

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

CITY OF KITCHENER

44 and 50 Arlington Boulevard

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

SECTION 1 – TITLE AND COMPONENTS

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

SECTION 2 – PURPOSE OF THE AMENDMENT

The purpose of this amendment is to add a site-specific Policy to the 2014 Official Plan to increase the maximum permitted density on the subject lands.

SECTION 3 – BASIS OF THE AMENDMENT

Planning Analysis:

Provincial Planning Statement, 2024:

The PPS 2024 provides municipalities with the tools and flexibility they need to build more homes. Some examples of what it enables municipalities to do are; plan for and support development and increase the housing supply across the province; and align development with infrastructure to build a strong and competitive economy that is investment ready.

Sections 2.1.6 and 2.3.1.3 of the PPS 2024 promotes planning for people and homes and directs planning authorities to support general intensification and redevelopment while achieving complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs. Policies further promote, improving accessibility and social equity, and efficiently using land, resources, and existing infrastructure.

Planning staff is of the opinion that the requested amendments will facilitate the intensification of the subject property with a 'missing middle' form of housing that is compatible with the surrounding community, is transit-supportive, and will make use of existing infrastructure. No new public roads would be required for the proposed development and Engineering Services staff has confirmed there is capacity in the sanitary sewer to facilitate intensification with the proposed development concept. Staff are of the opinion that the requested amendments are consistent with the PPS 2024.

Regional Official Plan (ROP):

The subject lands are designated "Urban Area" and "Built-Up Area" on Schedule 3a of the Regional Official Plan (ROP). Urban Area policies of the ROP identify that the focus of the Region's future growth will be within the Urban Area and the proposed development conforms to Policy 2.F of the ROP as the proposed development will support the achievement of the minimum intensification targets within the delineated Built-Up Area.

Growth is directed to the Built-Up Area to make better use of infrastructure that can assist in transitioning the Region into an energy efficient, low carbon community. Furthermore, intensification within the Built-Up Area assists the gradual transition of existing neighbourhoods within the Region into 15-minute neighbourhoods that are compact, well-connected places that allow all people of all ages and abilities to access the needs for daily living within 15 minutes by walking, cycling or rolling. The Region of Waterloo have indicated they have no objections to the proposed application. (Attachment 'C'). Planning staff are of the opinion that the applications conform to the Regional Official Plan.

The proposed development conforms the ROP, since the proposed development helps to achieve the planned intensification target. Moreover, the proposed built form provides a mix of unit types and is appropriately located along a corridor in which growth can be located close to transit and active transportation services and infrastructure. In addition, Chapter 3 of ROPA 6 establishes policies for housing in the region. The proposed development meets the intent of these policies.

City of Kitchener Official Plan (OP)

Urban Structure

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

Land Use Designation

The subject lands are designated 'Low Rise Residential' in the City's Official Plan (Map 3). Low Rise Residential areas are intended to accommodate a full range of low-density housing types including single detached, semi-detached, townhouse, and low-rise multiple dwellings (such as stacked townhouses and other forms of missing middle housing). The Low Rise Residential designation states that the City will encourage and support the mixing and integrating of innovative and different forms of housing to achieve and maintain a low-rise built form. Site specific increase to allow up to a maximum Floor Space Ratio (FSR) of 0.75 may be permitted without an amendment to the Official Plan, provided the development meets the general intent of Official Plan policies and is compatible (Section 15.D.3.11).

The owner is proposing an FSR of 0.84, which requires a site-specific Official Plan Amendment to the Low Rise Residential designation. Staff are supportive of the increased FSR for the following reasons:

1. Stacked townhomes are a compatible low-rise built form and the additional floor space proposed reflects basement units raised slightly above ground level to provide natural lighting into those units. Any floor area aboveground counts towards the FSR. The raised basement units result in all four floors being included in the FSR calculation, notwithstanding that the building appears to be 3.5 storeys in height.

2. The building will address Weber Street East where additional massing is encouraged.
3. It is a corner property and not mid-block and therefore the additional massing will not create visual impact onto the neighbourhood nor disrupt the Arlington Boulevard streetscape.
4. Due to the location of the surface parking area at the rear of the property, there will be separation (buffer) between the proposed building and the existing building addressed as 54 Arlington Boulevard. The proposed building height is less than 11 metres and designed as 3.5 storeys, even though existing Low Rise residential land use policies permit a maximum building height of 14 metres along a Regional road.
5. The adjacent property to the west, being 11 Pinecrest Drive, is a 3 unit multiple dwelling (see Figure 5). It is 2.5 storeys in height and features a three-car garage that is immediately adjacent to the subject lands. The triplex building is similar in massing to what is being proposed for the subject lands.



Figure 5 – Existing 3 Unit Multiple Dwelling at 11 Pinecrest Drive

Planning staff is of the opinion that the requested Official Plan Amendment will facilitate a low-rise housing form that conforms with the Low Rise Residential land use designation in the City's Official Plan. The proposal provides an additional low density housing type within the neighbourhood with a maximum FSR of 0.84.

Transportation

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

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

The proposed development aims to increase density on an existing site that is served well by public transit, with access to Grand River Transit Routes 8 and 28. The

proposed development is required to provide safe, secure indoor bicycle storage to encourage active transportation. Staff is of the opinion that the requested Official Plan and Zoning By-law Amendment conforms with the transportation policies of the City's Official Plan.

Parking

The applicant has requested a reduced parking rate of 0.5 parking spaces per dwelling unit (8 parking spaces for 16 dwelling units) whereas 1.1 parking spaces per dwelling unit are required. Policy 13C.6.2 of the Official Plan states, "the City may consider adjustments to parking requirements for properties within an area or areas, where the City is satisfied that adequate alternative parking facilities are available, where developments adopt transportation demand management (TDM) measures or where sufficient transit exists or is to be provided". In support of a reduced parking rate, the applicant has submitted a Parking, Access and Circulation Review study prepared by Paradigm. It has been reviewed by Transportation staff. The study indicates the proposed parking rate of 0.5 spaces per unit could be supported given location next to bus routes and shopping, policies that support alternate modes of travel and implementation of (TDM) measures. Staff can support the requested parking reduction as outlined in Transportation Planning staff comments found in Attachment 'E'

Urban Design

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

Urban Design policies in the Official Plan support creating visually distinctive and identifiable places, structures and spaces that contribute to a strong sense of place and community pride, a distinct character and community focal points that promote and recognize excellence and innovation in architecture, urban design, sustainable building design and landscape design. The City requires high quality urban design in the review of all development applications through the implementation of the policies of the Official Plan and the City's Urban Design Manual.

The proposed development concept includes stacked townhomes that are oriented appropriately to Weber Street East within the existing context of the neighbourhood. Pedestrian connectivity throughout the site is provided through pedestrian walkways from the parking area to the unit entrances. On-site amenity area is achieved through balconies.

Housing

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

single detached dwellings. The proposed housing type is an important segment in Kitchener's housing continuum.

Policy 4.C.1.9. Residential intensification and/or redevelopment within existing neighbourhoods will be designed to respect existing character. A high degree of sensitivity to surrounding context is important in considering compatibility.

Policy 4.C.1.12. The City favours a land use pattern which mixes and disperses a full range of housing types and styles both across the city as a whole and within neighbourhoods.

Policy 4.C.1.22: The City will encourage the provision of a range of innovative housing types and tenures such as rental housing, freehold ownership and condominium ownership including common element condominium, phased condominium and vacant land condominium, as a means of increasing housing choice and diversity.

Based on the above housing policies, staff is of the opinion that the application conforms to the Official Plan.

SECTION 4 – THE AMENDMENT

The City of Kitchener Official Plan (2014) is hereby amended as follows:

1. Part D, Section 15.D.12 Area Specific/Site Specific Policy Areas, is amended by adding new 15.D.12.82 thereto as follows:

“15.D.12.82. **44 and 50 Arlington Boulevard**

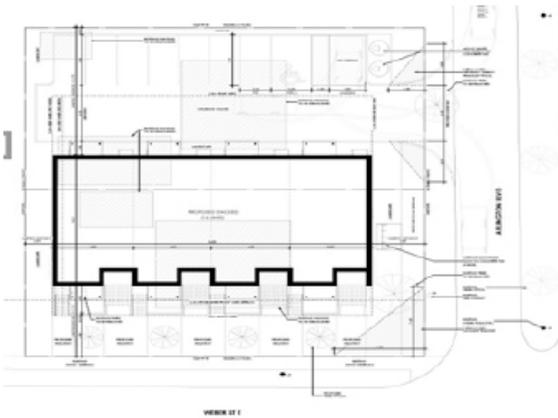
Notwithstanding the Low Rise Residential land use designation and policies, on lands municipally addressed as 44 and 50 Arlington Boulevard, the maximum permitted *Floor Space Ratio* will be 0.84.

2. Part F, Map 5 – Specific Policy Areas is amended by adding Site-Specific Policy Area No. 82 to the lands municipally, known as 44 and 50 Arlington Boulevard, in the Area of Amendment, as shown on the attached Schedule 'A'. “

APPENDIX 1 - NOTICE OF PUBLIC MEETING

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood
44-50 Arlington Boulevard



Concept Site Plan

Have Your Voice Heard!

Planning & Strategic Initiatives Committee

Date: **May 12, 2025**
Location: **Council Chambers,
Kitchener City Hall
200 King Street West
or Virtual Zoom Meeting**

Go to **kitchener.ca/meetings**
and select:

- Current agendas and reports (posted 10 days before meeting)
- Appear as a delegation
- Watch a meeting

To learn more about this project, including information on your appeal rights, visit:

www.kitchener.ca/PlanningApplications

or contact:

Brian Bateman, Senior Planner
brian.bateman@kitchener.ca
519.783.8905



Residential,
Stacked
Townhouses



16
Dwelling
Units



8 Vehicle &
8 Bicycle
Parking Spaces

The City of Kitchener will consider applications to amend the Official Plan and Zoning By-law 2019-051 to facilitate the development of a 3-storey, multiple dwelling with 16 dwelling units, having a Floor Space Ratio (FSR) of 0.84, a reduced side yard setback, 8 parking spaces and 8 bicycle spaces on the subject lands.

APPENDIX 2

Minutes of the Meeting of Planning and Strategic
Initiatives Committee – May 12, 2025

APPENDIX 3

Minutes of the Meeting of City Council – May 26, 2025