown Core Area and is currently exempt from parkland dedication. Any changes to the exemption area affecting this proposal may require a review of parkland dedication requirements
- .2 Dedication requirements are subject to the Parkland Dedication Policy current at the time of application
- .3 Should any further revisions be made to the proposal, a revised parkland dedication may be required.
- .4 In the event of a discrepancy between the parkland dedication calculation form and this memo, please contact the above-noted Parks & Cemeteries staff for clarification.

**.1 Street Trees**

- .5 The preliminary site layout proposes street trees in planters within the right of way along Charles St W. This is a positive landscape element and will need to be coordinated with the Region of Waterloo as this is a Regional road. Francis St S is also noted as a Regional Road, but I believe this is incorrect. Any required cash-in-lieu of street trees for the Francis St S frontage will be addressed at site plan application.

**.2 Trails**

- .6 No comment



**.3 Impacts to Public Lands**

.7 No comment

**.4 Other**

.8 No comment

**2. Comments on Submitted Plans, Studies and Reports:**

No comments. No requirements

**3. City of Kitchener Policies, Standards and Resources:**

- Parkland Dedication Policy
- Chapter 690 of the current Property Maintenance By-law
- Parks Strategic Plan
- Cycling & Trails Masterplan
- Multi-Use Pathways & Trails Masterplan
- Development Manual
- Urban Design Manual

**City of Kitchener**  
**PRE-SUBMISSION CONSULTATION COMMENT FORM**

**Project Address:** 30 Francis St

**Date of Meeting:** May 28 2021

**Application Type:** ZBA/SP

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Comments Of: WRDSB

Commenter's Name: Nathan Hercanuck

Email: nathan\_hercanuck@wrdsb.ca

Phone: 519-570-0003 x4459

Date of Comments: April 23, 2021

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

**1. Site Specific Comments & Issues:**

The WRDSB has concerns with respect to student capacity at proximate elementary and secondary schools. As such, applicant/owner must agree in the Subdivision Agreement/Condo Declarations and/or Site Plan Agreement to notify all purchasers of residential units and/or renters of same, by inserting the following clauses in all offers of Purchase and Sale/Lease, and that this remain on Title to the property/unit for heirs, successors and assigns:

“Whereas the Waterloo Region District School Board (WRDSB) may designate this parcel of land as a Development Area for the purposes of school accommodation, and despite the best efforts of the WRDSB, sufficient accommodation may not be available for all anticipated students. You are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside the area, and further, that students may, in future, be transferred to another school.”

And that;

Prior to final approval, the WRDSB is to be advised in writing by the Approval Authority how the above condition(s) has/have been satisfied.

**2. Plans, Studies and Reports to submit as part of a complete Planning Act Application:**

3. Anticipated Requirements of full Site Plan Approval:

4. Policies, Standards and Resources:

5. Anticipated Fees:

Please be advised that any development on the subject lands is subject to the provisions of the Waterloo Region District School Board's Education Development Charges By-law 2016 or any successor thereof and may require the payment of Education Development Charges for these developments prior to issuance of a building permit.

## City of Kitchener - Comment Form

**Project Address: 30 Francis Street South**

**Application Type: Official Plan and Zoning By-law Amendment**

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

**Commenter's name:** Carrie Musselman

**Email:** carrie.musselman@kitchener.ca

**Phone:** 519-741-2200 x 7068

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**Written Comments Due:** May 28, 2021

**Date of comments:** May 19, 2021

**Date of revised comments:** November 16, 2021

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

- Sustainability Statement, Official Plan Amendment and Zoning By-law Amendment, 30 Francis Street South. IN8 Developments. February 9, 2021. GSP Group.
- 30 Francis Street, Kitchener, Summary of sustainability Design Elements and Community Benefits. November 4, 2021. SRM Architects Inc.

### **2. Comments & Issues:**

I have reviewed the documentation (as listed above) to support an Official Plan and Zoning By-law Amendment to facilitate the development of a 44-storey condominium development at 30 Francis St. S. and provided the following:

**Based on my review of the supporting study the Official Plan and Zoning By Law Amendments can be supported.** In part, as the design of the building will be "LEED Inspired" and will incorporate sound knowledge of sustainability materials and process, such as:

- Consideration for grey energy values, and other life-cycle elements that can have a major impact on the development's energy use.
- Building envelope design that will minimize thermal bridging, maintain a high level of air tightness, and maximize thermal comfort.
- Selection of energy efficient glazing systems.
- Selection of light-reflective roofing materials.
- Selection of plumbing fixtures with low water consumption.
- The Owner, Engineers, Landscape Architect, and Construction Manager work to develop a project that can be built avoiding unnecessary waste and pollution of the environment, and which aims for low maintenance costs (such as heating and cooling).

### **3. Site Plan Approval:**

- a Sustainability Study (as per the City's Terms of Reference) will be required with an emphasis on demonstrating, to the satisfaction of the City (Planning), how energy is being conserved or low energy generated.

### **4. Policies, Standards and Resources:**

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

### **5. Advice:**

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

## Craig Dumart

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**From:** Sandro Bassanese  
**Sent:** Friday, January 7, 2022 2:41 PM  
**To:** Craig Dumart  
**Subject:** RE: 30 Francis St S - ZBA/OPA

Hey Craig

The additional information regarding the wind study will be taken into account when the block adjacent to the site redevelops.

The urban design brief is acceptable staff will work with the consultant team to address wind impacts through the site plan process.

Let me know if you have any questions or concerns.

Thanks

### Sandro Bassanese

Senior Urban Designer | Planning Division | City of Kitchener  
519-741-2200 ext. 7305 | TTY 1-866-969-9994 | [sandro.bassanese@kitchener.ca](mailto:sandro.bassanese@kitchener.ca)



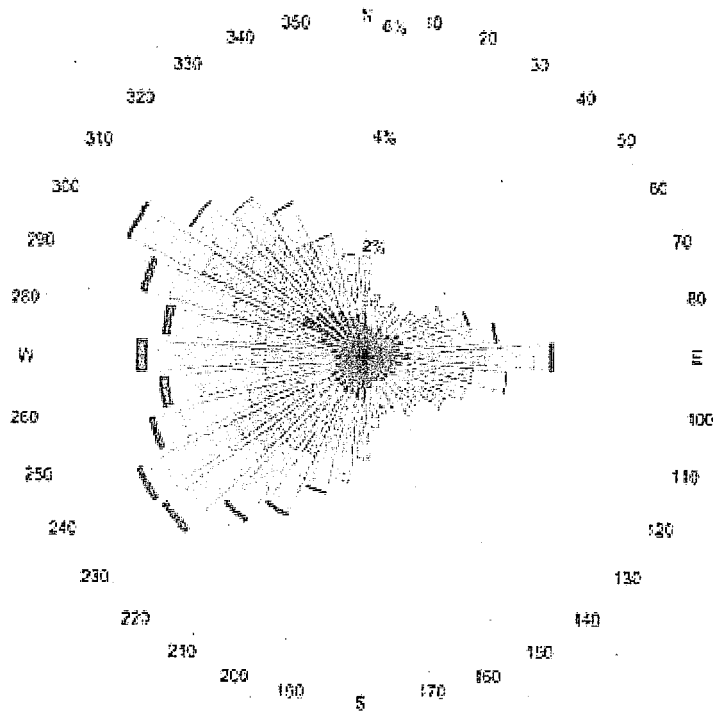
**From:** Marc Villemaire <mvillemaire@srmarchitects.ca>  
**Sent:** Thursday, December 23, 2021 1:54 PM  
**To:** Sandro Bassanese <Sandro.Bassanese@kitchener.ca>  
**Cc:** Craig Dumart <Craig.Dumart@kitchener.ca>  
**Subject:** [EXTERNAL] RE: 30 Francis St S - ZBA/OPA

Thanks Again for the quick feedback Sandro.

I asked RWDI to advise on your questions and observations. Here is the response I have from Edyta from RWDI:

*The predominant winds in Kitchener in the winter, when you will typically see uncomfortable wind conditions, are from the westerly directions as per the wind rose below. There is a small easterly component but it is not significant. Depending on the design of the future building across the street wind conditions will be changed along Francis Street South. Without knowing the potential massing of the future development (footprint, height, building setbacks etc. ) it is not possible to comment on how these conditions may change. Similar to how we saw improvements with the implementation of wind mitigation measures on our site, if conditions are not favourable*

wind mitigation measures can be used to improve conditions. This can be confirmed by conducting wind tunnel testing at that time.



Winter (November - April)

As you opined Sandro, the future development can implement additional wind mitigating features (canopies, recessed entrances etc..) that will improve the pedestrian level of comfort. With any future development (if it isn't IN8 haha) we would be more than happy to share our drawings and reports to assist in the optimal design to mitigate wind effects.

Regards,  
Marc

**Marc Villemaire**  
Managing Partner

**SRM Architects Inc.**  
279 King Street West, Suite 200  
Kitchener, Ontario N2G 1B1

t: 519.885.5600 x216

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**From:** Sandro Bassanese <[Sandro.Bassanese@kitchener.ca](mailto:Sandro.Bassanese@kitchener.ca)>  
**Sent:** December 21, 2021 8:58 AM  
**To:** Marc Villemaire <[mvillemaire@srmarchitects.ca](mailto:mvillemaire@srmarchitects.ca)>  
**Cc:** Craig Dumart <[Craig.Dumart@kitchener.ca](mailto:Craig.Dumart@kitchener.ca)>  
**Subject:** RE: 30 Francis St S - ZBA/OPA

## Craig Dumart

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**From:** Sandro Bassanese  
**Sent:** Tuesday, December 21, 2021 8:58 AM  
**To:** 'Marc Villemaire'  
**Cc:** Craig Dumart  
**Subject:** RE: 30 Francis St S - ZBA/OPA

Hey Mark

I read through the commentary provided regarding the wind study and it is acceptable.

My one additional concern is with future redevelopment of city owned lands adjacent across the street from 30 Francis. If a similar built form or a park similar to Francis green was proposed could wind impacts be mitigated (i.e. through canopies, setbacks or plantings) or would it be further exacerbated to an uncomfortable or unsafe level. If the property redevelops I would like to ensure as much as possible that this can be mitigated and not compounded and potentially impact your development as well.

Thanks and please call if you want to discuss further.

### Sandro Bassanese

Senior Urban Designer | Planning Division | City of Kitchener  
519-741-2200 ext. 7305 | TTY 1-866-969-9994 | [sandro.bassanese@kitchener.ca](mailto:sandro.bassanese@kitchener.ca)



**From:** Marc Villemaire <mvillemaire@srmarchitects.ca>  
**Sent:** Friday, December 17, 2021 5:55 PM  
**To:** Sandro Bassanese <Sandro.Bassanese@kitchener.ca>  
**Subject:** [EXTERNAL] FW: 30 Francis St S - ZBA/OPA

Hey Sandro

I just sent this email to Craig and saw that he is out of the office. I wanted to give you a chance to see it directly if Craig didn't have a chance to forward it to you.

Happy holidays Sandro!  
Marc

Marc Villemaire  
Managing Partner



**SRM** Architects Inc.  
279 King Street West, Suite 200  
Kitchener, Ontario N2G 1B1

t: 519.885.5600 x216

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**From:** Marc Villemaire  
**Sent:** December 17, 2021 5:53 PM  
**To:** Craig Dumart ([craig.dumart@kitchener.ca](mailto:craig.dumart@kitchener.ca)) <[craig.dumart@kitchener.ca](mailto:craig.dumart@kitchener.ca)>  
**Cc:** Tyler McLean <[tmclean@srmarchitects.ca](mailto:tmclean@srmarchitects.ca)>; Ethan Liebster <[ELiebster@srmarchitects.ca](mailto:ELiebster@srmarchitects.ca)>  
**Subject:** RE: 30 Francis St S - ZBA/OPA

Good afternoon Craig

We have compiled a Theoretical LEED checklist of items and features that we are incorporating into the development. We should be able to share that list on Monday. With respect to Sandro's question about the wind study, I followed up with Edyta at RWDI and she has been able to provide us with some additional information.

**Locations 54, 56, 57 – winter conditions.**

For locations 54, 56, 57 along Francis Street South we did see an improvement at location 57 compared to the original test results. Wind speeds were reduced by 1 km/h in both summer and winter. Wind safety had an exceedance at 93 km/h in the original test, this was reduced to 89 km/h now passing the wind safety criteria in the new October test with wind mitigation measures in place.

Locations 54 and 56 remain unchanged. However, they are both 21km/h in the winter which is a very slight exceedance of the walking criteria of 18-20 km/h. Location 57 is now 22km/h.

Unless you add wind mitigation measures along the sidewalk where these sensors are placed there is not much more you can do on your site to address these wind conditions.

The fact that we eliminated the safety concern is great.

**Locations 54, 56, 57 – summer conditions.**

RWDI typically recommends walking or better wind conditions on sidewalks. Strolling wind speeds in the summer are acceptable. There is no need to mitigate these wind conditions. The fact that the wind conditions have increased is to be expected when you add a new building massing which now redirects more winds down to grade.

Please let me know if you or Sandro have any more questions and would like me to setup a call with Edyta next week.

Have a great weekend guys,  
Marc

**Marc Villemaire**  
Managing Partner

**SRM** Architects Inc.

**City of Kitchener**  
**ZBA and OPA Resubmission Comment Form**

**Project Address:** 30 Francis St S

**Date of Comments:** December 13, 2021

**Application Type:** ZBA & OPA

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Comments of: Urban Design

Commenter's Name: Sandro Bassanese

Email: sandro.bassanese@kitchener.ca

Phone: 519-741-2200 ext. 7305

**1. Design Brief Comments:**

The following is a summary of Urban Design responses to comments provided by staff prepared by GSP Group (IN8 Developments OPA21/001/F/DE, ZBA21/002/F/DE - 30 Francis Street South Response to Submission Review Comments Dated: November 11, 2021)

**Original Staff Comment:**

*The tower does not currently meet the off-site tower separation from the tower to the mid-point of the lane to the north. The Urban Design Report does not provide a rationale for not meeting the off-site tower separation. This should be provided as an update to the Urban Design Report.*

*Physical separation distance as per Tall Building Section requirements appears to be achieved on the western side. Justification will need to be provided for the deficiency in tower separation off-site to the north of the building.*

**Consultant Response:**

*The Urban Design Brief has been updated to address tower separation (Section 4.1). The proposed tower is well-situated on the east side of the building podium to address tower separation of the Tall Building Guidelines. The building tower placement provides a diagonal relationship with the existing building at 1 Victoria and will not encroach potential new developments at the north.*

**Staff Response:**

Further justification is to be provided related to the noncompliance adjacent to Francis Green.

**Original Staff Comment:**

Choose an item.

*At-grade active uses are expected on the ground floor. The proposal should strive to achieve active uses on as much of the podium frontage as possible. Where minor portions of active uses are not proposed on upper storeys of the podium, high quality art and/or architecture is expected to screen above grade parking.*

*At a minimum active use is to be provided along the ground floor within this area as per current City of Kitchener Urban Design Manual standards (see section 13 Structured Parking). Active uses on the ground floor level are achieved through:*

- *Main building entrance location at Francis and Charles intersection, Consideration is to be given to active uses or a community accessible space at grade at this location.*

**Consultant Response:**

*Beyond providing high-quality materials and architectural features, an emphasis has been made to enhance the pedestrian realm on both Francis and Charles Streets. Ground floor layout revisions have been made to further activate the Francis and Charles St frontages. Providing a gym, yoga and fitness spaces will help animate the streetscape. The added commercial retail spaces will also contribute to the lively atmosphere of the building, at the same time screening the vehicle parking beyond. With the addition of the commercial and retail spaces on the ground floor, more underground parking has been added to compensate for the lost surface parking. In order to connect residents of the building to the Francis Green space, internal programming has been redesigned to encourage that relationship.*

*Active uses on the ground floor level are achieved through:*

- *Main building entrance location at Francis and Charles intersection,*
- *incorporating visual cues in massing details for prominent residential lobby entrance*
- *Commercial units proposed with direct access from Charles Street*
- *Fitness centre amenity activating Francis Street with exit to Halls Lane*
- *Delineated pedestrian access to Francis Green from amenity exit on Halls Lane and Francis sidewalks*

**Staff Response:**

The revised ground floor layout is acceptable to staff and further review of the podium elements and finishes will be undertaken through the site plan review phases.

**Original Staff Comment:**

*The applicant should consider adding additional bicycle storage to meet current and future needs for bike parking spaces in residential units in the downtown. This comment was heard from the community at the Neighbourhood Meeting but also via written correspondence.*

**Consultant Response:**

*A minimum of 22 bicycle parking spaces are required to accommodate the Proposed Development (10% of vehicle parking required). The revised concept displays 141 bicycle parking spaces: 135 secure indoor (Type A) and 5 outdoor (Type B). This is an increase of 6 spaces from the previous submission, as well 119 auxiliary to the minimum bicycle parking spaces required.*

Choose an item.

**Staff Response:**

The additional bike parking as noted is acceptable to urban design staff transportation planning staff are to provided confirmation of acceptance of additional bike parking.

**Original Staff Comment:**

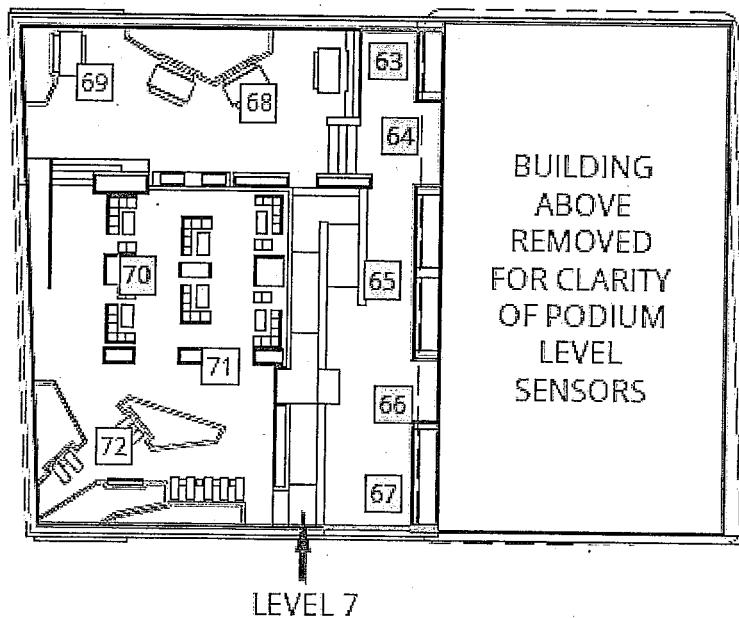
*The Wind Study should be updated to show mitigating measures for the wind impact along Charles and Francis Streets as well as Halls Lane.*

**Consultant Response:**

*Recessed building massing, canopy overhangs and wind screens have been utilized to address any uncomfortable winds identified around entrances, corners and down-draft locations at-grade. Furniture, planting and wind screens have been utilized to address any uncomfortable winds founds at the Level 7 rooftop terrace.*

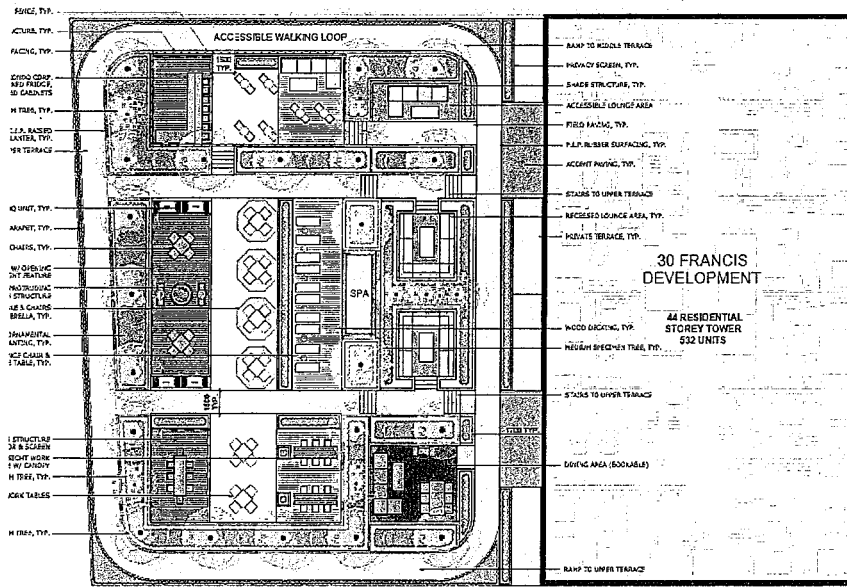
**Staff Response:**

The updated wind study (dated October 1, 2021) notes acceptable levels at grade on the Francis St Charles St and Halls lane. The Level 7 Upper Terrace modeling is to be revised to note the current proposed landscape/rooftop amenity plan. The screen capture below is from the current revised wind analysis



Choose an item.

The most current proposed level 7 landscape plan (see screen capture below) provided by the applicant does not match the one modeled in the wind study. The applicant is advised that all outdoor amenity areas are to have sitting windspeeds in summer months and standing wind speed during winter months.



**Original Staff Comments:**

*As this application advances, the City will be reviewing materials to ensure the use of high quality building materials for both the podium and the tower.*

**Consultant Response:**

*Noted. Submission includes an expanded material legend of:*

- Glass
- Spandrel
- Metal Panel
- Ceramic Frit Glazing

**Staff Response:**

Staff is supportive of the current material palette proposed and staff will work with the applicant to further review and refine exterior façade finishes as the project progresses.

**Original Staff Comments:**

*Upgraded treatments proposed within the right of way are supported by City of Kitchener Urban Design staff. The applicant is to provide confirmation that these treatments would be supported and recognized through an encroachment agreement by Region of Waterloo staff.*

Choose an item.

*Although the buildings footprint covers much of the site the applicant is advised to explore plantings and upgraded streetscape elements within the Regional and City owned right of way.*

**Consultant Response:**

*The materials proposed within the Regional Right-of-way include concrete paving for the sidewalks and curbside areas, as well as raised planters to promote additional seating opportunities for pedestrians and canopy coverage along Charles while maintaining open views to the commercial units proposed along that frontage. The materials proposed are similar to other local precedents within close vicinity of the subject property and would be AODA / CPTED compliant. Final approval however would be subject to Region of Waterloo Operations staff review through the detailed design phase of the project to determine whether any modifications to the proposed treatments would be required.*

**Staff Response:**

As noted previously staff is supportive of upgraded treatments in City owned and Regional ROW. The applicant is advised to contact Regional Corridor management Staff and City Parks and Operations staff to start discussions as to how these upgrades will be designed, installed and maintained. Details of the above will be addressed through the site plan process.

**Original Staff Comments:**

*Consideration is to be given to the provision of upgraded paving treatment and or an overhead structure linking the proposed amenity area at grade to the existing Francis Green.*

**Consultant Response:**

*A consistent paving treatment will be provided across Halls Lane West that visually connects Francis Green with 30 Francis. Refer to L1.0.*

**Staff Response:**

The paving pattern on Halls Lane noted on Sheet L 1.1 is an excellent starting point. The applicant is advised to contact City Parks and Operations staff to start discussions as to how these upgrades will be designed and installed. Details of the above will addressed through the site plan process.

**Original Staff Comments:**

*Francis Green and Francis St. S shadow impacts will need to be further reviewed to ensure conformity to design manual standards. Staff will require further scoped shadow analysis of the green and adjacent streetscape. The shadow times for March are to be confirmed as the times provided are not in sequential order (Appendix A Shadow Study Graphics). Additional shadow analysis is to be provided for winter months to ensure access to sunlight for the public realm (as per Section 9 Tall Buildings).*

**Consultant Response:**

*Shadow Analysis has been revised, including period for Winter Solstice (December 21).*

Choose an item.

*The shadow analysis modelling in Appendix A (Revised November 2021) shows the potential shadowing from the Proposed Development. It models hourly times for the period generally 1.5 hours after sunrise and 1.5 hours before sunset for each of March 21, September 21 and December 21. It reflects the new "net" shadows cast by the Proposed Development, over and above the existing shadows cast by the existing built fabric.*

Based on this analysis, the shadows cast by the Proposed Development are reasonable and in keeping with the general criteria. While the December 21 periods offer less than the suggested 4 hours of the criteria on outdoor spaces, this is mitigated by limited use of outdoor spaces at this time and the fact many are already shadowed by the existing fabric. Sidewalks would be shaded even under as-of-right building podium. Partial sunlight to Francis Green is maintained for majority of the tested periods, with shadowing impacts considered as part of Francis Green Landscape Concept.

**Staff Response:**

The additional shadow analysis as presented by the consultant for Francis Green is acceptable.

**Original Staff Comments:**

*Further discussion is to be provided as to how the proposed development achieves the objectives of Part A Structured Parking Section 13.2.1 Compatibility Massing and Placement.*

**Consultant Response:**

*Urban Design Brief has been updated to address Structure Parking Guidelines and Compatibility Massing (Section 4.2 and 6.2).*

**Staff Response:**

The revised commentary provided is acceptable.

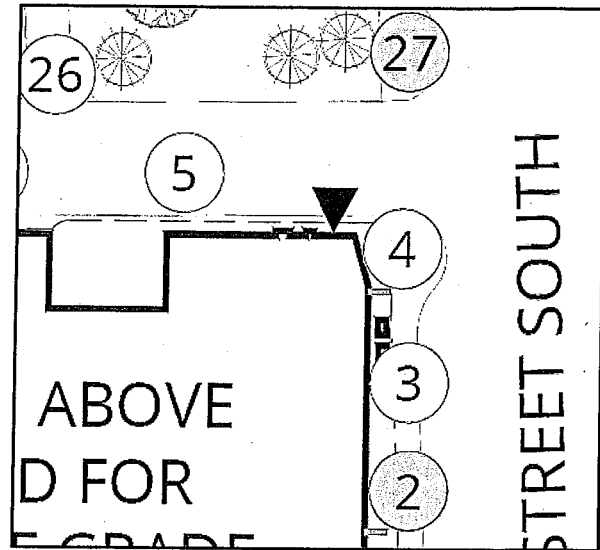
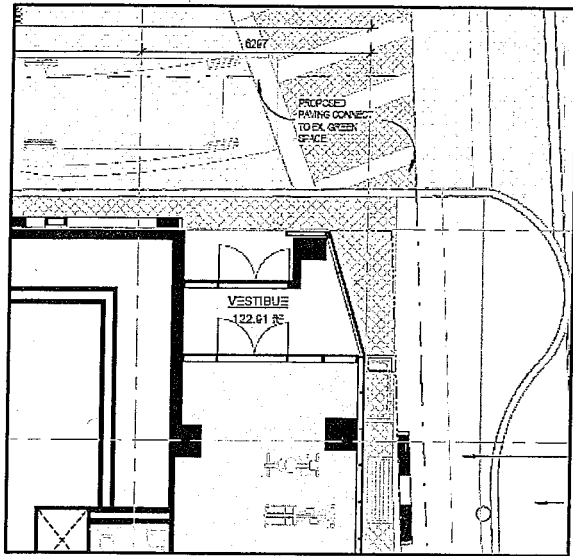
**Original Staff Comment:**

*Primary entries along Francis St. S and Charles St. are to be designed to have wind speeds that allow sitting in summer months and standing in winter months.*

**Staff Response:**

The revised wind study appears to have achieved the above required criteria save and accept in one location (sensor 4) see image to the right below. The Image to the left notes the proposed entry is recessed confirmation is to be provided that wind speeds in the new entry would allow for sitting and standing as noted in the previous staff comments.

Choose an item.



**Original Staff Comment:**

*Through the detailed design process the applicant is to provide wind screening to ensure locations 1, 14 and 57 achieve as passing wind speed (Figure 3B).*

**Consultant Response:**

*Screening and architectural features have been incorporated to achieve passing wind speeds for the entirety of the development.*

**Staff Response:**

The revised wind study notes passing wind speeds at locations this is acceptable to staff.

**Original Staff Comment:**

*Predevelopment wind conditions are to be maintained on Francis Green and adjacent sidewalks. The applicant is to provide confirmation of this through revised wind modeling.*

**Consultant Response:**

*Revised wind study has been provided.*

**Staff Response:**

Staff have reviewed the revised wind study and there have been changes to the wind impacts along the east side of Francis St that will need to be reviewed and addressed. (a comparison of the pre to post development wind study has been prepared by staff and will be provided under separate cover)

Choose an item.



The wind impacts to Francis Green are acceptable as they are close to matching the predevelopment wind speeds as noted in the original wind study.

FW: 30 Francis St S - ZBA/OPA  
Dave Seller

I did work on this file and we have no concerns.

**Dave Seller, C.E.T.**

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



**From:** Craig Dumart <[Craig.Dumart@kitchener.ca](mailto:Craig.Dumart@kitchener.ca)>

**Sent:** Tuesday, December 14, 2021 8:52 AM

**To:** Dave Seller <[Dave.Seller@kitchener.ca](mailto:Dave.Seller@kitchener.ca)>

**Subject:** 30 Francis St S - ZBA/OPA

Did you review this one ? if so just wanted to double check transportation staff is okay with the bicycle parking that is being provided. Section 4.7 of the design brief includes the bicycle parking section. They're proposing 141 bicycle parking spaces and 241 vehicle spaces. Neither is a parking reduction.

**Craig Dumart, BES, MCIP, RPP**

Senior Planner | Planning Division | City of Kitchener  
(519) 741-2200 ext 7073 | TTY 1-866-969-9994 | [craig.dumart@kitchener.ca](mailto:craig.dumart@kitchener.ca)

