

Internal memo

Development Services Department



www.kitchener.ca

Date: February 27, 2025
To: Evan Wittmann
From: Jason Brûlé
Subject: Zoning By-law Amendment Application
Fariborz Fallah
924-944 King Street West, Kitchener
ZBA 25/001/K/EW

The below comments have been prepared through the review of the supplied Functional Servicing & SWM Report dated October 01, 2024 prepared by WalterFedy; in support of the above noted application.

Sanitary:

1. Proposed flows were verified in the City's model and indicate no capacity related concerns for this development.
2. Please submit a traditional sanitary sizing design sheet with detailed design confirming that the selected size of outlet pipe and slope has the capacity.

Water (Angela Mick, Kitchener Utilities):

3. The report should make comment on what is available in the system and whether it can support the site. Attached is a nearby test you can reference. Looks like the existing service is a 100mm.

Storm and Stormwater Management:

4. Note: SWM fees with respect to retention or quality are assessed and calculated in the year in which they are to be paid.

Jason Brûlé, C.E.T.
Engineering Technologist

HYDRANT FLOW TEST REPORT



GENERAL INFORMATION:

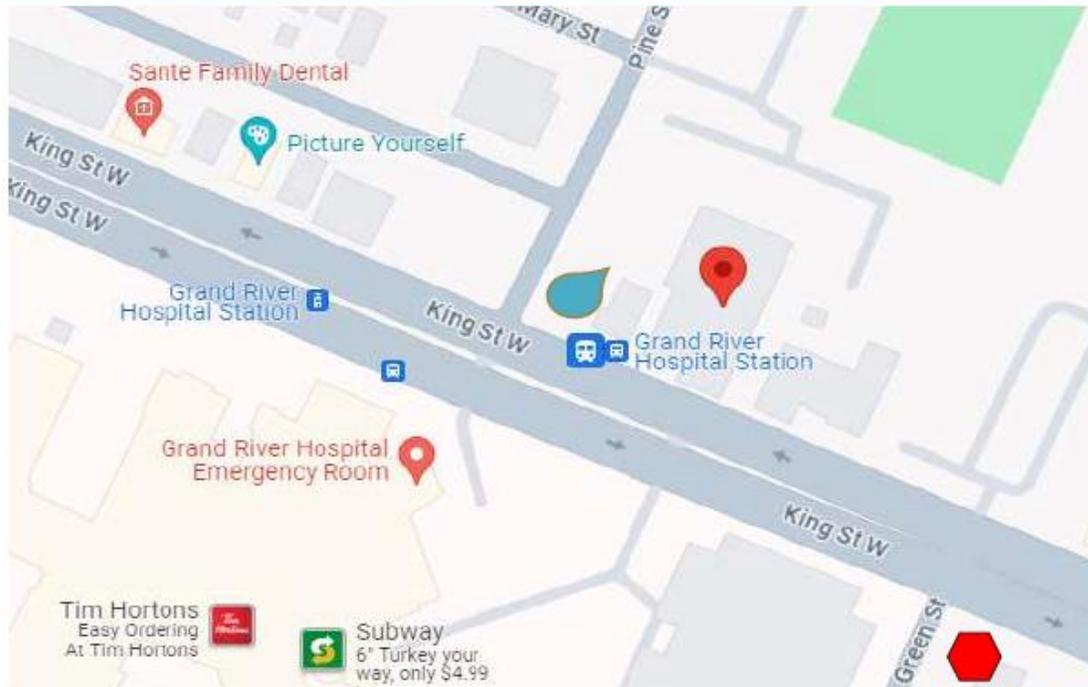
PROJECT ID | 864KTW
CLIENT NAME | Usman Arif
BUILDING ADDRESS | 864 King Street West
Kitchener, Ontario

TESTED BY: AA
DATE | June 14-24
TIME | 1:00:00 PM

WATER MAIN INFORMATION:

MAIN SIZE / MATERIAL | NA
CONFIGURATION | Looped

HYDRANT LOCATION:



LEGEND:



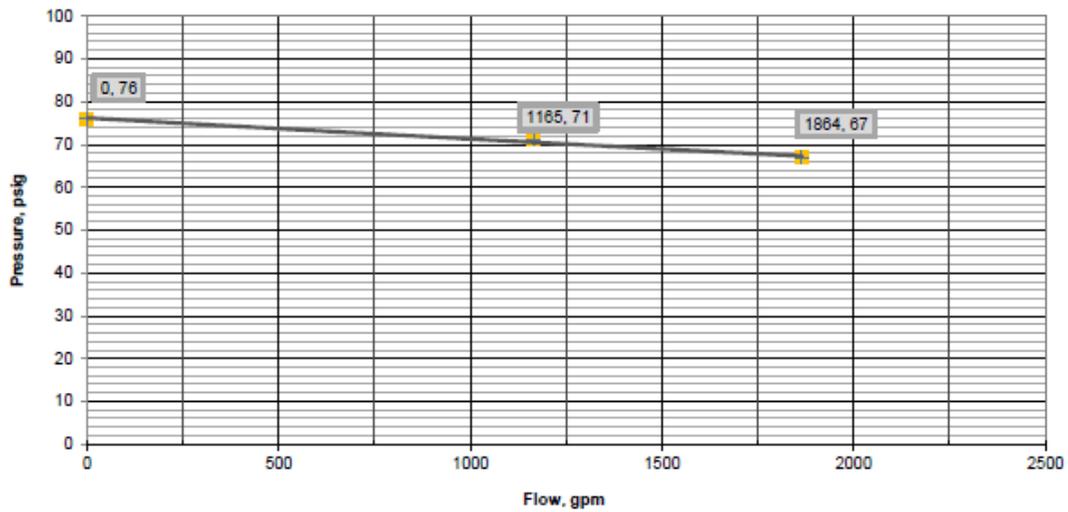
STATIC HYDRANT



RESIDUAL HYDRANT

FINAL RESULTS:

Test #	Number of Outlets	Orifice Size (in)	Pitot Reading (psig)	Equivlnt Flow (usgpm)	Total Flow (usgpm)	Projected flow at 20psi (usgpm)	Gauge Pressure (psig)	Discharge Coefnt
Static	N/A	N/A	N/A	N/A	0	N/A	76	N/A
1	1	2.47	64	1165	1165	4293	71	0.8
2	2	2.47	41	932	1864	5004	67	0.8



Note: Report is in accordance with applicable bylaw standards and NFPA 291 Recommended Practice for Water Flow Testing and Marking of Hydrants

Markup Response Form

Application Date January 17, 2025 **Applicant:** N/A

Date Returned: February 4, 2025

Rogers Ref. No.: G250392 **Applicant Ref. No.:** N/A

Location / Municipality: Mary St/Kitchener

**Rogers Communications has reviewed your drawing(s) as requested.
Our comments follow below with an "X" indicating Rogers' stance on your proposed plan.**

Markup Response is valid for 6 months from the date issued.

Please inform Rogers Communications a minimum of 6 - 12 months in advance of the proposed construction schedule in order to coordinate our plant relocation.

Contact Ontario One Call at 1-800-400-2255 or www.on1call.com at least 5 business days before beginning work to obtain utility locates. Hand dig / Vac truck when crossing, or within 1.0m of existing Rogers plant. Plant is to approximation.

Comments:

- Markup Only** Not for PUCC Approval
- For your Reference** Rogers Communications currently has existing plant as marked on your drawing. Our standard depth in this municipality is: 1m. Please ensure you maintain clearances of 0.3m vertically and 0.6m horizontally.
- No Conflict** Rogers Communications currently does not possess existing plant in the area indicated on your attached plans.
- CONFLICT** Your proposed construction appears to encroach within existing Rogers Communications plant. Please ensure you maintain clearances of 0.3 m vertically and 1 m horizontally. For hand dig maintain 0.6 m and for directional bore maintain 1.0 m horizontally. Please relocate your proposed construction to allow adequate clearance.

CAUTION NOTES:

- Use vactruck and expose ducts, maintain minimum of 0.6m clearance.
- Rogers Communications has aerial plant in this area, as it is indicated on the attached plans.
- Fiber Optic Cable is present in the area of your proposed construction. Please obtain locates and maintain minimum 1.0m/1.0m clearance.
- Proposed Fiber Optic Cable in a joint use duct structure .
- Plant currently under construction.

City of Kitchener

Zoning By-law Amendment comments

Application number: ZBA25/001/K/EW
Comments of: Transportation
Commenter's name: Dave Seller
Email: Dave.Seller@kitchener.ca
Phone: (519) 783-8152
Project address: 924-944 King Street West
Date of comments: February 25, 2025
Comments due: February 28, 2025
Amanda: 25-100946

Preamble

As part of a complete Zoning By-law amendment application, a Transportation Impact Study (TIS) was submitted (December 2024) by Paradigm Transportation Solutions Limited in support of this application. A Multi-modal Level of Service (MMLOS) analysis was used in determining the level of service of different users along street segments and at intersections. The typical level of service analysis focused on vehicles metrics exclusively, such as, delay and volume to capacity ratios. An MMLOS analysis provides insight on all road users and can be used to determine if improvements are needed to encourage individuals to use more sustainable modes of travel. Paradigms analysis followed the Ontario Traffic Council (OTC) Multi-Modal Level of Service guidelines (February 2022).

Development proposal

The applicant is proposing a 28-storey mixed-use building with 341 residential units and 659 m² (7093 ft²) of ground floor commercial space. The site will be serviced by one full moves vehicle access along King Street West, opposite Mt. Hope Street. A secondary access is proposed to Dodds Lane and intended for loading/garbage pick-up.

The development is estimated to generate 87 AM and 90 PM peak hour vehicle trips. The vehicle trips included the residential and commercial uses. A trip reduction for internal capture trips was included within the analysis. A total of 182 parking spaces being provided.

Intersection analysis

2024 Existing Traffic

Below are the study intersections and a portion of the locations are within the City of Waterloo. Transportation Services review focused on intersections only within the boundary of Kitchener. Based on the below list, our review focused on the signalized intersection of King Street West (Regional Road 15) at Mt. Hope Street.

Reviewed intersections

- (City of Kitchener) King Street West (Regional Road 15) at Mt. Hope Street - signalized

- (City of Waterloo) King Street West (Regional Road 15) at Union Street East - signalized
- (City of Waterloo) Union Street East at Herbert Street - unsignalized
- (City of Waterloo) Union Street East at Mary Street - unsignalized

Based on different criteria within the OTC manual, LOS base targets are established for walking, cycling, transit, trucks and cars. As there are no dedicated cycling facilities along King or Mt. Hope in this area, no analysis was completed but targets were established. As noted above in the preamble, MMLOS analysis was used for the signalized intersection of King Street West (Regional Road 15) at Mt. Hope Street, the results meet or exceed the base targets (see results below).

TABLE 2.1: EXISTING MULTI-MODAL LEVEL OF SERVICE SUMMARY

Condition	LOS by Mode				
	Walking	Cycling	Transit	Trucks	Cars
Base Target	C	C	C	D	D
Existing Traffic Conditions					
King Street West & Mt Hope Street	B	-	A	D	B

2030 Background Traffic

As noted above in the preamble, MMLOS analysis was used for the signalized intersection of King Street West (Regional Road 15) at Mt. Hope Street, see results below. The results meet or exceed the base targets (see results below).

TABLE 4.2: BACKGROUND MULTI-MODAL LEVEL OF SERVICE SUMMARY

Condition	LOS by Mode				
	Walking	Cycling	Transit	Trucks	Cars
Base Target	C	C	C	D	D
Background Traffic Conditions					
King Street West & Mt Hope Street	B	-	A	D	B

It should be noted that the background traffic calculations included other developments in the area, specifically:

- 900 King Street West
 - Estimated 50 AM and 45 PM peak hour trips
 - 231 residential units
 - 25-storey
- 203-207 King Street South and 10-16 John Street West
 - Estimated 122 AM and 146 PM peak hour trips
 - 338 residential units
 - 2467 ft² daycare space
 - 7112 ft² commercial space
 - 27-storey
- 209-217 King Street South, 11 John Street West and 176-180 Caroline Street South

- A TIS was not available for this development but trip distribution and site statistics were used from the above 203-207 King Street South development to calculate the number of vehicle trips based on methods consistent with the 203-207 King Street South development.
- Estimated 80 AM and 90 PM peak hour trips
- 347 residential units
- 24-storey

2030 Total Traffic Operations

In this scenario, the fourth leg of the intersection (site access) is added. The MMLOS analysis was used for the signalized intersection of King Street West (Regional Road 15) at Mt. Hope Street. The results meet or exceed the base targets (see results below).

TABLE 4.3: TOTAL MULTI-MODAL LEVEL OF SERVICE SUMMARY

Condition	LOS by Mode				
	Walking	Cycling	Transit	Trucks	Cars
Base Target	C	C	C	D	D
<i>Total Traffic Conditions</i>					
King Street West & Mt Hope Street	C	-	B	D	C

Transportation Demand Management (TDM) analysis

This development is well situated to take advantage of the existing alternative modes of transportation available in the area to reduce vehicle dependency. There are several Grand River Transit (GRT) routes and ION light rail that are less than 300 m from this development. They include the following routes: 4, 7, 16, 91 and ION light rail. These routes offer connectivity to a broader transit network throughout the Region of Waterloo and within Kitchener itself.

The walkability for pedestrians accessing the site and surrounding area can easily be achieved, as sidewalks are provided generally on both sides of roadways in the surrounding area which provide connections to entertainment, employment and commercial uses.

There are existing cycling opportunities located within an 8 to 10 minute walk from this development. There is access to the Iron Horse Trail and Spur Line trail.

Car sharing is another option available that allows someone to rent a vehicle that is intended to substitute the ownership of a personal private vehicle. This makes vehicle use affordable for occasional use. There are car sharing vehicles located within a 4 to 8 minute walk from this development.

King Street West U-turn lane

Transportation Services supports the recommendation to repaint the exiting eastbound u-turn lane along King Street West at Mt. Hope Street to a left turn lane to accommodate left turn and u-turn traffic movements.

Conclusion

Based on the conclusions within the TIS, Transportation Services are of the opinion that this development will not negatively impact the intersection of King Street West at Mt. Hope Street. The MMLOS meets or exceeds the LOS base targets the intersection of King Street West at Mt. Hope Street.

It should be noted that Paradigm completed the typical level of service analysis on vehicle metrics, such as, delay and volume to capacity ratios (v/c) for the intersection of King Street West at Mt. Hope Street, under the 2030 total traffic operations. Mt. Hope Street and the new site access are both operating with delays of 11.6 seconds or less in the AM or PM peak hours. The v/c ratios for Mt. Hope Street and the new site access are estimated at 0.15 or lower in the AM and PM peak hours. Total traffic includes forecasted background traffic plus site development traffic. Transportation Services have no operational concerns with the city roadway or proposed site access.

Dodds Lane at Pine Street vehicle traffic

As vehicle access is being proposed to Dodds Lane, the TIS is to be updated to include the intersection of Dodds Lane and Pine Street, as well as a portion of site generated traffic accessing Herbert and Mary Streets. The TIS has zero site generated traffic accessing these streets in either the AM or PM peak hours.

The traffic consultant provides a traffic brief that only includes the Dodds Lane and Pine Street intersection as the study area. As there are minimal existing volumes, the analysis only needs to include the future background (existing medical building at 18 Pine Street and 900 King St W) and total future horizons of the additional intersection. Attached for your reference is the TIS completed by Salvini Consulting for 900 King St W.

**City of Kitchener
Comment Form**

Project Address: 924 – 944 King St. W.

File Number: ZBA25/001/K/EW

Date of Pre-Submission Meeting: Feb 11, 2025

Comments Of: Policy Planning

Commenter's Name: Adam Clark

Email: adam.clark@kitchener.ca

Phone: 519-783-8931

Date of Comments: Jan 24, 2024

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

1. Planning Context:

- The subject properties are within the Grand River Hospital Protected Major Transit Station Area as defined in the City of Kitchener's Official Plan.
- Policy 3.C.2.17 of the Kitchener Official Plan notes that the planned function of Major Transit Station Areas is to: provide a focus for accommodating growth through development to support existing and planned transit and rapid service levels; provide connectivity of various modes of transportation to the transit system; achieve a mix of residential, office (including major office), institutional (including major institutional) and commercial development (including retail commercial centres), wherever appropriate; and have streetscapes and a built form that is pedestrian-friendly and transit-oriented.
- On March 18th, 2024 Kitchener City Council approved the Growing Together planning framework for Protected Major Transit Station Areas. The associated Official Plan amendment is approved and in effect. The zoning by-law amendment is currently under appeal. In the interim, the subject property is required to be dual-tested against both the Growing Together SGA-2 zoning and the MU-2 zoning in City of Kitchener Zoning By-law 85-1.
- In the 85-1 by-law, the subject property is zoned MU-2, with special regulation 497R applied to the property. 497R restricts maximum building height to 18m.
- There are no special regulations applied through the SGA-2 zoning in the 2019 bylaw.

A City for Everyone

Working Together – Growing Thoughtfully – Building Community

- The subject property is designated with a Strategic Growth Area B land use and a Strategic Growth Area 2 zone. The SGA-B land use permits buildings of up to 28 storeys. The SGA-2 zone permits buildings of up to 8 storeys. There are no parking minimums or floor-space-ratio density maximums but built-form is regulated, including maximum building length and floor plate area, physical separation, and transition to low-rise.
- A Zoning By-law Amendment is required for a 28-storey development on the subject properties. A critical compatibility test will be full compliance with the Strategic Growth Area 3 zoning by-law regulations, which would match the general proposal of 28-storeys. Relief from the land use and zoning regulations can be considered through a planning justification, particularly with respect to official plan policy 15.D.2.5 which states:

15.D.2.5. Notwithstanding Policy 4.C.1.8 and 4.C.1.9, site specific applications which seek relief from the implementing zoning through a minor variance(s) or amendment to the *Zoning By-law*, and/or seek to amend this Plan will consider the following factors:

- a) *compatibility* with the *planned function* of the subject lands and *adjacent* lands;
- b) suitability of the lot for the proposed use and/or built-form;
- c) lot area and consolidation as further outlined in Policy 3.C.2.11;
- d) compliance with the *City's Urban Design Manual* and Policy 11.C.1.34;
- e) *cultural heritage resources*, including Policy 15.D.2.8; and,
- f) technical considerations and other contextual or site specific factors.

Comments:

- Staff recommend waiting for an update on the status of the appeals to the bylaw, which may allow the application to proceed as a ZBA to City of Kitchener Zoning By-law 2019-051 only and not City of Kitchener Zoning By-law 85-1, significantly simplifying the process. This would eliminate the need for relief from parking minimums, FSR maximums, and a number of other regulations in the MU-2 zone.
- The proposal meets most but not all of the regulations of the SGA-3 zone, with the notable exception of the built-form transition regulation. It achieves;
 - A minimum 6m physical separation to side and rear lot lines for storeys 7 through 12
 - A minimum 9m physical separation to side and rear lot lines for storeys 13 through 18
 - A minimum 12m physical separation to interior side lot lines. **However, only roughly 10.5m to the rear lot line is achieved. This is also where the building does not meet the built-form transition regulation.**
 - A maximum 60m (60m) building length for storeys 7-12 and a maximum floor plate area of 2,000m² (~1,164m²).

- A maximum 54m (54m) building length for storeys 13-18 and a maximum floor plate area of 1,200m² (~1,048m²).
- A maximum 48m (48m) building length for storeys 19-28 and a maximum floor plate area of 1,000 (~931m²).
- The front yard setback of 6m for storeys 7+ is also met.
- In the opinion of planning staff, with the exception of the rear setback to the tower (physical separation and built form transition), the proposed building meets the intent of the SGA-3 zone.
- The built-form transition regulation requires that within 15m of a lot with an SGA-1 zone, the maximum building height shall not exceed 20m. It also requires that within 30m of a lot with an SGA-1 zone, the maximum building height shall not exceed 30m.
 - The applicant proposal seeks a maximum of 20m building height within 10m, rather than 15m.
 - This can and should be tailored more closely to the specific application. In this case, without changing the proposal, it appears that a site-specific zoning regulation could be revised to a maximum height of 20m within 14m of a lot with an SGA-1 zone. This would represent a significantly more minor change than what is proposed and have no impact on the development as proposed.
 - This still requires an increase from 30m building height within 30m of the SGA-1 property to a 28 storey, or approximately 95m maximum instead. This is not a minor change and the planning justification should be updated to reflect that. It currently states:

“While the Proposed Development does require minor revisions to the existing regulations pertaining to maximum building height proximate to low rise residential uses, these revisions are very minor in nature with the overall design and character of the building meeting the intensification objectives of redevelopment within Major Transit Station Areas while being mindful and sensitive to existing, surrounding residential uses.”

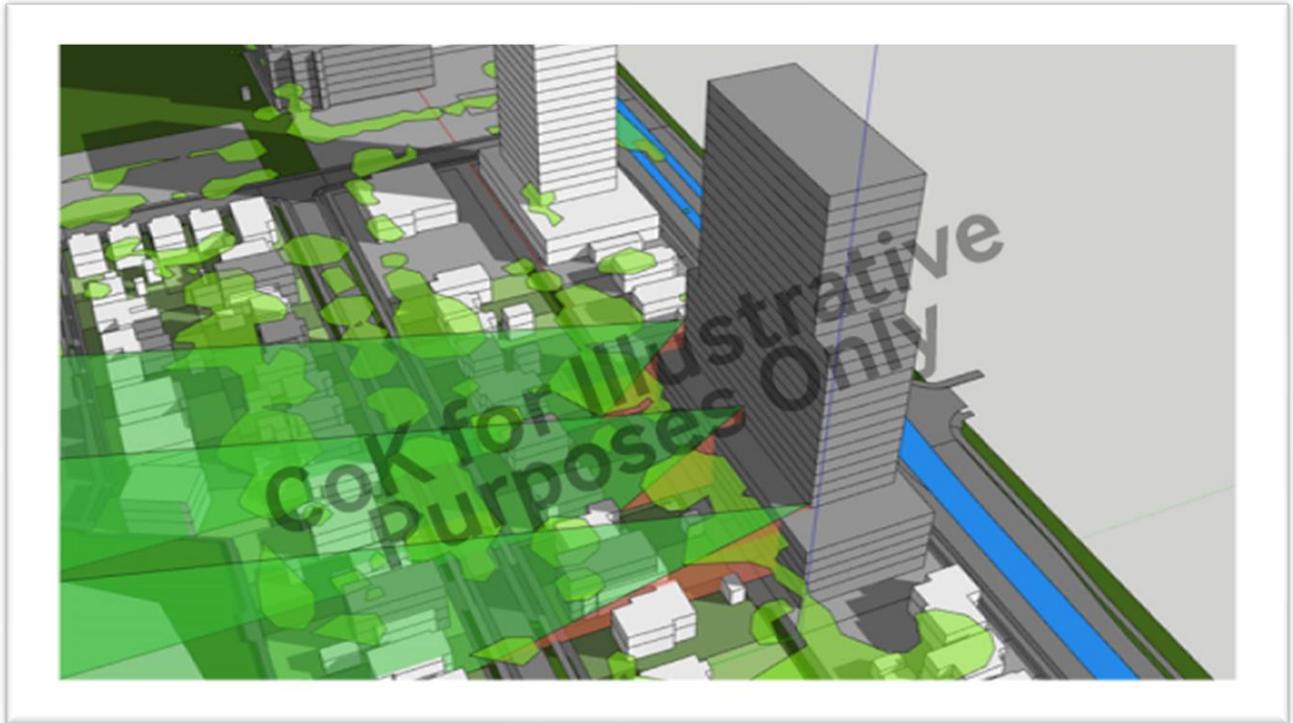
- More than tripling the permitted height from 30m within 30m of SGA-1 to approximately 95m is not minor in nature and should not be characterized as such. The planning justification and any related materials need to be updated to provide a more substantive justification. This should include detailed, context-specific justification that applies to this specific development proposal in this specific location.
- This updated justification should include:
 - Analysis of the approved/under construction projects of 900 King St. W. and 864 King St. W. and the urban form, built context and environmental conditions being created in this area of midtown that may act as precedent in the justification. How are these approved projects evolving this area of Midtown? Provide detailed analysis of the emerging urban fabric of this area and demonstrate how the proposal represents good planning despite not meeting the built-form transition regulation.



Figure 1 Discuss how the emerging context of this area of Midtown supports the development as proposed, including precedent approvals at 900 King St. W. and 864 King St. W.

- Detailed analysis of the project's proximity to the Grand River Hospital ION stop, as well as community infrastructure such as the hospital.
- Site-specific breakdown of the geometry of the development parcels; the maximum available parcel depth, the inability to consolidate for greater parcel depth due to the lane, the assembly of enough property to meet the SGA-3 regulations fully to both interior side lot lines and the front yard. Again, provide specifics in the justification for why this development in this location represents good planning despite not meeting the built-form transition regulation.
- Discussion of potential architectural solutions to help better achieve the intent of compatible transition to the neighbouring low-rise area; how does the building design compensate for the lack of physical built-form transition? How does it protect for the privacy and safety of both low-rise neighbouring residents and residents of this building? How does it mitigate potential environmental impacts from shadow and wind? As one possible example; discuss how the physical separation to the west of approximately 23m is significantly larger than the required 12m (for the 28 storey portion of the tower), and how this additional open space mitigates some of the above impacts.
- Demonstrate the impact of sightlines from the residential units on the north side of the building. As the parking podium occupies the first 5 storeys, there may be a way to demonstrate that the impact of unit overlook is mitigated. The following image is for

demonstration purposes only, to show the kind of analysis necessary for the planning justification:



- The viewshed at the bottom of the image demonstrates that 6th floor residents cannot see into the adjacent rear-yards due to the massing and placement of the building. The middle viewshed demonstrates that 7th floor residents cannot see into the adjacent rear-yards either, but can see into the existing neighbouring buildings. This is at a combined horizontal and vertical distance of approximately 36m. The top viewshed demonstrates that the 8th floor residents can see into the adjacent rear-yards at a combined horizontal and vertical distance of approximately 32m. At the 9th floor this is also 32m, at the 10th floor it is 33, increasing from there. There is possibly a justification, using such an analysis that the proposed built form maintains at least 30m visual separation and therefore, in combination with other factors, meets the intent of the built-form transition regulation. **The above is not a formal City analysis or justification, it is provided as an example of the type of analysis and rigor that could constitute an appropriate level of justification for such significant relief from a particular regulation.**

Inclusionary Zoning:

Inclusionary Zoning (IZ) is a land-use planning tool, authorized through the Planning Act, that can be used by municipalities to require affordable housing units in new residential and mixed-use

developments located in Protected Major Transit Station Areas (PMTSAs). This tool has been used successfully in a number of jurisdictions to create a modest but meaningful supply of affordable housing.

On March 18, 2024, Council passed [By-law 2024-068](#) to amend Zoning By-law 2019-051 and [By-law No. 2024-069](#) to amend Zoning By-law 85-1, and [Amendment 48](#) to the Official Plan (in full force and effect). The amending by-laws requires affordable housing units in new developments to be included as part of market housing development within PMTSAs.

The subject property is located within the Grand River Hospital PMTSA, an *Established Area*. Inclusionary Zoning set-aside rates (percentage of gross leasable residential floor area to be provided as affordable units) are determined at the date of building permit issuance for above grade permits issued after January 1, 2025. In December 2024, council adopted amendments to the IZ framework that would extend the exemption date to January 1, 2026, but there have not yet been approved by the approval authority.

Additional information is provided in the [Inclusionary Zoning Implementation Guideline](#). The set aside rates and effective date are not up-to-date in the draft guideline, and reference should be made to the amending by-laws.

Plans, Studies and Reports to submit as part of a complete Planning Act application:

- Inclusionary Zoning Implementation Brief. Please refer to Section 7 of the Inclusionary Zoning Implementation Guideline for additional information. The Inclusionary Zoning Implementation Brief must be submitted as part of a complete Site Plan application.

Policies, Standards and Resources:

- Official Plan
- Zoning By-law
- [Inclusionary Zoning Implementation Guidelines](#) – Please contact Elyssa Pompa, Planner (Policy) at elyssa.pompa@kitchener.ca for the most up-to-date version of the Inclusionary Zoning Implementation Guidelines document.

**City of Kitchener
Comment Form**

Project Address: 924 – 944 King St. W.

File Number: ZBA25/001/K/EW

Comments Of: Development Planning

Commenter's Name: Evan Wittmann

Email: evan.wittmann@kitchener.ca

Phone: 519-783-8523

Date of Comments: Mar 3, 2025

1. Planning Context:

- The subject site is located within the Grand River Hospital Protected Major Transit Station Area (“PMTSA”) as defined in the City of Kitchener’s Official Plan (the “OP”).
- Policy 3.C.2.17 states provides policy direction for PMTSA’s:
“The planned function of [PMTSA’s], in order to support transit and rapid transit, is to:
 - a) *provide a focus for accommodating growth through development to support existing and planned transit and rapid service levels;*
 - b) *provide connectivity of various modes of transportation to the transit system;*
 - c) *achieve a mix of residential, office (including major office), institutional (including major institutional) and commercial development (including retail commercial centres), wherever appropriate; and*
 - d) *have streetscapes and a built form that is pedestrian-friendly and transit-oriented.**Policies a) through d) above should not be interpreted to mean that every property located within a [PMTSA] is necessarily appropriate for major intensification.”*
- On March 18th, 2024 Kitchener City Council approved the Growing Together planning framework for PMTSA’s. The associated OP amendment is approved and in effect. The zoning by-law amendment is currently under appeal. In the interim, the subject site is required to be dual-tested against both Zoning By-law 2019-051 (Growing Together implementation) and Zoning By-law 85-1.
- While dual testing is the continued approach, it is anticipated that the appeal will be scoped prior to a Council decision on the subject application, and the Growing Together zoning of Zoning By-law 2019-051 will be in force and effect for the subject site.

- The subject site is designated “Strategic Growth Area B” (SGA-B) on the land use map (Map 3) of the OP. Section 15.D.2 provides policy direction for Strategic Growth Areas.
- Site specific applications must consider the following criteria, listed in Policy 15.D.2.5:
 - a) *compatibility with the planned function of the subject lands and adjacent lands;*
 - b) *suitability of the lot for the proposed use and/or built-form;*
 - c) *lot area and consolidation as further outlined in Policy 3.C.2.11; compliance with the City’s Urban Design Manual and Policy 11.C.1.34;*
 - d) *cultural heritage resources, including Policy 15.D.2.8; and*
 - e) *technical considerations and other contextual or site specific factors.*
- The subject site is at the edge of a Strategic Growth Area designation, and as such Policy 15.D.2.37 applies, which states:

Where new development or redevelopment is proposed at the edge of a strategic growth area land use designation, the scale and massing will consider compatibility with and transition to the adjacent land use designation.
- The subject site is proposed to be zoned Strategic Growth Area 2 (SGA-2) zone under Zoning By-law 2019-051. The submitted application requests to change this zone to SGA-3. No OP amendment is required.
- The SGA-3 zone establishes a variety of built form provisions, including maximum building length and floor plate area, physical separation, and transition to low-rise properties.
- Under Zoning By-law 85-1, the subject site is zoned MU-2, with special regulation 497R applied to the property. 497R restricts maximum building height to 18m.

Comments:

- The proposed development would intensify underutilized lots along King Street West within a PMTSA. This is in keeping with the general policy direction of the OP and SGA-B land use designation.
- In principle, the proposed development can be supported; however, additional justification (and/or design revisions) is required regarding built form transition. The requested amendment to permit 95 metres of height within 30 metres of SGA-1 zoned properties is a large departure from the permitted maximum height of 30 metres.
- This justification can be provided in a revised Planning Justification Report/Addendum:
 - Provide commentary on how the proposed development meets OP policy 15.D.2.37, provided above.
 - Although the 28-storeys proposed is consistent with the permissions of the OP, a reduced height could contribute to the justification for relief from the built-form transition provisions of the SGA-3 zone. OP Policy 15.D.2.63 directs that maximum building heights less than 28 storeys are permitted.

- This justification could also include a discussion of the revisions made following the Council decision to refuse the subject site being zoned SGA-3 through the approval of Growing Together.
 - Please refer to the comments provided by Policy Planning staff for additional feedback regarding built-form transition justification, as well as a recommendation on the site-specific provision regarding height within 15 metres of SGA-1 properties.
 - There has been significant opposition from the community regarding the application. Their comments outline concern with:
 - Shadow impacts on neighbouring low rise properties
 - Provision of affordable housing
 - Use of Dodds Lane as a secondary access and being an insufficient buffer to the proposed development
 - Lack of park space in the area
 - Loss of privacy
 - Excessive height and density for the location
 - Negative psychological impacts of tall buildings
 - Light and noise pollution
- In a revised Planning Justification Report/Addendum, please provide commentary on how these concerns are addressed.

Evan Whittmann
Senior Planner
City of Kitchener
evan.whittmann@kitchener.ca

February 27, 2025

Re: ZBA25/001/K/EW

Municipality: Kitchener
Location: 924-944 King Street West
Owner/Applicant: Fariborz Fallah/GSP Group

The Waterloo Region District School Board (WRDSB) has reviewed the above-noted application for a Zoning By-law Amendment to permit the development of a 28 storey mixed-use building with 341 dwelling units.

The WRDSB offers the following comments:

Student Accommodation

At this time, the subject lands are assigned to the following WRDSB schools:

- Elizabeth Zeigler PS (Junior Kindergarten to Grade 6)
- MacGregor PS (Grade 7 to Grade 8)
- Kitchener-Waterloo CI (Grade 9 to Grade 12)

The WRDSB is experiencing significant enrolment pressure at schools located in the City's core. Portable classrooms are located on-site to provide additional capacity on an interim basis. If additional students continue to materialize, the WRDSB may designate this area as a Development Area and assign it to schools that have space or explore boundary adjustments where feasible.

Student Transportation

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

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

WRDSB Draft Conditions

Concerning any future declaration or agreement, the WRDSB requests the following conditions:

1. That the Owner must agree in the Condominium Declaration 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:
 - a. “Despite the best efforts of the Waterloo Region District School Board (WRDSB), accommodation in nearby facilities 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.”
 - b. “For information on which schools are currently serving this area, contact the WRDSB Planning Department at 519-570-0003 ext. 4419, or email planning@wrdsb.ca. Information provided by any other source cannot be guaranteed to reflect current school assignment information.”
 - c. “To limit liability, public school buses operated by the Student Transportation Services of Waterloo Region (STSWR), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up students, and potential busing students will be required to meet the bus at a congregated bus pick-up point.”
2. That the Owner supplies, erects and maintains a sign (at the Owner/Developer’s expense and according to the WRDSB’s specifications), near or affixed to the development sign, advising prospective residents about schools in the area and that prior to final approval, the Owner shall submit a photo of the sign for review and approval of the WRDSB;

Education Development Charges

Please be advised that any development on the subject lands is subject to the provisions of the WRDSB’s Education Development Charges By-law, Amended in 2022 or any successor thereof and may require the payment of Education Development Charges for these developments before building permit issuance.

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

If you have any questions about the comments, please contact the undersigned.

Regards,

Emily Bumbaco

Senior Planner

Waterloo Region District School Board

51 Ardelet Avenue, Kitchener ON, N2C 2R5

Email: emily_bumbaco@wrdsb.ca

City of Kitchener
Zone Change / Official Plan Amendment Comment Form

Address: 924-944 King St W
Owner: Fariborz Fallah (1000100206 and 1000187534 Ontario Inc.)
Application: ZBA25/001/K/EW

Comments Of: Park Planning
Commenter's Name: Lenore Ross
Email: Lenore.ross@kitchener.ca
Phone: 519-783-8917
Date of Comments: Feb 25 2025
No meeting to be held

Documents Reviewed:

I have reviewed the documents noted below submitted in support of a ZBA to redevelop the property to construct a 28-storey mixed-use building, with 341 dwelling units, two commercial units, 182 vehicle parking spaces, and 350 bicycle parking spaces. To facilitate this development, the owner has requested to amend the Zoning By-law from Mixed Use Corridor (MU-2) to Mixed Use Corridor (MU-3) with site specific provisions in Zoning By-law 85-1, or amend from SGA-2 to SGA-3 in Zoning By-law 2019-051 should it come into force and effect during the review process. Site-specific provisions are requested for an increased Floor Space Ratio, increased height, parking requirement reduction, and rear yard setback.

- Application Cover Letter
- Application Form
- Architectural Package
- Concept Drawing
- Functional Servicing Report
- Noise Study
- Planning Justification Report
- Urban Design Brief
- Vegetation Management Plan
- Wind Study

Site Specific Comments & Issues:

Park Planning has no significant concerns with the proposed Zoning Bylaw amendment and can provide conditional support subject to the minor updates to submitted studies are noted below.

City of Kitchener
Zone Change / Official Plan Amendment Comment Form

Comments on Submitted Documents

The following comments should be addressed at this time.

Planning Justification Report – GSP Group dated Dec 2024

1. page 7 – Surrounding Uses and Context - The Report states “The Site is also close to (a) range of existing parks, open space and recreational facilities, including Mount Hope Cemetery, Mary Allen Park, Don McClaren Arena and a playground and outdoor place space associated with King Edward Public School. The Site is located within walking distance to the Iron Horse Trail to the south and the Waterloo Spur Line Trail to the north.”

This statement inaccurately characterizes the public recreational and park amenities that are available and should be revised and acknowledge the following: Mary Allen Park is within the City of Waterloo; Gildner Green is a local neighbourhood park approximately 650m from the site and is the only local neighbourhood park in the KW Hospital Planning Community; the play area and outdoor space associated with King Edward School is owned by the Waterloo Region District School Board and is not considered a public park.

As identified in Places and Spaces: An Open Space Strategy for Kitchener, the KW Hospital Planning Community is currently critically underserved with active neighbourhood park space with only 1.5 sq.m/person and the proposed redevelopment will exacerbate this deficit. The provision of robust on-site amenities suitable for all ages, including children’s play facilities, will be critical to this proposal.

2. As part of Park Planning’s Presubmission comments, the following was requested: “a Planning Justification Report (PJR) should be submitted to the satisfaction of Parks & Cemeteries staff. The PJR should include an analysis and discussion of how the proposed development will impact the existing neighbourhood including the availability of services and infrastructure related to parks, open space, urban forests and community facilities relative to the change in planned function and significant increase in density specifically referencing the objectives and policies and in Part C Section 8: Parks, Open Space, Urban Forests and Community Facilities and indicate specifically how the development proposal will implement / achieve the policy objectives. This component of the PJR is outstanding and required.

A revised Planning Justification Report is required.

Urban Design Brief GSP Group dated November 2024

1. Page 7, 3rd paragraph – Street and Block Pattern – This statement inaccurately characterizes the public recreational and park amenities that are available and should be revised and acknowledge the following: Gildner Green is a local neighbourhood park approximately 650m from the site and is the only local neighbourhood park in the KW Hospital Planning Community; the play area and outdoor space associated with (“Walter St Park”) King Edward School is owned by the Waterloo Region District School Board and is not considered a public park. Cherry Park is more than a kilometer away from the subject site.

City of Kitchener
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As identified in Places and Spaces: An Open Space Strategy for Kitchener, the KW Hospital Planning Community is currently critically underserved with active neighbourhood park space with only 1.5 sq.m/person and the proposed redevelopment will exacerbate this deficit. The provision of robust on-site amenities suitable for all ages, including children’s play facilities, will be critical to this proposal.

2. Page 33, Section 5.7 of the Urban Design Brief - Street and Landscape Design - speaks briefly to the future detailed design of the proposed onsite amenity spaces indicating that “the intent is for it to serve as a durable, low-maintenance space, primarily featuring hard surfaces. The vision includes incorporating soft landscape elements, such as raised planting beds with small canopy trees and shrubs, along with a children’s play area. Various seating options, movable furnishings, shade structures and fireplace features are planned to accommodate different group sizes and provide flexibility for a range of activities.” Given the critical lack of active public park infrastructure in this Planning Community, additional language and precedent images should be included indicating a strong commitment to provide a robust onsite outdoor amenity space.
3. There is a small at-grade landscaped area shown adjacent to King St W that is noted as not being directly accessible from King St W. It is understood that this space is over a servicing easement and cannot include structures or tree planting, consideration should be given to a design that allows resident access (pet relief station) and / or commercial patio use.

A revised Urban Design Brief is required.

Pedestrian Wind Study SLR Consulting dated Dec 09 2024

1. A qualitative pedestrian wind assessment has been undertaken and should be revisited once building and landscape design has been finalized and submitted for review and approval as a condition of final site plan approval.
2. Decreased levels of pedestrian wind comfort are anticipated in at several sensor locations and these impacts should be mitigated through revisions to building design and specific landscape elements to reduce the negative impacts. E.g. sensor locations #3, #5, #8, #10, #11, #17, #18,(terrace) #20,

Policies, Standards and Resources:

- Kitchener Official Plan
- City of Kitchener Park Dedication Bylaw 2022-101 and Park Dedication Policy MUN-PLA-1074
- City of Kitchener Development Manual
- Cycling and Trails Master Plan (2020)
- Chapter 690 of the current Property Maintenance By-law
- Places & Spaces: An Open Space Strategy for Kitchener
- Multi-Use Pathways & Trails Masterplan
- Urban Design Manual

Anticipated Fees:

Parkland Dedication

City of Kitchener
Zone Change / Official Plan Amendment Comment Form

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

Since the amount of physical land that could be acquired through Parkland Dedication is neither sufficient or suitable for active park development, Parkland Dedication as cash in lieu of land will be required for the application.



600 Southgate Drive
Guelph ON Canada
N1G 4P6

Tel: +1.519.823.1311
Fax: +1.519.823.1316
E-mail: solutions@rwdi.com

April 15, 2025

Evan Wittmann
City of Kitchener
200 King St W,
Kitchener, ON N2G 4G7
ewittmann@kitchener.ca

**Re: Peer Review – Noise
924-944 King Street West, Kitchener
RWDI Reference No. 2509082**

Dear Evan,

The City of Kitchener has retained RWDI to conduct a peer review of a Noise Study for the proposed development located at 924 - 944 King Street West in the City of Kitchener. The Noise Study was completed in support of a Zoning Bylaw Amendment application. The proposed development is understood to be a 28-storey residential tower atop a 6-storey mixed use podium. The review considered the SLR report titled “924 - 944 King Street West, Kitchener, ON Environmental Noise Assessment”, SLR Project Number 241.031676.00001, and dated December 9, 2024 (Noise Study).

This review reflects best practices for land-use planning, as well as guidelines and policies mandated by the City of Kitchener (the City) and, where applicable, the Province of Ontario. Where differences in guidance may exist, the City has provided direct guidance to this peer reviewer on their expectations. In all cases, the direction and policies of the City take precedence. Comments requiring action by the applicant are highlighted throughout this document for ease of identification.

Assessment Approach

1. The Noise Study reviews the potential sources of environmental noise in the area.
 - a. Transportation noise from the surrounding roadways and LRT, which is considered appropriate.
 - i. Vibration has not been assessed, given the setback from the ION LRT and the proposed development, assessment of potential vibration impacts should be provided in future updates of this report.
 - b. Offsite stationary sources were assessed from surrounding facilities, which is considered appropriate.
 - i. There is a Traction Power Substation (TPSS) for the ION LRT located at 904 King Street West which has not been included in this assessment.
 - ii. HVAC units on the 201 Pine Street medical building are located within 100 m of the proposed development.
 - iii. Future submissions/revisions to the Noise Study should include a review of these noise sources.



2. Noise assessment guidance and limits are cited from Ministry of Environment, Conservation and Parks (MECP) publication NPC-300 and the Regional Municipality of Waterloo *Noise Policy Implementation Guideline* as is appropriate.
3. The Noise Report includes the appropriate commissioned Consultant's Declaration Statement and the Owner's Declaration Statement in accordance with RMOW requirements.

Surface Transportation Noise

4. Indoor sound level limits for transportation noise are summarized in **Section 2.1** of the Noise Study, which appropriately align with the guidance documents.
5. Noise Warning Clause and Ventilation requirements for transportation noise are summarized in **Section 2.4** of the Noise Study, which appropriately align with the guidance documents.
6. Transportation noise levels were evaluated at the podium and both towers as shown in **Figure 2 and Figure 3** and summarized in **Table 7** of the Noise Study. These locations are considered acceptable representations of worst-case impacts for the development.
7. Road Data is summarized in **Table 5** of the Noise Study. The following is noted:
 - a. The future road traffic information was provided by the Region. The data remains valid at this time.
8. LRT Data is summarized in **Table 6** of the Noise Study. The following is noted:
 - a. The LRT traffic volumes were derived based on discussions with RMOW staff and calculations based on headways which is appropriate.
9. Modelling of road traffic noise is based on methods from the ISO 9613-2 standard as implemented in the Cadna/A software package.
 - a. Sound emission rates for road sources were calculated using ORNAMENT, which is the MECP's road traffic noise algorithm, and combined with ISO 9613 for propagation purposes.
 - b. Road noise sources have been modelled as line sources, as is appropriate.
 - c. Figure D.1 provides a Cadna/A versus STAMSON comparison for the western facade provided in Appendix D along with a STAMSON output file.
 - d. Cadna/A road source inputs have been provided.
 - e. Ground absorption modelled as reflective ($GA = 0.0$), which is appropriate.
10. Table 7/8, and Figures 2 through 4, summarize the road traffic modelling results.
 - a. The worst-case sound level for each façade has been presented, which is appropriate.
 - b. Recommendations are provided concerning the excess sound levels.
 - c. The report states that the buildings will either need to be provided with provisions for future installation of central air conditioning or need to be equipped with central air conditioning systems depending on their location and proximity to the transportation sources. The report correctly assigns these requirements to the appropriate locations within the development.



Stationary Noise – Off Site Sources

11. The Noise Study initially identifies the surroundings as a Class 1 area, which is appropriate and also recommends that the development site be designated as a Class 4 area. Designation of the area as Class 4 results in higher allowed sound levels at the façade compared to the Class 1 designation and, in this case, removes any need for noise controls at the Grand River Hospital (GRH). The RMOW and the City expect to see analysis of requirements to meet Class 1 limits before Class 4 designation is contemplated. **The building design and specific mitigation must be further evaluated before a Class 4 designation would be considered. Examples can include consideration for changes to site configuration and source-based mitigation.**
12. A review of the stationary noise sources included in the Noise Study was completed. The following is noted:
 - a. Potential sources of stationary noise considered in the Noise Study were identified during site visits within the area on September 10, 2024.
 - b. Identified significant noise sources include:
 - i. Rooftop HVAC equipment associated with office buildings nearby.
 - ii. Mechanical equipment associated with Grand River Hospital.In general, inclusion of the above equipment is considered appropriate.
 - iii. **There is a Traction Power Substation (TPSS) for the ION LRT located at 904 King Street West which has not been included in this assessment.**
 - iv. **HVAC units on the 201 Pine Street medical building are located within 100 m of the proposed development.**
 - v. **Future submissions/revisions to the Noise Study should include a review of these noise sources.**
 - c. Modelling appears to assess the Grand River Hospital stationary sources separately from the other stationary sources identified surrounding the development. This is not consistent with the Region's position that impact from stationary sources should be considered cumulatively. **In future submissions/revisions to the Noise Study, stationary source results should be presented and assessed cumulatively.**
 - d. Representative sound level data for the modelled equipment was taken from SLR's sound database or on-site measurements, which is acceptable.
 - e. The noise study indicates that modelling for the Grand River Hospital will be updated with information presented in Hospital's AAR, when it is received, which is appropriate. **Future modelling of the Grand River Hospital should include consideration for any proposed hospital expansion should information be available.**
 - f. Generally, the duty cycles utilized for sources at the Grand River Hospital are reasonable and appropriate. The Air-Cooled Condenser Unit duty cycle of 45 mins during the daytime/evening should be verified with GRH operators.
 - g. Office building HVAC duty cycling of 100% during the daytime/evening and 50% during the night-time is considered acceptable.



13. Modelling was completed in the Cadna/A software package. The following is noted:
 - a. The ISO 9613 sound propagation algorithms in Cadna/A are a suitable model.
 - b. The application of a 0.2 general ground absorption factor, which is considered appropriate.
14. Modelled daytime/evening and nighttime sound level impacts on the proposed development site are shown in **Figures 6 through 10**, respectively of the Noise Study. The following is noted:
 - a. The Class 4 sound level limits are shown to be met, based on results presented in the CadnaA building evaluation.
15. A sample calculation for all sources at a representative worst-case point of reception is required.

Stationary Noise – On Site Sources

16. An assessment of development mechanical systems on the proposed development was not included in the Noise Study. In the absence of specific information, a general discussion has been included, which is considered acceptable at this stage.
17. When the applicable information becomes available, an assessment of the development mechanical systems on itself and its surroundings is required. Reference to this requirement should be made in the Noise Study. Demonstrated compliance with applicable sound level limits for these sources must be shown prior to final planning approval. The development will be responsible for any required mitigation to reduce sound levels regardless of the stage of design or planning approval process.

Conclusions

18. The Recommendation section summarizes the mitigation requirements of the Noise Study.

Summary

The environmental noise study provided for the 924 – 944 King Street development in Kitchener presents an assessment for transportation and surrounding stationary noise sources.

At this time, the required changes are not significant. However, a supplementary letter or amendment is required to clarify and revise the results and conclusions presented in the Noise Study. Key items to be revised in the Noise Study are outlined below:

- Future submissions/revisions to the Noise Study should review and consider noise impacts from the Traction Power Substation and the HVAC on 201 Pine St.
- Future submissions/revisions to the Noise Study, stationary source results should be presented and assessed cumulatively.



Evan Wittmann
City of Kitchener
RWDI#2509082.01
APRIL 15, 2025

- A sample calculation for all sources at a representative worst-case point of reception is required.
- The building design and specific mitigation to meet Class 1 limits must be further evaluated before a Class 4 designation can be considered. Examples can include consideration for changes to site configuration and source-based mitigation.
- Development mechanical systems must be assessed when more detailed mechanical information becomes available.

We trust that this is the information required at this time. Please do not hesitate to contact us with any questions.

Yours truly,



Khalid Hussein, P.Eng.
Senior Noise & Vibration Engineer

Statement of Limitations

This report entitled Peer Review – Noise, 924-944 King Street West, Kitchener, was prepared by RWDI AIR Inc. (“RWDI”) for the City of Kitchener (“Client”). The findings and conclusions presented in this report have been prepared for the Client and are specific to the peer review described herein (“Project”). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

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

Evan Wittmann

From: Jennifer Arends
Sent: Monday, February 24, 2025 7:58 AM
To: Evan Wittmann
Subject: FW: Circulation for Comment - 924-944 King Street West (ZBA)

Hi Evan,

I don't think I've sent you comments on this one. A couple comments.

- No fire access from Dodd's lane due to width restrictions. All fire access must be from King Street. No rooms with exterior access only permitted from Dodd's lane. Garbage room, Transformer and switch gear room appear to be off Dodd's lane – does not meet OBC requirement for fire access.
- Fire hydrant is access the street over the Ion track. Strongly recommend providing a private fire hydrant on the property so that in the event of a fire the Ion service would not be disrupted.
- Backup fire pumps in addition to fire pumps required where fire department pumping capacity cannot be provided at higher elevations. Pumping capacity for vehicles is 203psi/1400 kpa. Additional mechanical areas may be required at higher elevations to accommodate fire pump and backup fire pump.

Thanks,

Jennifer Arends

Fire Prevention Officer | City of Kitchener
519-783-7983 | jennifer.arends@kitchener.ca

From: Fire Prevention (SM)
Sent: Friday, February 21, 2025 2:04 PM
To: Jennifer Arends
Subject: FW: Circulation for Comment - 924-944 King Street West (ZBA)

From: Evan Wittmann <Evan.Wittmann@kitchener.ca>
Sent: Friday, February 21, 2025 1:19 PM
To: Bell <circulations@bell.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Enbridge - Lewis Oatway <lewis.oatway@enbridge.com>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; Fire Prevention (SM) <FirePrevention@kitchener.ca>; French Catholic School Board <planification@cscmonavenir.ca>; Grand River Hospital - Sylvia Rodas <Sylvia.Rodas@grhosp.on.ca>; GRCA - Planning <planning@grandriver.ca> <planning@grandriver.ca>; Landuse Planning <landuseplanning@hydroone.com>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; NavCAN <commercialrelations@navcanada.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Regional Clerk <regionalclerk@regionofwaterloo.ca>; Region - Howard Chang <SChang@regionofwaterloo.ca> <SChang@regionofwaterloo.ca>; Planning Applications <planningapplications@regionofwaterloo.ca>; Region of Waterloo International Airport <pdlairportconstruction@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>;

Rogers <swogr-permits@rci.rogers.com>; Stefan Hajgato <Stefan.Hajgato@kitchener.ca>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>; UW-WUSA (Feds) (pres@wusa.ca) <pres@wusa.ca>; Viamonde School Board - Daniel Stojc <stojcd@csviamonde.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Christine Kompter <Christine.Kompter@kitchener.ca>
Subject: RE: Circulation for Comment - 924-944 King Street West (ZBA)

Good afternoon,

If you have not done so, reminder to please forward me your comments on this application by the end of next week.

Thank you,

Evan Wittmann (he/him), RPP, MCIP
Senior Planner | Development and Housing Approvals Division | City of Kitchener
519-783-8523 | TTY 1-866-969-9994 | evan.wittmann@kitchener.ca

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Friday, January 17, 2025 12:22 PM
To: _DL_Team_DSD-Planning <TeamDSD-Planning@kitchener.ca>; Bell <circulations@bell.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Enbridge - Lewis Oatway <lewis.oatway@enbridge.com>; Subdivisions (SM) <Subdivisions@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; Fire Prevention (SM) <FirePrevention@kitchener.ca>; French Catholic School Board <planification@cscmonavenir.ca>; Grand River Hospital - Sylvia Rodas <Sylvia.Rodas@grhosp.on.ca>; GRCA - Planning <planning@grandriver.ca> <planning@grandriver.ca>; Landuse Planning <landuseplanning@hydroone.com>; Justin Readman <Justin.Readman@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; NavCAN <commercialrelations@navcanada.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Regional Clerk <regionalclerk@regionofwaterloo.ca>; Region - Howard Chang (<SChang@regionofwaterloo.ca>) <SChang@regionofwaterloo.ca>; Planning Applications <planningapplications@regionofwaterloo.ca>; Region of Waterloo International Airport <pdairportconstruction@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Rogers <swogr-permits@rci.rogers.com>; Stefan Hajgato <Stefan.Hajgato@kitchener.ca>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>; UW-WUSA (Feds) (pres@wusa.ca) <pres@wusa.ca>; Viamonde School Board - Daniel Stojc <stojcd@csviamonde.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Evan Wittmann <Evan.Wittmann@kitchener.ca>
Subject: Circulation for Comment - 924-944 King Street West (ZBA)

Please see attached. Additional documentation can be found in AMANDA folder 25 100946 (City staff) and [ShareFile](#) (external agencies). Comments or questions should be directed to **Evan Wittmann**, Senior Planner (evan.wittmann@kitchener.ca; 519-783-8523).

Christine Kompter

Administrative Assistant | Development Services Department - Planning | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
(NEW) 519-783-8147 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca





**Want to know more
about planning?**

Evan Wittmann

From: Angela Wang <awang@grandriver.ca>
Sent: Monday, January 20, 2025 11:15 AM
To: Evan Wittmann
Subject: RE: Circulation for Comment - 924-944 King Street West (ZBA)

You don't often get email from awang@grandriver.ca. [Learn why this is important](#)

Hi Evan,

Please be advised that the subject lands are not regulated by the GRCA under Ontario Regulation 41/24. As such, we will not be providing comments on this application.

Kind regards,

Angela Wang

Intermediate Resource Planner
Grand River Conservation Authority

400 Clyde Rd
Cambridge, ON N1R 5W6
Office: 519-621-2763 ext. 2270
Email: awang@grandriver.ca

www.grandriver.ca | [Connect with us on social media](#)

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: January 17, 2025 12:22 PM
To: _DL_Team_DSD-Planning <TeamDSD-Planning@kitchener.ca>; Bell <circulations@bell.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Enbridge - Lewis Oatway <lewis.oatway@enbridge.com>; Subdivisions (SM) <Subdivisions@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; Fire Prevention (SM) <FirePrevention@kitchener.ca>; French Catholic School Board <planification@cscmonavenir.ca>; Grand River Hospital - Sylvia Rodas <Sylvia.Rodas@grhosp.on.ca>; Planning <planning@grandriver.ca>; Landuse Planning <landuseplanning@hydroone.com>; Justin Readman <Justin.Readman@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; NavCAN <commercialrelations@navcanada.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Regional Clerk <regionalclerk@regionofwaterloo.ca>; Region - Howard Chang (<SChang@regionofwaterloo.ca> <SChang@regionofwaterloo.ca>); Planning Applications <planningapplications@regionofwaterloo.ca>; Region of Waterloo International Airport <pdairportconstruction@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Rogers <swogr-permits@rci.rogers.com>; Stefan Hajgato <Stefan.Hajgato@kitchener.ca>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>; UW-WUSA (Feds) (<pres@wusa.ca> <pres@wusa.ca>); Viamonde School Board - Daniel Stojc <stojcd@csviamonde.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>
Cc: Evan Wittmann <Evan.Wittmann@kitchener.ca>
Subject: Circulation for Comment - 924-944 King Street West (ZBA)

Please see attached. Additional documentation can be found in AMANDA folder 25 100946 (City staff) and [ShareFile](#) (external agencies). Comments or questions should be directed to **Evan Wittmann**, Senior Planner (evan.wittmann@kitchener.ca; 519-783-8523).

Christine Kompter

Administrative Assistant | Development Services Department - Planning | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
(NEW) 519-783-8147 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca



Evan Wittmann

From: Planning <planning@wcdsb.ca>
Sent: Tuesday, February 18, 2025 9:43 AM
To: Evan Wittmann
Subject: Re: Circulation for Comment - 924-944 King Street West (ZBA)
Attachments: RE: Notice of Pre-submission Consultation - 924-944 King Street West (OPA/ZBA)

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Good morning,

The board's previous comment(s) provided on November 6, 2023, remain applicable to the subject application. Please see attached for reference.

Thank you.

Kind regards,
Isabelle Lung Ler
Planning Technician
Waterloo Catholic District School Board
Phone: 519-578-3677 x 2355
Email: Isabelle.LungLer@wcdsb.ca

From: Christine Kompter
Sent: Friday, January 17, 2025 12:22 PM
To: _DL_Team_DSD-Planning ; Bell ; Darren Kropf ; Dave Seller ; David Paetz ; Enbridge - Lewis Oatway ; Subdivisions (SM) ; Enova Power Corp. - Greig Cameron ; Enova Power Corp. - Shaun Wang ; Fire Prevention (SM) ; French Catholic School Board ; Grand River Hospital - Sylvia Rodas ; GRCA - Planning (planning@grandriver.ca) ; Landuse Planning ; Justin Readman ; Katherine Hughes ; Mike Seiling ; NavCAN ; Ontario Power Generation ; Park Planning (SM) ; Regional Clerk ; Region - Howard Chang (SChang@regionofwaterloo.ca) ; Planning Applications ; Region of Waterloo International Airport ; Property Data Administrator (SM) ; Rogers ; Stefan Hajgato ; Sylvie Eastman ; UW-WUSA (Feds) (pres@wusa.ca) ; Viamonde School Board - Daniel Stojc ; Planning ; WRDSB - Planning
Cc: Evan Wittmann
Subject: Circulation for Comment - 924-944 King Street West (ZBA)

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Please see attached. Additional documentation can be found in AMANDA folder 25 100946 (City staff) and [ShareFile](#) (external agencies). Comments or questions should be directed to **Evan Wittmann**, Senior Planner (evan.wittmann@kitchener.ca; 519-783-8523).

Christine Kompter

Administrative Assistant | Development Services Department - Planning | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
(NEW) 519-783-8147 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca



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PLANNING, DEVELOPMENT
AND LEGISLATIVE SERVICES
Community Planning
150 Frederick Street 8th Floor
Kitchener Ontario N2G 4J3 Canada
Telephone: 519-575-4400
TTY: 519-575-4608
Fax: 519-575-4466
www.regionofwaterloo.ca

Will Towns: 519-616-1868
File: C14/2/25001
February 28, 2025

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

Dear Mr. Wittman,

**Re: Zoning By-law Amendment ZBA25/001/K/EW
924-944 King Street West
GSP Group on behalf of 1000100206 & 1000187534
Ontario Inc. c/o Fariborz Fallah
City of Kitchener**

Regional staff have received a zoning by-law amendment (ZBA) application for a development proposal at 924-944 King Street West in the City of Kitchener. The applicant proposes to redevelop the property (which currently contains a range of low-rise commercial uses) with a 28-storey mixed-use building comprised of 341 dwelling units, two commercial units, 182 parking spaces, and 350 bicycle parking spaces. Note that the Region provided pre-submission comments on a similar (319 unit) concept in November 2023.

The lands are located in the Urban Area and Delineated Built Up Area in the Regional Official Plan (now an Official Plan of the City of Kitchener) and located within the Grand River Hospital Major Transit Station Area (MTSA); currently designated Mixed Use Corridor and to be designated Strategic Growth Area 2 (Mid-Rise) in the City's Official Plan; and currently zoned Mixed Use Corridor 2 and to be zoned Strategic Growth Area 2 (Mid-Rise) in the City's zoning by-law. The ZBA seeks to change the zoning category to Mixed Use Corridor (MU-3) to permit the proposed built form, or amend to SGA-3 should the Growing Together come into force and effect prior to approval. Site-specific provisions are requested for increased floor space ratio (FSR) and height, and reduced parking and rear yard setback.

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

Corridor Planning

Approval of the Environmental Noise Study and Transportation Impact Study are required prior to final approval of the ZBA application.

Environmental Noise Study

Regional staff have received and reviewed the Noise Study entitled Environmental Noise Assessment 924-944 King Street West, Kitchener, Ontario dated December 9, 2024 and prepared by SLR Consulting (Canada) Ltd.

The report indicates that the dominant source of noise around the site is Regional Road No. 8 (King Street West) and the Grand River Transit ION LRT. The report indicates that acoustical impacts are above acceptable levels and mitigation, including warning clauses and the provision for air conditioning, are required to ensure indoor noise levels do not exceed acceptable levels noted in NPC-300 and NPC-216. Regional staff agree with the report's recommendations, and no changes are required in support of the ZBA application.

The report indicates that for all units, the requirements of the Ontario Building Code (OBC) will provide adequate sound insulation. Since the noise source, King Street West, is a roadway within the Region's jurisdiction, a registered development agreement as a condition of a future condominium or consent application to implement the recommendations of the noise study will be required.

The report recommends a range of noise warning clauses associated with both environmental and stationary noise sources. In addition to those recommended in the study, Regional staff require the following Type A clause be registered on title for all dwelling units. The owner will be required to enter into an agreement with the Region to require inclusion of the following clause(s) in agreements of Offers of Purchase and Sale, lease/rental agreements and condominium declarations.

Type A:

Purchasers/tenants are advised that sound levels due to increasing road traffic may on 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.

The report recommends the following noise warning clause be registered on title for all residential units on the east, south, and west façades of the proposed building.

Type C:

This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant 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.

Prior to the issuance of any building permits, a Professional Engineer shall certify that the noise attenuation measures, including the provision for central air conditioning are

incorporated in the building plans. Upon completion of construction, a Professional Engineer will certify that the dwelling units have been constructed accordingly.

Transportation Impact Study

Regional staff have received the Transportation Impact Study (TIS) report entitled 924-944 King Street West, Kitchener, ON Transportation Impact Study, dated December 3, 2024 and prepared by Paradigm Transportation Solutions Ltd. In light of this review and previous scoping meetings with City staff and the applicant, Regional staff are satisfied that the TIS is acceptable and no changes are required in support of the ZBA application. The following comments are provided for the applicant's consideration addressed in a resubmission of the TIS:

- The eastbound left turn/U-turn movement appears to be accommodated within the existing storage. This should be noted in the TIS report as part of an update associated with a future site plan application.
- A Transportation Demand Management (TDM) Checklist has not been included in the TIS. Due to the site's proximity to the Grand River Hospital ION Station, the TDM Checklist must be submitted as part of a future site plan application, in which the applicant must consider how the development could be made more transit-supportive.
- A functional design of the proposed access must be included when submitting the Regional Road Access permit application (see below).
- Details on the required modifications to the traffic signal operation must be provided as part of the Regional Road Access permit submission as well.
- Pavement markings and signage will need to be changed in order to convert the existing U-turn lane to a left-turn lane as proposed. This may be addressed when the Regional Road Access Permit is submitted.

Conditions of Future Site Plan Application Approval

Approval of the Regional road widening land dedication, access permits, lot grading/servicing plans and stormwater management report are required prior to approval of a future site plan application.

Road Widening

At this location, Regional Road #15 (King Street West, Kitchener) has a designed road allowance width of 30.0 metres, as designated in Schedule 'A' of the ROP. Regional staff estimate that an approximate road widening of 2.5 metres will be required along the King Street West frontage of the proposed development.

The Owner/Applicant must engage an OLS to prepare a draft reference plan which illustrates the required road allowance widening. Prior to registering the reference plan, the OLS should submit a draft copy of the plan to the Transportation Planner for review (tkinear@regionofwaterloo.ca). An electronic copy of the registered plan is to be provided subsequently by email as well. Further instructions will come from the Region's Legal Assistant with regard to document preparation and registration. The land must be dedicated to the Region for road allowance purposes without cost and free of encumbrance. All land dedications should be identified on the site plan.

Access Permits

A Regional Access Permit will be required to close the existing access to King Street East. There is no fee for this permit. A Regional Access Permit will also be required for the proposed access, which must comply with the Regional Access Policy. The issuance fee for this permit is \$230. As described above, functional design and traffic signal operation details will be required in support of the permit application for the new (realigned) access to King Street West.

The application for Regional Access Permits can be found on the Region's website at: <https://forms.regionofwaterloo.ca/Planning-and-Economic-Development/Close-an-Access-Access-Permit-Application>

Stormwater Management and Site Grading

Storm sewers within the Regional road right-of-way are generally sized and designed to only accommodate stormwater from the right-of-way and in some instances off-road surface drainage under existing conditions. A private stormwater connection to any storm sewer on to King Street West will be discouraged where an alternate stormwater connection is available, including infiltration if soil conditions and Source Protection under the Clean Water Act permit, or if it is determined that the King Street West storm sewer does not have the sufficiency (condition and capacity) to accommodate private stormwater flows from this site. It is the responsibility of the applicant's engineering consultant to determine an appropriate stormwater outlet from this site and the sufficiency of the receiving storm system if there is no other option available and to include this information in the stormwater management report (SWM). The applicant or their consultant should contact Malcolm Lister, Manager, Technical Services for the Region at mlister@regionofwaterloo.ca or 519-575-4432 to determine if any engineering plans and/or further technical information for King Street West is available which may be of assistance.

The applicant must submit a detailed Existing Conditions and Removals Plan, Landscaping Plan, Site Grading & Drainage Control Plan, Site Servicing Plan along with a SWM report (electronic copies) to the Commissioner of Planning, Development and Legislative Services, Region of Waterloo for approval. This should include drainage details for the subject property, abutting properties and the public road allowance so as to ensure compatible drainage. This should also show all existing and proposed connections to the municipal storm sewers, sanitary sewers and water mains, all existing infrastructure removals, all proposed vegetation and plantings, and all detailed erosion and siltation control features, all to the satisfaction of the Regional Municipality of Waterloo. Please note that the study and plans may be subject to a peer review at the owner/applicant's expense.

Please note that any servicing removals on King Street West will be subject to additional requirements to ensure proper abandonment beneath the ION tracks. Once complete servicing drawings are received, further comments will be provided. The applicant is encouraged to reuse as many existing services as possible, and minimise the need for any new service connections. The site must be graded in accordance with the approved plan and the Regional Road allowance must be restored to the Region's satisfaction. Any new servicing connections or updates to existing servicing within the

Regional right-of-way would require Regional approval through a separate process of Municipal Consent.

Grand River Transit

The subject property is well served by transit with four conventional bus routes offering two-way service adjacent to the property, along with close access to ION light rail transit service. Grand River Transit (GRT) has no plans to relocate or add a transit stop adjacent to this property. The applicant should be made aware that if the need for new or relocated transit amenities is identified in the future, the applicant may be required to make provisions for this infrastructure as part of a future Planning Act Application.

Transportation Demand Management:

GRT Transportation Demand Management (TDM) staff generally support the reduced automobile parking supplies, and encourages applicant to consider implementing TDM measures in tandem to support residents in choosing sustainable transportation options. The current design requires residents to exit the building to access the residence from the bike room on the first floor. The applicant should consider providing access to a stairwell from bike room so residents do not need to exit the building.

Other bike parking notes for the applicant's consideration include:

- The expected routes from the secure bike storage room to the exterior of the building should have automatic (power-opening) doors (activated by keycard or similar) to minimize difficulty when entering or exiting the room with a bike.
- The swept path of doors should not interfere with preferred route of travel, or sliding doors should be used.
- A bike fix-it station should be considered, consisting of a selection of bike tools, a work stand, and an air pump.
- A bike washing station (hose hook up and drainage) could be considered.
- Some space in the bike room should be designated for non-conventional bike types, including tandems, trailers, fat bikes, cargo bikes, tricycles, children's bikes, etc.
- Ensure the aisles within the bike room are wide enough to allow for space to load and unload bicycles for racks (medium-sized adult bikes are approximately 175cm in length), or purchase stacked racks that can accommodate a narrow aisle.

Other

A site plan pre-consultation fee of \$300 and review fee of \$805 will be required for the review and approval of a future site plan application.

Region of Waterloo International Airport

Staff from the Region of Waterloo International Airport have reviewed the application and have no concerns with the proposal. The development is located outside of the federal Airport Zoning Regulation area, but within the obstacle protection area of various Instrument Flight Procedures with an estimated allowable elevation of 547 metres above seal level (or 1794 feet). The architectural package submitted in support of this application show a building height of 99.2m. Assuming a ground floor elevation of 336

metres ASL, the overall building elevation would be 435 metres ASL. This leaves sufficient clearance for any cranes.

The developer will need to submit a Land Use application to Nav Canada for the building and crane, and obtain a letter of no objection to the Region's satisfaction. The developer will also need to submit an Aeronautical Assessment form to Transport Canada, and comply with all requirements.

Source Water Protection & Risk Management

This site is located in a wellhead protection sensitivity area as identified on Map 6 of the ROP, a Chloride Issue Contributing Area, and a source protection area subject to Part IV of the Clean Water Act (WHPA C-4 associated with the Parkway Wellfield).

The Regional Risk Management Official (RMO) has indicated that the Section 59 Notice submitted is invalid. The addressing is incorrect and salt application is not listed on Schedule 1. Please be advised the RMO has reached out to the applicant directly to begin negotiating a Provisional Risk Management Plan. Once complete, a valid Section 59 Notice will be issued.

Housing Services

The Region of Waterloo is the Service System Manager for housing locally and is therefore required by legislation to create a plan to address affordable housing and homelessness every 10 years for the geography it covers. The plan must outline current housing needs, develop objectives and targets related to meeting housing needs, and commit to actions to meet these targets. To fulfill this role, the Region establishes, administers, and funds housing and homelessness programs and services, and operates housing directly. Specifically:

- The 10-Year Housing and Homelessness Plan for Waterloo Region contains an affordable housing target which is that 30 percent of all new residential development between 2019 and 2041 in Waterloo Region be affordable to low- and moderate-income households.
- The Building Better Futures Framework shows how the Region plans to create 2,500 units of housing affordable to people with low to moderate incomes by 2025.

Regional staff note that the Planning Justification report indicates that the developer is planning to provide 18 affordable units as required by the Rental Replacement by-law. The Region supports the provision of affordable housing. Should this development application move forward and all necessary applications be approved, staff recommend that the applicant consider providing additional affordable housing units on the site, as defined in the Provincial Policy Statement. Rent levels and house prices that are considered affordable according to the Provincial Policy Statement are provided below in the section on affordability. These are the levels and prices for which developments will be eligible for Regional Development Charge exemptions.

For affordable housing to fulfill its purpose of being affordable to those who require rents or purchase prices lower than the regular market provides, a mechanism should be in

place to ensure the units remain affordable and establish income levels of the households who can rent or own the homes. Staff further recommend meeting with Housing Services to discuss the proposal in more detail and to explore opportunities for partnerships or programs and mechanisms to support a defined level of affordability.

According to the Provincial Planning Statement 2024 (PPS 2024), an affordable house price is the lesser of the following values:

- A price 10 percent below the average purchase price of a resale market unit; or
- A price for which payments would not exceed 30 percent of gross annual household income at the 60th percentile.

For an ownership unit of any dwelling type (i.e. single, semi, towns, apartment) to be deemed affordable, the proposed house price in the City of Kitchener must be at or below is \$370,100 (Provincial Bulletin, June 2024).

According to the PPS 2024, affordable rent is the lesser of the following values:

- Average market rent provided annually by the Canada Mortgage and Housing Corporation; or
- Rent which would not exceed 30% of gross annual renter household income at the 60th percentile.

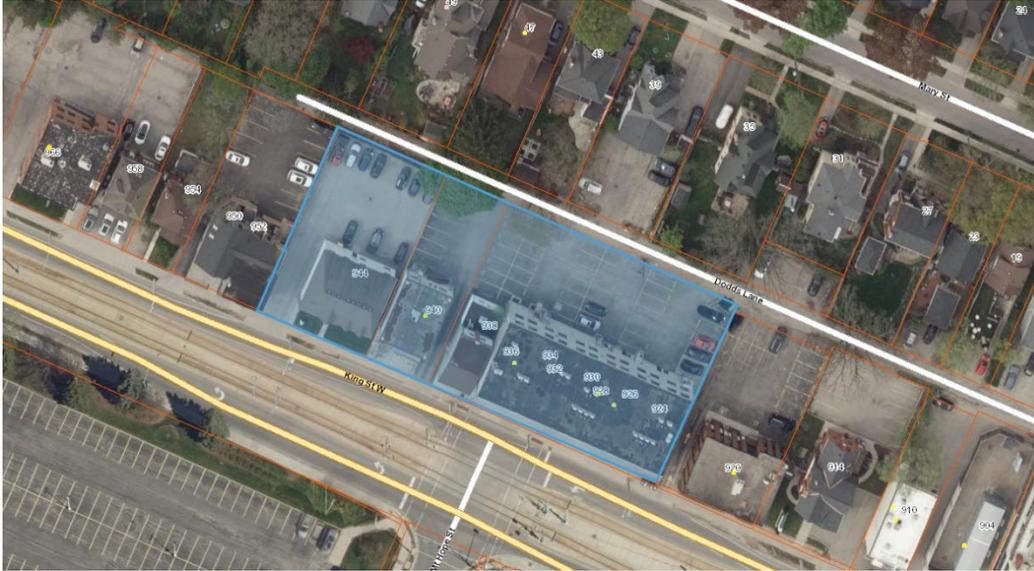
For a rental unit to be deemed affordable, the rent for the proposed units in the City of Kitchener must be at or below Source: Provincial Bulletin, June 2024):

- Studio \$1,117
- One Bedroom: \$1,322
- Two Bedroom: \$1,594
- Three+ Bedroom: \$1,779

Please do not hesitate to contact Housing Services staff directly at JMaanMiedema@regionofwaterloo.ca or 226-753-9593 should you have any questions or wish to discuss in more detail.

Environmental Threats & Site Contamination (Advisory)

The Region's Threats Inventory Database identifies only "low" environmental threats on the subject lands associated with past land uses. The following graphic is provided to the City on an advisory basis – note that low threats are identified by the yellow dots.



Fees

The Region acknowledges receipt of the ZBA (\$3,000) review fee as required by Regional By-law 24-052 (received February 28, 2025).

Conclusions & Next Steps

Regional staff would have no objection to approval of this application, provided:

- A Provisional Risk Management plan is negotiated to the satisfaction of the Regional Risk Management Official and a valid Notice of Source Protection Plan Compliance (Section 59 Notice) is issued and provided to the Region and City.

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

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

Yours truly,

Will Towns, RPP
Senior Planner

cc. Kristen Barisdale, GSP Group (Agent)
Fariborz Fallah, 2000100206 & 1000187534 Ontario Inc. (Owner)

Evan Wittmann

From: Planning <planning@wcdsb.ca>
Sent: Monday, November 6, 2023 2:30 PM
To: Andrew Pinnell
Subject: RE: Notice of Pre-submission Consultation - 924-944 King Street West (OPA/ZBA)

Good Afternoon Andrew,

The Waterloo Catholic District School Board has reviewed the subject application and based on our development circulation criteria have the following comment(s)/condition(s):

- A) That any Education Development Charges shall be collected prior to the issuance of a building permit(s).
- B) That the developer and the Waterloo Catholic District School Board reach an agreement regarding the supply and erection of a sign (at the developer's expense and according to the Board's specifications) affixed to the development sign advising prospective residents about schools in the area. A sign specifications document can be found at the bottom of the board's planning department web page (<https://www.wcdsb.ca/about-us/cs/planning/>).

If you require any further information, please contact me by e-mail at Jordan.Neale@wcdsb.ca.

Thank you,

Jordan Neale

Planning Technician, WCDSB

480 Dutton Dr, Waterloo, ON N2L 4C6

519-578-3660 ext. 2355

From: Christine Kompter

Sent: Thursday, October 26, 2023 4:26 PM

To: 'natalie.hardacre@waterloo.ca' ; _DL_#_DSD_Planning ; Bell - c/o WSP ; Canada Post - Brad Biskaborn (brad.biskaborn@canadapost.postescanada.ca) ; Carlos Reyes ; Darren Kropf ; Dave Seller ; David Paetz ; Ellen Kayes ; Enova Power Corp. - Greig Cameron ; Enova Power Corp. - Shaun Wang ; Fire Prevention (SM) ; GRCA - Planning (planning@grandriver.ca) ; Hydro One - Dennis DeRango ; Justin Readman ; Park Planning (SM) ; Region - Howard Chang (SChang@regionofwaterloo.ca) ; Region - Planning ; Region - Risk Management ; Robert Schipper ; Rogers (SWOGR-PERMITS@rci.rogers.com) ; Sanitary Storm Approvals (SM) ; Steven Ryder ; Planning ; WRDSB - Planning

Cc: Andrew Pinnell

Subject: Notice of Pre-submission Consultation - 924-944 King Street West (OPA/ZBA)

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For your information – please see attached. A pre-submission consultation meeting has been scheduled as detailed below. **A meeting request will be sent to those invited to attend.** If you are not required to attend this meeting but have comments related to this proposal, please contact the assigned file planner noted below.

PLEASE NOTE: PRE-SUBMISSION CONSULTATION APPLICATIONS ARE 'CONFIDENTIAL'.

FOR CITY STAFF REFERENCE:

***** CIRCULATION AND COMMENTING PROCESSES ARE NOW DONE DIRECTLY THROUGH AMANDA – PLEASE CHECK YOUR TASK LIST AND SEE LINK FOR DETAILED [INSTRUCTIONS](#).**

AMANDA folder #23- 23-125046

COMMENTS DUE BY: MINIMUM ONE WEEK BEFORE MEETING

MEETING DATE & TIME: November 23, 2023 – 1:00 – 2:00 p.m. (staff only meeting scheduled for November 16th)

MEETING LOCATION: MS Teams – virtual meeting

SITE: 924-944 King Street West

APPLICANT/AGENT: Kristen Barisdale, GSP Group Inc.

PROPOSAL:

An OPA and ZBA are requested to facilitate a preliminary development concept that involves the consolidation of several properties. The development concept consists of a 30-storey mixed-use building, comprising ground floor commercial retail units along King Street and residential use above (319 dwelling units). The development concept proposes a Floor Space Ratio of 11.66 and incorporates a 4-storey podium and tower step-backs at the rear of the building, adjacent to Dodd’s Lane. The concept proposes a total of 195 parking spaces within one level of underground parking and four levels of structured, podium parking (residential rate of 0.52 spaces / unit; commercial rate of 1 space / 22.5 m2 GFA).

STAFF/AGENCIES INVITED TO ATTEND:

Andrew Pinnell, Pegah Fahimian, Policy Planning (delegate), Garrett Stevenson (optional), Tina Malone-Wright (optional), Sandro Bassanese (optional), Heritage Planning (delegate), Engineering (delegate), Transportation (delegate), Park Planning (optional), Utilities (optional), Regional Planning (delegate), Region – Transit Development (optional), City of Waterloo (delegate).

Comments or questions should be forwarded to **Andrew Pinnell**, Senior Planner (andrew.pinnell@kitchener.ca; 519-741-2200 x7668).

Christine Kompter

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



Evan Wittmann

From: Aminu Bello <Aminu.Bello@waterloo.ca>
Sent: Tuesday, March 11, 2025 10:05 AM
To: Evan Wittmann
Cc: Christine Kompter
Subject: RE: Circulation for Comment - 924-944 King Street West (File: ZBA25/001/K/EW)

Some people who received this message don't often get email from aminu.bello@waterloo.ca. [Learn why this is important](#)

Good morning,

The City of Waterloo staff has **no concerns** with the proposed Zoning By-law Amendment at 924-944 King Street W, Kitchener.

Transportation staff agree with the TIS assumptions and have no comments from a transportation perspective. If the proposal changes (density, access, etc.) in the future staff may request an updated TIS. At the pre-consultation application stage, Engineering staff advised their review is not necessary given the property location.

Regards
Aminu

From: Christine Kompter
Sent: January 17, 2025 4:22 PM
To: Zoning Preconsultation
Cc: Evan Wittmann
Subject: [EXTERNAL] Circulation for Comment - 924-944 King Street West (ZBA)

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Please see attached. Additional documentation can be found in AMANDA folder 25 100946 (City staff) and [ShareFile](#) (external agencies). Comments or questions should be directed to **Evan Wittmann**, Senior Planner (evan.wittmann@kitchener.ca; 519-783-8523).

Christine Kompter

Administrative Assistant | Development Services Department - Planning | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
(NEW) 519-783-8147 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca



Evan Wittmann

From: Christine Kompter
Sent: Friday, January 17, 2025 12:45 PM
To: Sylvie Eastman; David Paetz; Michele Kamphuis
Cc: Evan Wittmann
Subject: RE: Circulation for Comment - 924-944 King Street West (ZBA)

I will forward this to the file planner – please direct any future correspondence to Evan Wittman instead of myself.

Christine Kompter

Administrative Assistant | Development Services Department - Planning | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
(NEW) 519-783-8147 | TTY 1-866-969-9994 | christine.kompter@kitchener.ca



From: Sylvie Eastman
Sent: Friday, January 17, 2025 12:39 PM
To: David Paetz
Cc: Christine Kompter ; Michele Kamphuis
Subject: FW: Circulation for Comment - 924-944 King Street West (ZBA)

Depending on where the proponent wants the gas meter, we may need to upsize the existing 32mm gas main to 100mm.

Thanks, Sylvie (she/her)
519-783-8757 (office)
519-498-9553 (mobile)
Please respond to non-emergency messages within your normal working hours.

From: Christine Kompter <Christine.Kompter@kitchener.ca>
Sent: Friday, January 17, 2025 12:22 PM
To: _DL_Team_DSD-Planning <TeamDSD-Planning@kitchener.ca>; Bell <circulations@bell.ca>; Darren Kropf <Darren.Kropf@kitchener.ca>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Enbridge - Lewis Oatway <lewis.oatway@enbridge.com>; Subdivisions (SM) <Subdivisions@kitchener.ca>; Enova Power Corp. - Greig Cameron <greig.cameron@enovapower.com>; Enova Power Corp. - Shaun Wang <shaun.wang@enovapower.com>; Fire Prevention (SM) <FirePrevention@kitchener.ca>; French Catholic School Board <planification@cscmonavenir.ca>; Grand River Hospital - Sylvia Rodas <Sylvia.Rodas@grhosp.on.ca>; GRCA - Planning <planning@grandriver.ca> <planning@grandriver.ca>; Landuse Planning <landuseplanning@hydroone.com>; Justin Readman <Justin.Readman@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; NavCAN <commercialrelations@navcanada.ca>; Ontario Power Generation

<Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Regional Clerk <regionalclerk@regionofwaterloo.ca>; Region - Howard Chang (<SChang@regionofwaterloo.ca> <SChang@regionofwaterloo.ca>; Planning Applications <planningapplications@regionofwaterloo.ca>; Region of Waterloo International Airport <pdlairportconstruction@regionofwaterloo.ca>; Property Data Administrator (SM) <PropDataAdmin@kitchener.ca>; Rogers <swogr-permits@rci.rogers.com>; Stefan Hajgato <Stefan.Hajgato@kitchener.ca>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>; UW-WUSA (Feds) (<pres@wusa.ca> <pres@wusa.ca>; Viamonde School Board - Daniel Stojc <stojcd@csviamonde.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>

Cc: Evan Wittmann <Evan.Wittmann@kitchener.ca>

Subject: Circulation for Comment - 924-944 King Street West (ZBA)

Please see attached. Additional documentation can be found in AMANDA folder 25 100946 (City staff) and [ShareFile](#) (external agencies). Comments or questions should be directed to **Evan Wittmann**, Senior Planner (evan.wittmann@kitchener.ca; 519-783-8523).

Christine Kompter

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