

Staff Report



Development Services Department

www.kitchener.ca

REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: June 13, 2022

SUBMITTED BY: Rosa Bustamante - Director of Planning, 519-741-2200 ext. 7319

PREPARED BY: Eric Schneider, Senior Planner, 519-741-2200 ext. 7843

WARD(S) INVOLVED: Ward 9

DATE OF REPORT: May 13, 2022

REPORT NO.: DSD-2022-263

SUBJECT: 146-162 Victoria Street South and 92-110 Park Street
Official Plan Amendment and Zoning By-law Amendment
OPA21/011/V/ES and ZBA/21/017/V/ES
Innovation Developments Kitchener Limited

RECOMMENDATION:

That Official Plan Amendment Application OPA/21/011/V/ES, for Innovation Developments Kitchener Limited requesting to add Site Specific Policy Area 6 to Map 4 – Urban Growth Centre (Downtown) of the Official Plan and to add Site Specific Policy 15.D.2.69 to facilitate a mixed use development having 1,124 residential units and 1,750 square metres of commercial space with a Floor Space Ratio (FSR) of 11.7, be adopted, in the form shown in the Official Plan Amendment attached to Report DSD-2022-263 as Attachment ‘A’, and accordingly forwarded to the Regional Municipality of Waterloo for approval, and

That Zoning By-law Amendment Application ZBA21/017/V/ES for Innovation Developments Kitchener Limited be approved in the form shown in the ‘Proposed By-law’, and ‘Map No. 1’, attached to Report DSD-2022-263 as Attachment ‘B’; and further

That in accordance with Planning Act Section 45 (1.3 & 1.4), applications for minor variances shall be permitted for lands subject to Zoning By-law Amendment Application ZBA21/017/V/ES.

REPORT HIGHLIGHTS:

- The purpose of this report is to evaluate and provide a planning recommendation regarding Official Plan Amendment and Zoning By-law Amendment applications for the lands located at 146-162 Victoria Street South and 92-110 Park Street. It is Planning staff’s recommendation that the Official Plan Amendment and Zoning By-law Amendment be approved.
- Community engagement included:
 - circulation of a preliminary notice to property owners and residents within 240 metres of the subject site;
 - installation of 2 large billboard notice signs on the property;
 - follow up one-on-one correspondence with members of the public;
 - reoccurring meetings with a community member group;
 - Neighbourhood Meeting held on February 8, 2022;

*** This information is available in accessible formats upon request. ***
Please call 519-741-2345 or TTY 1-866-969-9994 for assistance.

- notice advising of the statutory public meeting was circulated to all property owners and residents within 240 metres of the subject site, those who responded to the preliminary circulation; and those who attended the Neighbourhood Meeting;
- notice of the public meeting was published in The Record on May 20, 2022.
- This report supports the delivery of core services.

EXECUTIVE SUMMARY:

Planning staff is recommending approval of the requested Official Plan Amendment to add Site Specific Policy Area 6 to Map 4 and Policy 15.D.2.69 to the text in the Official Plan to allow for an increased Floor Space Ratio (FSR) of 11.7. Planning Staff is recommending approval of the requested Zoning By-law Amendment application to change the zoning from being split zoned (MU-1 and MU-2) with special provisions 401U, 1R, 524R, 525R, and 526R in Zoning By-law 85-1 to 'MIX-3' with Site Specific Regulation 341 and a new Holding Provision 36H in Zoning By-law 19-051 to permit a 3-tower mixed use development with an increased Floor Space Ratio (FSR), reduced front and exterior side yard, require a minimum amount of non-residential floor area, increase in minimum amount of street line façade width and façade openings, reduction in parking and a Holding Provision to require remediation of the site contamination.

BACKGROUND:

The City of Kitchener has received applications for Official Plan Amendment and Zoning By-law Amendment from Innovation Developments Kitchener Limited (a company owned by DOV Capital) for a development concept that includes 3 towers with heights of 38, 36, and 25 storeys on a 4-6 storey podium that in total contains 1,124 residential units and 1,750 m² of commercial space.

The lands are within the 'Urban Growth Centre' and designated 'Mixed-Use' in the City of Kitchener Official Plan.

The proposed Official Plan Amendment is to add a Site-Specific Policy Area 6 and Policy 15.D.2.69 to increase the Floor Space Ratio to 11.7.

The proposed Zoning By-law Amendment would remove the subject lands from Zoning By-law 85-1 and move the lands into the new Zoning By-law 2019-051. The zoning of the land varies, with some parcels having either Low Intensity Mixed Use Corridor Zone (MU-1) or Medium Intensity Mixed Use Corridor Zone (MU-2) as base zones. There are also a range of special regulations that apply to individual parcels.

The proposed zoning in Zoning By-law 2019-051 is Mixed Use Three (MIX-3) with site specific provision 341 and Holding provision 36H.

Site specific provision 341 includes special regulations for front yard and exterior side yard setbacks, building height in metres and storeys, an increased floor space ratio (FSR), minimum non-residential floor area, street line façade width, façade openings, parking rate, and prohibition on geothermal wells.

Holding Provision 36H is proposing to prohibit residential occupancy until a Record of Site Condition (RSC) has been completed to the satisfaction of the Region of Waterloo.

Site Context

The subject lands are addressed as 146-162 Victoria Street South and 92-110 Park Street and are situated within the City of Kitchener's Urban Growth Centre (Downtown). The subject lands are located on the northerly side of the corner of Victoria Street South and Park Street. The subject lands have a lot area 0.9 hectares (2.22 acres) with a frontage of approximately 87 metres on Victoria Street South and a frontage of approximately 99 metres on Park Street. The subject lands are comprised of 7 parcels that contain various 1-3 storey buildings, including single detached and

duplex dwellings, as well as commercial buildings containing warehousing, a printing shop, and other commercial uses. The surrounding neighbourhood contains a variety of uses including high-rise mixed use, commercial, and low-rise residential buildings. To the north, the subject lands abut the City-owned Bramm Yards property at 55 Bramm Street.

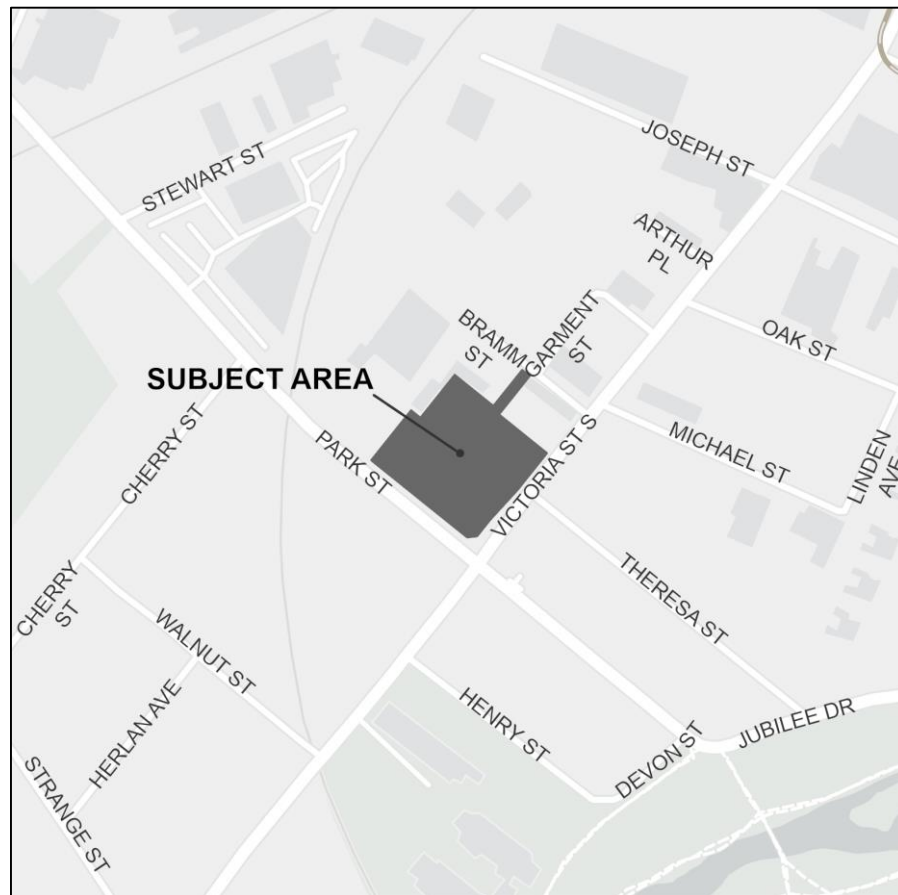


Figure 1 - Location Map: 146-162 Victoria Street South & 92-110 Park Street

REPORT:

The applicant is proposing to develop the subject lands with a 3-tower (38, 36, & 25 storeys), mixed use building containing 1,124 residential dwelling units, 1,750 square metres of commercial floor space on the ground floor, with 3 green roof/outdoor amenity areas on top of a 4-6 storey shared podium, 699 vehicle parking spaces and 675 secure bicycle parking spaces located underground and in an above-grade parking structure in the podium. The principal entrance is proposed to be located at the pedestrian plaza on the corner of Victoria Street South and Park Street. Ground floor commercial unit entrances facing Victoria Street South are accessed directly from the public sidewalk. Three vehicular accesses are proposed; one on Victoria Street South, one on Park Street (primary vehicular entrances) and one on Bramm Street (service/loading entrance). The proposed development is located in close proximity to the Huck Glove building (now called GloveBox), which has been converted to office uses. The proposed development includes a 6 storey podium (base) which is sensitive in scale, massing and comparable to the height of the GloveBox building which is located to the north.

Through the review and evaluation of the application, a revised development proposal has been prepared. The original concept proposed 1,150 dwelling units with a vehicle parking rate of 0.54 spaces per unit and a bicycle parking rate of 0.5 spaces per unit. The original development concept contained 1- and 2-bedroom units only. In response to comments received from City staff and the

public, the applicant has amended the proposal to 1,124 dwelling units, a vehicle parking rate of 0.6 spaces per unit, a bicycle parking rate of 0.6 spaces per unit, and has included 3-bedroom units in the proposal.

To facilitate the redevelopment of the subject lands, an Official Plan Amendment and Zoning By-law Amendment are proposed. The Official Plan Amendment would add Site-Specific Policy Area 6 and Policy 15.D.2.69 to allow for a Floor Space Ratio (FSR) of 11.7. The Zoning By-law Amendment would remove the lands from Zoning By-law 85-1 and move the lands into Zoning By-law 2019-051. It would change the zoning from the split zoned 'Low Intensity Mixed Use Corridor Zone/Medium Intensity Mixed Use Corridor Zone' (MU-1/MU-2) to 'Mixed Use Three Zone' (MIX-3). The proposed amendment would also apply a new site specific provision (341) for minimum front yard and exterior side yard setback, maximum building height in metres and storeys, maximum Floor Space Ratio (FSR), minimum non-residential floor area, minimum street line façade width, minimum façade openings, minimum vehicle and bicycle parking rate, and a prohibition on geothermal wells. The Zoning By-law Amendment would also establish a new Holding Provision (36H) to prevent the development of the site with sensitive uses, including residential uses, until the site contamination has been remediated.

Planning Analysis:

Planning Act, R.S.O. 1990, c. P.13 25.

Section 2 of the Planning Act establishes matters of provincial interest and states that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g) The minimization of waste;
- h) The orderly development of safe and healthy communities;
- j) The adequate provision of a full range of housing, including affordable housing;
- k) The adequate provision of employment opportunities;
- p) The appropriate location of growth and development;
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) The promotion of built form that,
 - (i) Is well-designed,
 - (ii) Encourages a sense of place, and
 - (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

These matters of provincial interest are addressed and are implemented through the Provincial Policy Statement, 2020, as it directs how and where development is to occur. The City's Official Plan is the most important vehicle for the implementation of the Provincial Policy Statement, 2020 and to ensure Provincial policy is adhered to.

Provincial Policy Statement, 2020:

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 1.4.3(b) of the PPS promotes all types of residential intensification, and sets out a policy framework for sustainable, healthy, liveable and safe communities. The PPS promotes efficient development and land use patterns, as well as accommodating an appropriate mix of affordable and market-based residential dwelling types with

other land uses, while supporting the environment, public health and safety. Provincial policies promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

To support provincial policies relating to the optimization of infrastructure, transit and active transportation, the proposed designation and zoning facilitate a compact form of development which efficiently uses the lands, is in close proximity to transit options including bus and rapid transit and makes efficient use of both existing roads and active transportation networks. The lands are serviced and are in proximity to cycling networks, multiple parks, trails and other community uses. Provincial policies are in support of providing a broad range of housing. The proposed mixed-use development represents an attainable form of market-based housing with a mix of unit types.

Planning staff is of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment applications will facilitate the intensification of the subject property with a mixed-use development that is compatible with the surrounding community and will make efficient use of the existing infrastructure. The proposed development will create more housing options in the Downtown within walking distance to jobs and amenities. No new public roads would be required for the proposed development and Engineering staff have confirmed there is capacity in the sanitary sewer to permit this amount of intensification on the subject lands.

Based on the foregoing, staff is of the opinion that this proposal is in conformity with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan):

The Growth Plan supports the development of complete and compact communities that are designed to support healthy and active living, make efficient use of land and infrastructure, provide for a range and mix of housing types, jobs, and services, at densities and in locations which support transit viability and active transportation. Policies of the Growth Plan promote growth within strategic growth areas including Urban Growth Centres and major transit station areas, in order to provide a focus for investments in transit and other types of infrastructure.

Policies 2.2.3 1 (a) (b) and (d) identifies that Urban Growth Centres will be planned as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses, that Urban Growth Centres plan to accommodate significant population and employment growth, and that Urban Growth Centres are to accommodate and support the transit network at a regional scale.

Policy 2.2.6.1(a) states that municipalities will support housing choice through the achievement of the minimum intensification and density targets in this plan by identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents.

Policies 2.2.1.4 states that complete communities will:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;

- ii. public service facilities, co-located and integrated in community hubs;
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- g) integrate green infrastructure and appropriate low impact development.

The Growth Plan supports planning for a range and mix of housing options and, in particular, higher density housing options that can accommodate a range of household sizes in locations that can provide access to transit and other amenities.

The subject lands are located within the City's delineated Urban Growth Centre (UGC), and within a Major Transit Station Area (MTSA) in the 2014 Kitchener Official Plan. In the City's Official Plan on Map 2 – Urban Structure the lands appear within the MTSA circle for both the Victoria Park Ion Station and the Central Ion Station. Urban Growth Centres plan to accommodate significant population and employment growth. The Region of Waterloo has commenced the Regional Official Plan Review (ROPR) project and as part of that work, revised MTSA boundaries were endorsed by Regional Council. These lands are located within the Regionally endorsed MTSA boundary. The proposed development represents intensification and will help the City achieve density targets in the MTSA. The proposed zoning will support a higher density housing option that will help make efficient use of existing infrastructure, parks, roads, trails and transit. The proposed development directly implements Policies 2.2.3 1 (a) (b) and (d) which identifies that Urban Growth Centres will be planned to accommodate significant population growth. The mixed use development is also proposed to include several unit types that vary in sizes, increasing the variety of housing options for future residents.

Based on the foregoing, staff is of the opinion that this proposal is in conformity with the Growth Plan.

Regional Official Plan (ROP):

Urban Area policies of the ROP identify that the focus of the Region's future growth will be within the Urban Area. The subject lands are designated 'Urban Growth Centre' and 'Built-Up Area' on Schedule 3a in the ROP. The Region's Urban Growth Centres are to be planned and developed to accommodate a significant share of the Region's future population and employment growth. The proposed development conforms to Policy 2.D.1 of the ROP as this neighbourhood provides for the physical infrastructure and community infrastructure to support the proposed residential development, including transportation networks, municipal drinking-water supply and wastewater systems, and a broad range of social and public health services. Regional policies require Area Municipalities to plan for a range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents. The proposed development conforms to Policy 2.D.2 of the ROP as the development promotes higher density development close to transit stops, promotes an appropriate mix of land uses, and supports a compact urban form that locates transit supportive uses within a comfortable walking distance within a Major Transit Station Area.

Regional staff have indicated that they have no objections to the proposed applications or to higher density within the MTSA area and Urban Growth Centre of the Region as the type of high-density development proposed on site supports the Planned Community Function of the ROP. (Attachment 'D'). Planning staff are of the opinion that the applications conform to the ROP.

City of Kitchener Official Plan (OP)

The City of Kitchener OP provides the long-term land use vision for Kitchener. The vision is further articulated and implemented through the guiding principles, goals, objectives, and policies which are set out in the Plan. The Vision and Goals of the OP strive to build an innovative, vibrant, attractive, safe, complete and healthy community.

Official Plan policy 17.E.12.6 of the OP notes that the City will consider all applications to amend the Zoning By-law and will provide notice of such application in accordance with the provisions and regulations of the Planning Act.

Urban Structure

The OP establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. Intensification Areas are targeted throughout the Built-up Area as key locations to accommodate and receive the majority of development or redevelopment for a variety of land uses. Primary Intensification Areas include the Urban Growth Centre (UGC), Major Transit Station Areas (MTSA), Nodes and Corridors, in this hierarchy, according to Section 3.C.2.3 of the Official Plan. The subject lands are located within the UGC. The UGC (Downtown) is the primary Urban Structure Component and Intensification Area. The planned function of the UGC is to accommodate a significant share of the Region's and City's future population and employment growth. Section 3.C.2.13 of the OP indicates that the UGC is planned to achieve, by 2031 or earlier, a minimum density of 225 residents and jobs combined per hectare and assist in achieving the minimum residential intensification target identified in Policy 3.C.1.6. The UGC is planned to be a vibrant Regional and Citywide focal point and destination and is intended to be the City's primary focal point for residential intensification as well as for investment in institutional and Region-wide public services, commercial, office, recreational, cultural and entertainment uses.

The site is also within the Central Station Area and within 800 metres of both the Central and Victoria Park ION stops. In accordance with Policy 3.C.2.17 of the OP, the planned function of the MTSA is to provide densities that will support transit, and achieve a mix of residential, office, institutional and commercial uses. They are also intended to have streetscapes and a built form that is pedestrian-friendly and transit-oriented.

Policies also require that development applications in MTSA give consideration to the Transit-Oriented Development (TOD) policies contained in Section 13.C.3.12 of the OP. Generally, the TOD policies support a compact urban form, that supports walking, cycling and the use of transit, by providing a mix of land uses in close proximity to transit stops, to support higher frequency transit service and optimize transit rider convenience. These policies also support developments which foster walkability by creating safe and comfortable pedestrian environments and a high-quality public realm. Staff is of the opinion that the proposed development will help to increase density in an area well served by nearby transit and rapid transit while being context sensitive to surrounding lands and provides excellent access to off-road pedestrian and cycling facilities.

Staff is of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment will support a development that complies with the City's policies for the UGC and MTSA.

Room to Grow



By area, 25% of Kitchener's MTSA lands are currently occupied by buildings. Compare that to the 50% of lands that are occupied by paved surfaces, which are primarily surface parking lots. This map shows a portion of the Central Station MTSA, with orange representing buildings and blue representing paved surfaces. *Source: City of Kitchener*

Figure 2- Infographic of Current Land Coverage in MTSA's in Kitchener

Land Use Designation

The subject lands are designated as Mixed Use' (Map 4, Urban Growth Centre) in the City of Kitchener Official Plan. The Mixed Use land designation is intended to be flexible and responsive to land use pattern changes and demands and permit a broad range of uses and intensities. The mix of uses within the same building is preferred. Redevelopment of properties will be encouraged to achieve a high standard of urban design, be compatible with surrounding areas, be transit supportive and cycling and pedestrian friendly. Inclusion of commercial and retail uses, rather than solely residential developments, are encouraged to contribute to the vibrancy of the surrounding area. Lands designated Mixed Use have the capacity to accommodate additional density and intensification of uses. The primary residential uses permitted are medium and high rise residential uses.

Policy 15.D.2.3 states that the Urban Growth Centre will be planned to accommodate and support major transit infrastructure, and that transit supportive uses are vital to the downtown.

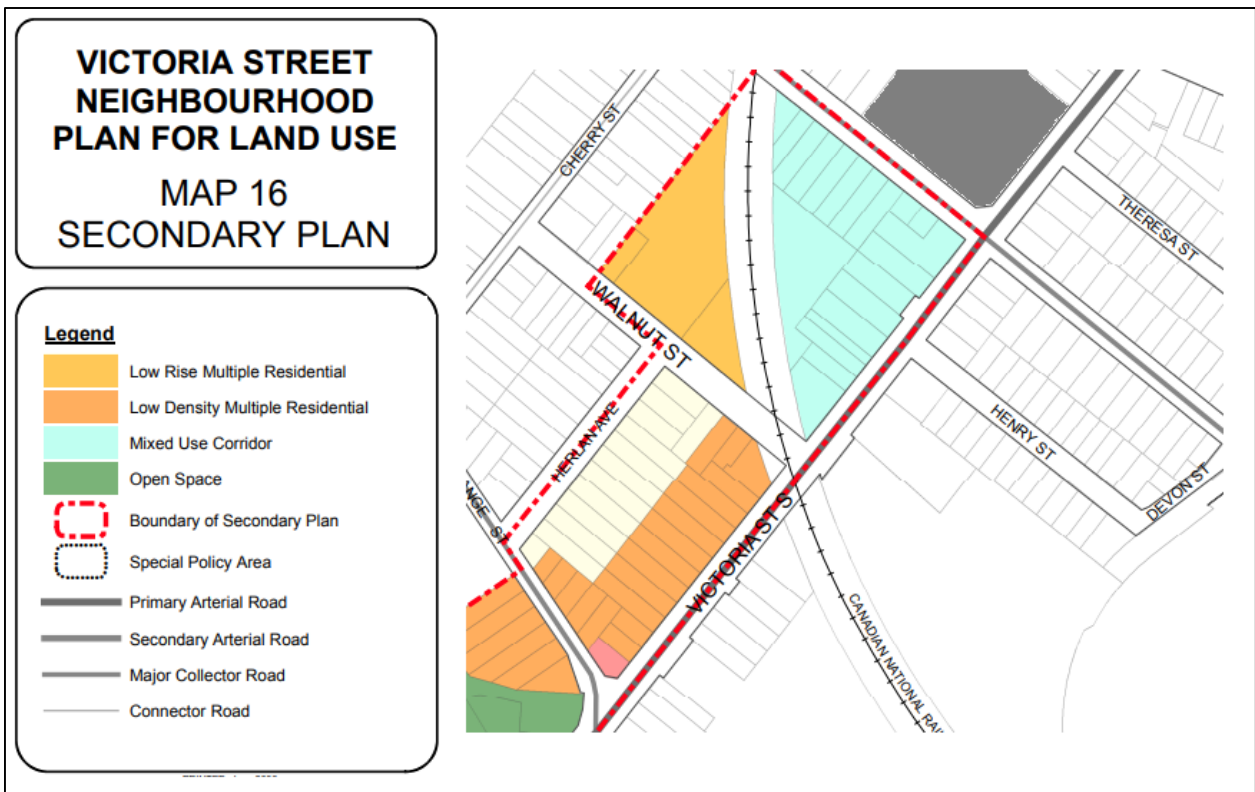
Objective 15.4.4 encourages the retention and support of a viable retail and commercial presence within lands designated Mixed Use. The proposed development contemplates 1,750 square metres of retail and commercial space on the ground floor of the podium facing Victoria Street South.

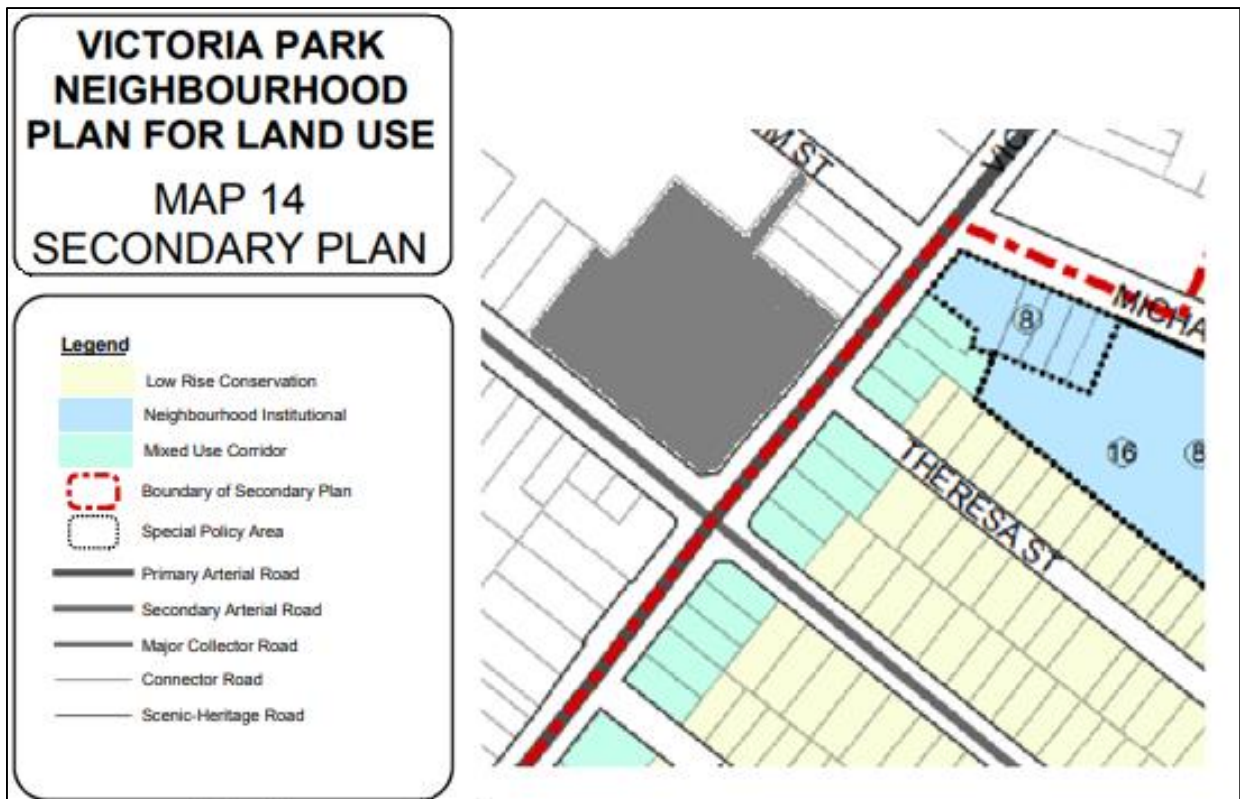
Objective 15.4.5 indicates that lands designated Mixed Use shall be transit supportive, walkable, and integrated and interconnected to the rest of the City. The proposed development is located on lands within a Major Transit Station Area (800m of an Ion Station stop), and bus transit options (Route 20) are located directly across from the subject site on Victoria Street South. The proposed

development is also proposing to include a large pedestrian plaza at the corner of Victoria Street South and Park Street, leading to the primary entrance. The pedestrian plaza and entrance helps to create a human scale, and an inviting atmosphere for pedestrians and cyclists interacting with the site.

Objective 15.4.6 speaks to ensuring that uses, built form and building design are compatible with surrounding low rise neighbourhoods. The proposed towers are to be set back from the street and built atop a 4-6 storey podium. The podium height is similar to surrounding existing buildings (such as the GloveBox building) and will act as a buffer between the street edge and the proposed towers. The podium will be actively animated, with glazing and storefronts at street level that help to provide a human scale and inviting ground floor street presence.

As shown below on excerpts from the City's Official Plan, the lands on the opposite of Park Street (Victoria Street Secondary Plan) and the lands on the opposite side of Victoria Street (Victoria Park Secondary Plan) are designated as Mixed Use Corridor and are planned to be redeveloped over time and will serve a transitional function between lands within the UGC (including the subject lands) and lands developed with low rise residential uses. The subject lands are shown in grey on the plans below.





PARTS Central Plan

The subject lands are located within the PARTS Central Plan which is a guiding document that made recommendations for land uses within and around rapid transit station stops. The PARTS Central Plan made recommendations for amendments to the Secondary Plans within the MTSA, which have not yet been implemented. Objectives outlined for the vision of the PARTS Central area include:

- Promote redevelopment on underutilized lots
- Support compact and sustainable development patterns to make efficient use of Central's land and resources
- Support a range of services that appeal to a broad range of users to encourage a vibrant and safe environment
- Support active transportation by improving connectivity, convenience, access and mobility to and from ION stops, destinations and amenities
- Inspire and promote creative, high quality design through the encouragement and support of architectural excellence

The proposed applications for Official Plan Amendment and Zoning By-law Amendment seek to redevelop underutilized lots, support compact development with high density, provide a range of services in ground floor commercial space, promote active transportation with prioritized pedestrian design, and achieve high quality architecture.



Figure 3- Parts Central Plan excerpt showing subject lands area

Urban Design

Urban design policies are outlined in Section 11 of the City’s Official Plan. The design policies intend to achieve a high standard of urban design, architecture, and place-making to positively contribute to quality of life, environmental viability, and economic viability. The policies acknowledge that urban design goes beyond the visual and aesthetic character of individual buildings and also considers the functionality and compatibility of development as a means of strengthening complete communities.

The applicant submitted an Urban Design Report with the applications to outline and address the proposal in relation to the City’s urban design policies in the Official Plan and the Urban Design Guidelines. In the opinion of staff, the proposed development meets the intent of these policies including those related to: Streetscape; Safety; Universal Design; Site Design; Building Design, and Massing and Scale Design.

Site Design, Massing and Scale – The building base is situated to provide a strong urban edge to Park Street and Victoria Street. The building base provides active uses at the ground floor and encourages activity and interaction. The pedestrian plaza located at the corner of the site is intended to provide a safe, comfortable and functional entrance and provide circulation for pedestrians accessing the site. Loading and service areas are internalized in the development, away from the primary entrances. Access for service and loading is provided along Bramm Street.

Universal Design and Safety- The proposed layout ensures safe and comfortable movements to and through the subject site, including walkways designed for universal accessibility. Emergency signage and appropriate lighting will address safety on site.

Wind Study

A pedestrian wind impact study has been prepared by the applicant to assess potential wind comfort and safety conditions on and around the subject site. Wind conditions are expected to be suitable in the summer months, but could be less comfortable in the winter months around the building corners. Areas on one of the outdoor amenity areas on the 7th floor are also less comfortable but can be mitigated with wind control features. Further mitigative measures will be reviewed through the detailed site plan review process.

Shadow Impact Study

A Shadow Impact Study has been prepared by the applicant to supplement the Urban Design Brief. Through the public engagement, an error was identified in the orientation of the site and an updated Shadow Impact Study was prepared to correct the error. Staff have reviewed the revised Shadow Impact Study and are satisfied that it meets the minimum requirements (daily access to at least 5 hours of cumulative direct sunlight under equinox conditions) regarding shadow impacts as outlined in the City's Urban Design Manual.

Tower Design

The 3 proposed towers are all classified as "Compact Point" towers as their floorplates are 850 square metres or less and have a length-to-width ratio of below 1.6. Compact Point towers are the preferred type of tower overall, and particularly in multi-tower developments. Each tower includes setbacks and architectural effects to break up the tower height, and uses varying materials to articulate the elevations. Tower placement and orientation was designed to consider overlook and adequate building separation. The tower heights have variation as preferred to articulate the skyline. All 3 towers contain top features that offer distinct perspectives from different vantage points, and strive to achieve a positive contribution to the skyline.

Tall Building Guidelines

Staff has reviewed the proposed development for compliance with the City's Tall Buildings Guidelines. The objective of this document is to:

- achieve a positive relationship between high-rise buildings and their existing and planned context;
- create a built environment that respects and enhances the city's open space system, pedestrian and cyclist amenities and streetscapes;
- create human-scaled pedestrian-friendly streets, and attractive public spaces that contribute to livable, safe and healthy communities;
- promote tall buildings that contribute to the view of the skyline and enhance orientation, wayfinding and the image of the city;
- promote development that responds to the physical environment, microclimate and the natural environment including four season design and sustainability; and,
- promote tall building design excellence to help create visually and functionally pleasing buildings of architectural significance.

The proposed development concept has taken the guidelines and considerations of the Tall Building Guidelines into account in the layout, placement, and design of the proposed 3 compact point towers. City staff has reviewed the proposed development and can confirm that it meets the overall intent and objectives of the City's Tall Building Guidelines.

Transportation Policies:

The Official Plan recognizes the relationship between transportation and land use. The plan and policies strive to cultivate an integrated transportation system that is made more efficient when complemented by appropriate built form and density. Transportation policies establish a framework for an integrated transportation system which incorporates active transportation, allows for the movement of people and goods and promotes a vibrant, healthy community using land use designations and urban design initiatives that make a wide range of transportation choices viable.

The subject property is located within a Major Transit Station Area and is walking distance to the Central ION Station and Victoria Park ION stations for access to Light Rail Transit. Bus transit is

easily accessible with a stop for GRT Route 20 available on Victoria Street South across from the subject site. The subject site has excellent access to walking and cycling trails, such as the Iron Horse Trail and the downtown cycling grid. The location of the subject lands, in the context of the City's integrated transportation system, supports the proposal for transit-oriented development on the subject lands.

Policy 3.C.2.22 states that until such time as Station Area Plans are completed and this Plan is amended accordingly, in the interim, any development application submitted within a Major Transit Station Area will be reviewed generally in accordance with the Transit-Oriented Development Policies included in Section 13.C.3.12

The proposed Official Plan Amendment and Zoning By-law Amendment applications support a denser residential development in the City of Kitchener's primary intensification area (UGC). The location of the proposed building results in a built form that fosters walkability in a pedestrian-friendly environment, which allows walking to be a safe, comfortable and convenient form of urban travel.

As part of the future site plan approval process, the design of the site will feature a high-quality public realm to enhance the identity of the area and create gathering points for social interaction, community events and other activities at the corner of Park Street and Victoria Street South. Additionally, secured and visitor bicycle parking is required as part of the Zoning By-law.

Housing Policies:

Section 4 of the City's Official Plan contains policies with the primary objective to provide for an appropriate range, variety and mix of housing types and styles, densities, tenure and affordability to satisfy the varying housing needs of our community through all stages of life.

Objective 4.1.2 states that the City shall ensure that the City's housing supply is consistent with our needs and in accordance with the Kitchener Growth Management program.

Objective 4.1.4 states that the City shall locate and integrate housing opportunities with local stores and services that are accessible by active transportation and public transit.

Policy 4.C.1.3 states that the majority of new residential growth will occur within intensification areas.

Policy 4.C.1.6 encourages residential intensification, redevelopment, and infill opportunities in order to respond to changing housing needs and as a cost-effective means to reduce infrastructure and servicing costs by minimizing land consumption and making better use of existing community infrastructure.

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

The proposed development increases the supply and range of dwelling units available in the City. Census data from Statistics Canada reveals that 55% of private dwellings in the Kitchener CMA area are single detached dwellings, whereas just 11% of dwellings are apartment units within a building of 5 or more storeys. Further, in Kitchener 26% of dwellings are occupied by one person and 32% are occupied by two persons, meaning that 58% of all dwellings are occupied by two or fewer persons. The development is contemplated to include a range of unit types including, one, two, and three-bedroom units. The wide range of units will appeal to a variety of households. The development is proposing commercial space on the ground floor, which will provide retail and service opportunities accessible by active transportation and public transit.

Sustainable Development

Section 7.C.4.1 of the City's Official Plan ensures developments will increasingly be sustainable by encouraging, supporting and, where appropriate, requiring:

- a) compact development and efficient built form;
- b) environmentally responsible design (from community design to building design) and construction practices;
- c) the integration, protection and enhancement of natural features and landscapes into building and site design;
- d) the reduction of resource consumption associated with development; and,
- e) transit-supportive development and redevelopment and the greater use of other active modes of transportation such as cycling and walking.

The proposed development represents a compact development with an efficient built form. Sustainable transportation options such as public transit and active transportation are widely available surrounding the subject site. The proposed development is seeking a parking reduction of 0.6 spaces per residential unit, and unbundled parking to encourage alternative modes of transport. Environmentally responsible building design has been accounted for with use of highly isolated concrete-based cladding, lower window-to-wall ratio in the tower to optimize heat loss and gain and energy efficiency, and double glazed Low-E windows. Nine electric vehicle spaces and 9 electric bicycle spaces will be provided immediately upon construction. 20% of the proposed parking spaces will be 'future EV spaces', fitted with conduits to allow for future installation of electric vehicle charging stations.

The proposed high-density development represents an opportunity to accommodate population growth with minimal land consumption and lowered infrastructure cost. The land area and financial savings potential from high density development can be seen in Figure 4 below.

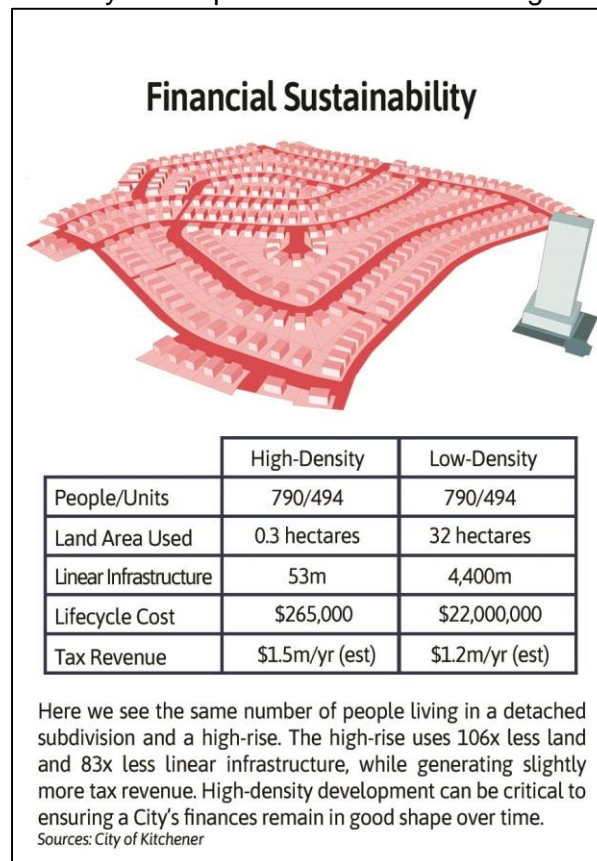


Figure 4- Infographic regarding Financial Sustainability

Proposed Zoning By-law Amendment:

The subject lands are split zoned in Zoning By-law 85-1. A summary of the current zoning is below.

Current Zoning (Zoning By-law 85-1):

Address	Base Zoning	Special Provisions
146 Victoria Street South	Low Intensity Mixed Use Corridor Zone (MU-1)	1R, 525R, 401U
148 Victoria Street South	Low Intensity Mixed Use Corridor Zone (MU-1)	1R, 525R, 401U
150 Victoria Street South	Medium Intensity Mixed Use Corridor Zone (MU-2)	1R, 524R
154 Victoria Street South	Medium Intensity Mixed Use Corridor Zone (MU-2)	524R
162 Victoria Street South	Medium Intensity Mixed Use Corridor Zone (MU-2)	526R, 401U
92 Park Street	Medium Intensity Mixed Use Corridor Zone (MU-2)	526R
100 Park Street	Medium Intensity Mixed Use Corridor Zone (MU-2)	524R
102 Park Street	Low Intensity Mixed Use Corridor Zone (MU-1)	401U
106 Park Street	Low Intensity Mixed Use Corridor Zone (MU-1)	401U
110 Park Street	Low Intensity Mixed Use Corridor Zone (MU-1)	401U



Figure 5: Current Zoning on Subject Lands

The existing zoning permits a wide range of commercial and residential uses, including multiple dwellings. The maximum Floor Space Ratio (FSR) for lands with the MU-1 base zone is 2.0, and the maximum FSR for lands with the MU-2 base zone is 4.0. The applicant has requested a Zoning By-law Amendment to move the lands from Zoning By-law 85-1 to Zoning By-law 2019-051. The applicant has proposed a base zone of Mixed Use Three (MIX-3) with a site specific provision (341) and a holding provision (36H) within Zoning By-law 2019-051.

The lands are within the Urban Growth Centre (UGC). Lands within the UGC are within Zoning By-law 85-1 as new zoning categories and regulations have not been approved yet for this area. With the applications for Official Plan Amendment and Zoning By-law Amendment, the applicant is proposing to bring the lands into the new Zoning By-law to reflect current development standards and regulations. The proposed base zoning of MIX-3 would facilitate the development by allowing the multiple dwelling use, as well as a large range of commercial uses such as retail, personal services, and health offices to be permitted in the proposed commercial space on the ground floor.

The proposed zoning (Zoning By-law 2019-051):

Address	Base Zone	Site Specific Provisions
All properties consolidated (to be merged into one lot)	Mixed Use Three (MIX-3)	341, 36H

The applicant is seeking to establish a new Site Specific provision (341) to provide specific development standards for the proposed development. Proposed regulations for Site Specific provision (341) are below:

- a) *the minimum front yard setback to Park Street shall be 0 metres.*
- b) *the minimum exterior side yard setback to Victoria Street South shall be 0 metres.*
- c) *the maximum building height shall be 122 metres.*
- d) *the maximum number of storeys shall be 38 storeys.*
- e) *the maximum floor space ratio shall be 11.7.*
- f) *the minimum amount of non-residential gross floor area shall be 1,750 square metres.*
- g) *the minimum ground floor street line façade width as a percent of the width of the abutting street line shall be 70%.*
- h) *the minimum percent street line façade openings shall be 70%.*
- i) *the minimum required rate of vehicle parking spaces for Multiple Dwellings shall be 0.6 spaces per dwelling unit.*
- j) *the minimum required rate of Class A bicycle parking spaces for Multiple Dwellings shall be 0.6 spaces per dwelling unit.*
- k) *geothermal wells are prohibited on site. A geothermal well is a well defined as a vertical well, borehole or pipe installation used for geothermal systems, ground-source heat pump systems, geo-exchange systems or earth energy systems for heating or cooling; including open-loop and closed-loop vertical borehole systems. A geothermal well does not include a horizontal system where construction or excavation occurs to depths less than five metres unless the protective geologic layers overlaying a vulnerable aquifer have been removed through construction or excavation.*

Official Plan policies indicate that where special zoning regulations are requested for residential intensification or a redevelopment of lands, the overall impact of the site specific zoning regulations will consider compatibility with existing built form; appropriate massing and setbacks that support and maintain streetscape and community character; appropriate buffering to mitigate adverse impacts, particularly with respect to privacy; avoidance of unacceptable adverse impacts by providing appropriate number of parking spaces and an appropriate landscaped/amenity area. Planning staff have evaluated the development concept and the requested special zoning regulations to consider their impact.

The purpose of regulations a) and b) is to address the street and provide an active streetscape. The 0 metre setback would be represented by the 4-6 storey podium, and the three (3) proposed residential towers would be set back at least 3.0 metres from street lines. The 0 metre requested setback represents a decrease from the typical 1.5 metre required setback in the base 'MIX-3' zone. Staff acknowledge that a road widening of 2.13 metres to 3.04 metres on Victoria Street South will be taken by the Region of Waterloo at the Site Plan Stage and will increase the width of right-of-way on the streetscape, which will provide wider sidewalks than those that exist today. The Region of Waterloo would also require a 7.62 metre by 7.62 metre corner visibility triangle on the corner of the site to ensure adequate visibility for vehicles, cyclists, and pedestrians. Further, the corner of the site is designed as a pedestrian plaza with large openings at the bottom (illustrated below in Figure 7), which will enhance the streetscape. Staff are of the opinion that the requested regulation for 0 metre street fronting setbacks will maintain and enhance the streetscape and community character.

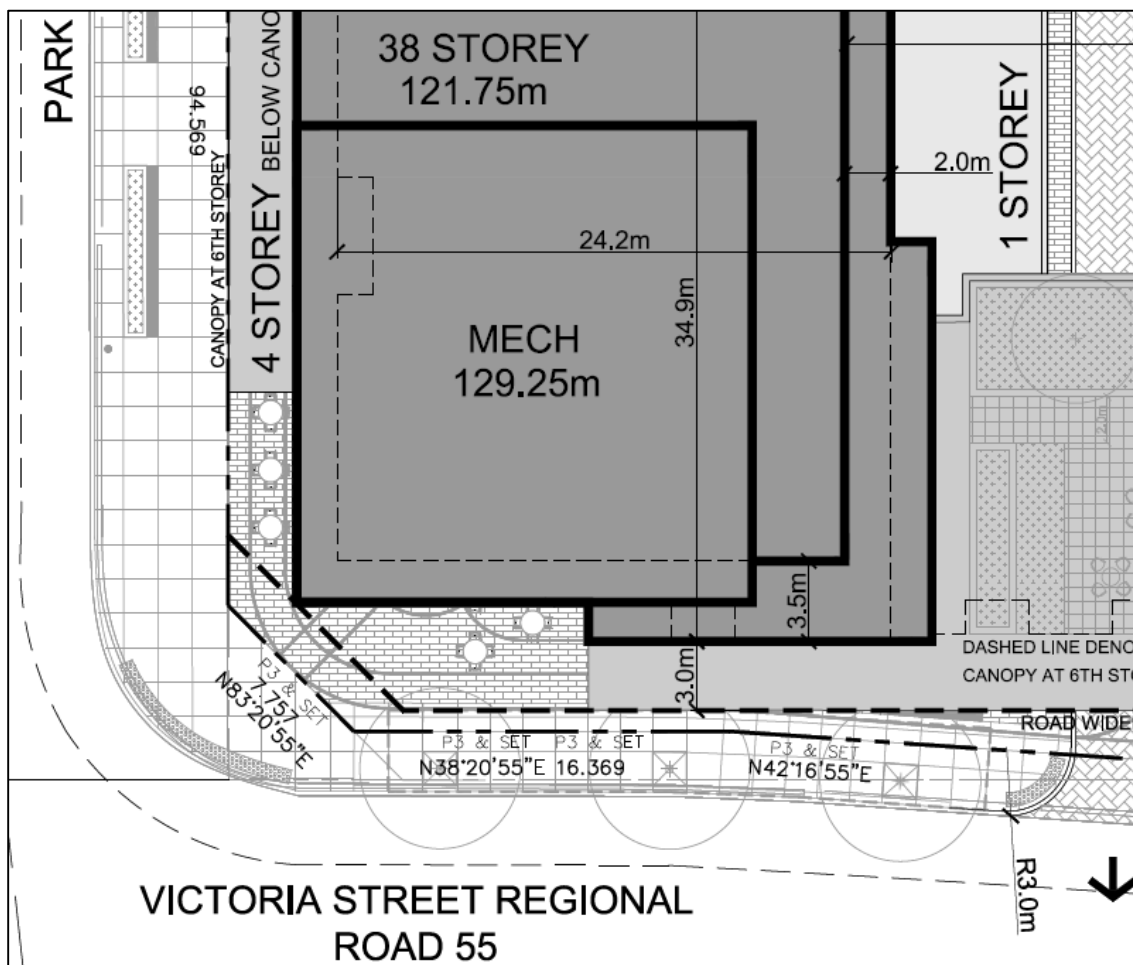


Figure 6- Site Plan Drawing showing Daylight Triangle, Sidewalks, and Pedestrian Plaza



Figure 7- Rendering showing Pedestrian Plaza

The purpose of regulations c) to e) is to establish a maximum height and density standards based on the proposed development concept to permit a maximum building height of 38 storeys and 11 metres and a maximum Floor Space Ratio of 11.7 . This represents a requested increase from the typical maximum of 10 storeys and 32 metres and maximum Floor Space Ratio of 4.0 permitted in the proposed base 'MIX-3' zone. Staff recognize that the applicant has consolidated ten parcels to create a large (0.9 hectares), deep (90 metres from each street frontage) corner site with 3 access streets that is within the UGC and that does not directly abut low-rise residentially zoned or designated lands. These features, characteristics, and location within the primary intensification area in the City create conditions to support high density and tall buildings in an appropriate and compatible manner. Staff have reviewed the proposed design and can confirm that it meets the intent of the City's Tall Building Guidelines. Staff are of the opinion that the proposed massing and building height are appropriate for the use of the subject lands.

The purpose of regulation f) is to establish a required minimum for non-residential (retail/commercial) space for the development. This represents a decrease from the typical minimum of 20% of floor area (which would be 20,550 square metres in this case) required to be non-residential in the base 'MIX-3' zone. Staff acknowledge that viability for non-residential space is typically along the street front on the ground floor level where it is visible to foot traffic. Staff are of the opinion that the proposed 1,750 square metres of non-residential space on the ground floor will achieve the City's objective in promoting a compatible mix of uses within the same building and provide adequate commercial and service opportunities to the surrounding neighbourhood.

The purpose of regulations g) and h) is to establish minimum street line façade width and façade openings. This would represent an increase from the typical 50% for both regulations required in the base 'MIX-3' zone. Planning staff are looking to enhance the streetscape and urban design of the site by applying a more stringent requirement for façade width and façade openings than is permitted in the base zoning. This would result in a streetscape that is highly activated and will ensure that a greater façade width and percentage of openings will be provided on the street edges.

The purpose of regulations i) and j) is to establish minimum vehicle and bicycle parking rates for the proposed development. For vehicle parking, this represents a decrease from the typical required 1 vehicle parking space per dwelling unit. For bicycle parking, this represents an increase from the

typical 0.5 spaces per unit in the base 'MIX-3' zone. Given the location of the site within a Major Transit Station Area, staff is supportive of the request to decrease the minimum required vehicle parking rate. This is consistent with Provincial, Regional, and City policies that promote the use of transit and active transportation over personal vehicle ownership. Based on comments from staff and the public, the applicant has proposed to increase the minimum bicycle parking rate from 0.5 spaces per unit to 0.6 spaces per unit, to provide a greater number of total secure bicycle parking spaces.

The purpose of regulation k) is to prohibit a geothermal well on site. This regulation was requested by the Region of Waterloo to acknowledge potential contamination on site and to ensure no adverse effects are caused by a geothermal well on site. City staff do not have concerns with the requested prohibition on geothermal wells on site.

Staff offer the following comments with respect to Holding Provision 36H:

Official Plan policies indicate that holding provisions will be applied in those situations where it is necessary or desirable to zone lands for development or redevelopment in advance of the fulfillment of specific requirements and conditions, and where the details of the development or redevelopment have not yet been fully resolved. A Holding provision may be used in order to facilitate the implementation of the 'MIX-3' zone and Site Specific provision. The City will enact a by-law to remove the holding symbol when all the conditions set out in the holding provision have been satisfied, permitting development or redevelopment in accordance with the zoning category assigned.

Holding Provision 36H

Planning staff are recommending the following holding provision as part of the Zoning By-law Amendment:

No residential use shall be permitted until such time as a Record of Site Condition is submitted and approved to the satisfaction of the Ministry of the Environment and Climate Change. This Holding Provision shall not be removed until the Region of Waterloo is in receipt of a letter from the MOECC advising that a Record of Site Condition has been completed to the satisfaction of the Ministry of the Environment and Climate Change.

There are multiple environmental threats located on and adjacent to the subject lands in accordance with the Region's Threats Inventory Database (TID) due to past and current land uses. A Record of Site Condition (RSC) and Ministry Acknowledgement Letter shall be required in accordance with the Region's Implementation Guidelines. Until such time that the RSC and Ministry Acknowledgement letter have been received by the Region, residential redevelopment of the site is not permitted.

Community Benefits Proposal

The applicant has provided a letter detailing the proposed community benefits package that they are offering:

1. Affordable housing contribution - The applicant has proposed to donate \$500,000 to a non-profit, local affordable housing provider to support the development of off-site affordable housing projects in Kitchener.
2. Affordable housing units - The applicant has committed to providing 50 on-site dwelling units that would meet the definition of affordable home ownership as per the Provincial Policy Statement and the Regional Official Plan.

3. Public amenity space - The applicant is proposing that the proposed pedestrian plaza at the corner of Park Street and Victoria Street South be publicly accessible, and that it could include public seating, landscape, and outdoor amenity features.
4. Amenity space for neighbourhood associations - The applicant is committing to providing the use of on-site indoor meeting space to be used up to twice a month for both the Victoria Park and Cherry Park Neighbourhood Associations for their monthly meetings at no cost.
5. 3-bedroom units - The applicant has revised the original concept to include at least 13 3-bedroom units within the development, with the potential of up to 30 based on market demand.

Full details of the community benefits package can be found in 'Attachment F'.

Proposed Zoning By-law Amendment Conclusions

Staff is of the opinion that the proposed Zoning By-law amendment to change the zoning to 'MIX-3' in Zoning By-law 2019-051, add Site Specific provision 341 and Holding provision 36H represents good planning as it will facilitate the development of a high intensity mixed use development that is compatible with the Urban Growth Centre neighbourhood; which will add visual interest at the street level and skyline; provide enhanced landscaping that will contribute to the streetscape; and which will appropriately accommodate on-site parking needs. Staff are supportive of the proposed development and recommend that the proposed Zoning By-law amendment be approved as shown in Attachment "A".

Department and Agency Comments:

Circulation of the OPA and ZBA was undertaken in November 2021 to all applicable City departments and other review authorities. No major concerns were identified by any commenting City department or agency and any necessary revisions and updates were made. Copies of the comments are found in Attachment "D" of this report.

The following Reports and Studies were considered as part of this proposed Official Plan Amendment and Zoning By-law Amendment:

- Planning Justification Report
Prepared by: GSP Group, August, 2021
- Urban Design Report
Prepared by: GSP Group, August, 2021
- Community Benefits Package Letter
Prepared by: GSP Group, April 1, 2022
- Functional Servicing and Stormwater Management Report
Prepared by: WalterFedy, August 31, 2021
- Sustainability Statement
Prepared by: GSP Group, September 3, 2021
- Pedestrian Wind Assessment
Prepared by: RWDI, September 10, 2021
- Noise and Vibration Study

Prepared by: RWDI, September 10, 2021

- Vegetation Management Plan
Prepared by: GSP Group, September 29, 2020
- Arborist Assessment
Prepared by: GSP Group, May 28, 2021
- Transportation Impact Study, Parking Study, and Transportation Demand Management Plan
Prepared by: Paradigm Transportation Solutions Limited, August, 2021

Community Input & Staff Responses

Staff received written responses from 100 residents with respect to the proposed development. These may be found in Attachment 'E'. A Neighbourhood Meeting was held on February 8, 2022 and was attended by approximately 105 residents. In addition, staff had followed up with one-on-one correspondence with members of the public, and participated in regular meetings with the Victoria Park Neighbourhood Association Development Subcommittee. A summary of what we heard, and staff responses are noted below.

What We Heard	Staff Comment
Victoria Park can be busy on nice days, this development will make the park busier	The applicant is proposing to provide 1655 m ² of outdoor amenity space on rooftop terraces on the podium. This space will include active and passive areas for socializing and dining outdoors, and will include landscape areas containing large planters. The provision of outdoor amenity space on site will help to reduce any increased demand on nearby existing park infrastructure.
Shadow Impacts could have adverse impacts on the surrounding neighbourhood.	Staff have evaluated the proposed shadow impacts as it relates to our standards included in the City's Urban Design Guidelines. The proposed shadow impacts meet the City's requirements and provide a cumulative minimum of 5 hours of sunlight during equinox conditions. A resident identified that the applicants' initial shadow study was not oriented correctly; and as such the applicant revised the shadow study and staff reviewed once more to ensure that it met the City's standards for shadow impacts.
Residents support the development	Staff received numerous emails and phone calls in support of the proposed development. Residents expressed that more housing of all types is needed in Kitchener and are welcoming to potential new residents and neighbours. Residents expressed excitement in the revitalization of downtown and the return of the downtown becoming a destination.

<p>Affordable housing should be Provided.</p>	<p>The proposed development contains 50 dwelling units that meet the definition of affordable home ownership in the Provincial Policy Statement and Regional Official Plan. The applicant has also committed to a donation of \$500,000 to a local, not-for-profit affordable housing provider to contribute towards affordable housing projects that will provide deeply affordable units in conjunction with regional, provincial, and federal funding for affordable housing projects.</p>
<p>The height of the buildings is too tall.</p>	<p>The proposed building heights of 38, 36, and 25 storeys are consistent with other proposed tower developments that have been constructed or are proposed in the City's Urban Growth Centre. Staff have evaluated the impacts of building height such as shadow impacts, wind, and transition to low rise residential lands and consider them to be acceptable for a development of this type. The three towers meet and exceed the City's design for tall buildings guidelines in the Urban Design Manual.</p>
<p>Three bedroom units should be provided rather than just all one and two bedroom units.</p>	<p>In response to public comments, the applicant has revised the development to include 13 larger three-bedroom units. The applicant has also designed an area to be flexible that can combine one-bedroom and two-bedroom units into a three-bedroom unit. This creates the potential for 17 more three-bedroom units for a potential total of 30 three-bedroom units. The City's Zoning By-law does not regulate the number of bedrooms in a unit, but staff are supportive of the inclusion of more three-bedroom units to provide a greater mix and choice of unit types that could result in a more diverse pool of potential future residents in the development.</p>
<p>Not enough parking for vehicles is provided.</p>	<p>The original development concept proposed a parking rate of 0.54 parking spaces per residential unit. The applicant has increased the amount of vehicle parking to a rate of 0.6 spaces per unit. Further, the development is proposed to be transit oriented and the provision of dwelling units without vehicle parking spaces will encourage alternative modes of transportation over personal vehicle use. The location of the site in regard to access to Light Rail Transit, Bus Transit, and a variety of walking and cycling trails provides justification for the reduction in vehicle parking.</p>
<p>Not enough parking for bicycles is provided.</p>	<p>The original development concept proposed a parking rate of 0.5 secure bicycle spaces per unit, which would represent the minimum for the proposed MIX-3 zone under the 2019-051 Zoning By-law. In response to public and staff comments, the applicant has increased the rate to 0.6 secure bicycle spaces per unit. The applicant has also proposed 9 electric bicycle spaces to provide charging and storage abilities for residents using E-bikes.</p>

<p>Traffic on Victoria Street is already bad, and this development will exacerbate the issue.</p>	<p>Victoria Street at Park Street can be a place of high traffic due to the fact that it narrows to one lane south of the intersection. The applicant has provided a Transportation Impact Study that has been reviewed by City and Regional Transportation Staff and deemed acceptable. One of the best ways to mitigate traffic is to provide transit oriented development such as this proposal, and to reduce parking as this proposal has done. The proposed reduction in parking to 0.6 spaces per unit would provide relief from traffic impacts compared to if the development had provided the required minimum of 1 parking space per unit.</p>
<p>The proposed development does not represent a good transition to surrounding low rise residential neighbourhoods.</p>	<p>The proposed development site does not directly abut low rise residentially zoned lands. The surrounding lands are zoned Mixed Use and Warehouse District Zone. Lands across Victoria Street South are zoned Mixed Use. Lands on Park Street abutting the subject site to the North and across the street are also zoned Mixed Use. The planned function of these areas can support additional density and mixed residential and commercial functions in the future. Transition to the streetscape is provided with the 4-6 storey podium that wraps the street edges. The closest residentially zoned lands are over 50 metres from the site, separated by the Victoria Street South Regional Road and other Mixed Use lands on the southeast side of Victoria Street South.</p>
<p>Proposed 0 metre setback on street edges will not leave room for walking and cycling</p>	<p>Some residents were not aware that a 3.0 metre+ sidewalk will be provided between the street and that the 0 metre setback does not mean that the building will go right to the edge of the travelled portion of the road. Staff explained the public right of way width contains space for vehicles, infrastructure such as traffic lights and utility poles and sidewalks.</p>

Planning Conclusions

In considering the foregoing, staff are recommending approval of the Official Plan Amendment and Zoning By-law Amendment to permit the subject lands to be developed with a 3-tower mixed use development. Staff is of the opinion that the subject application is consistent with policies of the Provincial Policy Statement (2020); conforms to Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, and the City of Kitchener Official Plan; represents good planning and is in the public interest. The City of Kitchener's Urban Growth Centre is the ideal place for this level of intensification. It is recommended that the Official Plan Amendment and Zoning By-law Amendment applications be approved.

STRATEGIC PLAN ALIGNMENT:

The recommendation of this report supports the achievement of the City's strategic vision through the delivery of core service.

FINANCIAL IMPLICATIONS:

Capital Budget – The recommendation has no impact on the Capital Budget.

Operating Budget – The recommendation has no impact on the Operating Budget.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City’s website with the agenda in advance of the Council / Committee meeting. Notice signs were posted on the property and information regarding the application was posted to the City’s website. Following the initial circulation referenced below, an additional Courtesy Notice of the statutory public meeting was circulated to all residents and property owners within 240 metres of the subject lands, those responding to the preliminary circulation and who attended the Neighbourhood Meeting. Notice of the Statutory Public Meeting was posted in The Record on May 20, 2022 (a copy of the Notice may be found in Attachment B).

CONSULT – The proposed Official Plan Amendment and Zoning By-law Amendment were circulated to residents and property owners within 240 metres of the subject lands on November 6, 2021. In response to this circulation, staff received written responses from 100 residents, which were summarized as part of this staff report. Planning staff also had one-on-one conversations with residents on the telephone and responded to emails. Planning staff met with the Victoria Park Neighbourhood Association Development Subcommittee on a regular basis following the initial circulation.

PREVIOUS REPORTS/AUTHORITIES:

- Planning Act, R.S.O. 1990, c. P.13
- Growth Plan, 2020
- Provincial Policy Statement, 2020
- Regional Official Plan, 2015
- City of Kitchener Official Plan, 2014
- PARTS Central Plan
- City of Kitchener Zoning By-law 85-1
- City of Kitchener Zoning By-law 2019-051
- Census Profile, 2016 Census, Kitchener-Cambridge-Waterloo CMA, Statistics Canada

REVIEWED BY: Stevenson, Garrett – Manager of Development Review, Planning Division

APPROVED BY: Readman, Justin - General Manager, Development Services

ATTACHMENTS:

- Attachment A – Official Plan Amendment
- Attachment B – Proposed Zoning By-law Amendment
- Attachment C – Newspaper Notice
- Attachment D – Department and Agency Comments
- Attachment E – Community Comments
- Attachment F – Community Benefits Letter