

## Craig Dumart

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**From:** Katie Wood  
**Sent:** Thursday, August 4, 2022 2:02 PM  
**To:** Craig Dumart  
**Subject:** RE: 368-382 Ottawa St & 99-115 Pattandon Ave

Hello Craig,

KU and Engineering have reviewed the Functional Servicing Report provided. The water distribution and sanitary flows are no concerns as it relates to zoning. I will review the full SWM design during the first submission of the site plan. Please let me know if you need anything else at this time.

Sincerely,

*Katie Wood, C.E.T.*

Project Manager | Development Engineering | City of Kitchener  
519-741-2200 ext. 7135 | TTY 1-866-969-9994 | [katie.wood@kitchener.ca](mailto:katie.wood@kitchener.ca)



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**From:** Craig Dumart <Craig.Dumart@kitchener.ca>  
**Sent:** Thursday, August 4, 2022 9:06 AM  
**To:** Katie Wood <Katie.Wood@kitchener.ca>  
**Subject:** RE: 368-382 Ottawa St & 99-115 Pattandon Ave  
**Importance:** High

Hi Katie,

I am finalizing my report for this one and I noticed the comments you sent me were for a pre sub whereas this is formal application. Did you have a chance to provided formal comments ?

Craig

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**From:** Katie Wood <[Katie.Wood@kitchener.ca](mailto:Katie.Wood@kitchener.ca)>  
**Sent:** Tuesday, June 7, 2022 11:52 AM  
**To:** Craig Dumart <[Craig.Dumart@kitchener.ca](mailto:Craig.Dumart@kitchener.ca)>  
**Subject:** 368-382 Ottawa St & 99-115 Pattandon Ave

Hey Craig,

Attached are the engineering comments for the above noted address for the OPA/ZBA application. I'm sorry these are late.

Sincerely,

*Katie Wood, C.E.T.*

## Craig Dumart

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**From:** Mike Seiling  
**Sent:** Friday, April 29, 2022 9:45 AM  
**To:** Craig Dumart  
**Subject:** FW: Circulation for Comment - 368-382 Ottawa Street South & 99-115 Pattandon Avenue (OPA/ZBA)  
**Attachments:** Department & Agency Letter - Ottawa and Pattandon.pdf; ZBA22008OCD\_MAP1.pdf; OPA22005OCD\_MAP3.pdf; OPA22005OCD\_MAP5.pdf

Building; no concerns

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**From:** Christine Kompter <Christine.Kompter@kitchener.ca>  
**Sent:** Friday, April 29, 2022 9:30 AM  
**To:** CNR <proximity@cn.ca>; \_DL\_#\_DSD\_Planning <DSD-PlanningDivision@kitchener.ca>; Aaron McCrimmon-Jones <Aaron.McCrimmon-Jones@kitchener.ca>; Bell - c/o WSP <circulations@wsp.com>; Dave Seller <Dave.Seller@kitchener.ca>; David Paetz <David.Paetz@kitchener.ca>; Feds <vped@feds.ca>; GRCA - Planning <planning@grandriver.ca> <planning@grandriver.ca>; Greg Reitzel <Greg.Reitzel@kitchener.ca>; Hydro One - Dennis DeRango <landuseplanning@hydroone.com>; Jim Edmondson <Jim.Edmondson@kitchener.ca>; Justin Readman <Justin.Readman@kitchener.ca>; Katherine Hughes <Katherine.Hughes@kitchener.ca>; K-W Hydro - Greig Cameron <gcameron@kwhydro.on.ca>; Laura Anderson <Laura.Anderson@kitchener.ca>; Mike Seiling <Mike.Seiling@kitchener.ca>; Ontario Power Generation <Executivevp.lawanddevelopment@opg.com>; Park Planning (SM) <Park.Planning@kitchener.ca>; Region - Planning <PlanningApplications@regionofwaterloo.ca>; Robert Morgan <Robert.Morgan@kitchener.ca>; Steven Ryder <Steven.Ryder@kitchener.ca>; Sylvie Eastman <Sylvie.Eastman@kitchener.ca>; WCDSB - Planning <planning@wcdsb.ca>; WRDSB - Board Secretary (elaine\_burns@wrdsb.ca) <elaine\_burns@wrdsb.ca>; WRDSB - Planning <planning@wrdsb.ca>  
**Cc:** Craig Dumart <Craig.Dumart@kitchener.ca>  
**Subject:** Circulation for Comment - 368-382 Ottawa Street South & 99-115 Pattandon Avenue (OPA/ZBA)

Please see attached. Additional documentation can be found in AMANDA folders 22-106956 & 22-106958 (City staff) and [ShareFile](#) (external agencies).

Comments or questions should be directed to **Craig Dumart**, Senior Planner (copied on this email).

### Christine Kompter

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



# ***Internal memo***

*Development Services Department*



*www.kitchener.ca*

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**Date:** June 1, 2022  
**To:** Craig Dumart, Senior Planner  
**From:** Deeksha Choudhry, Heritage Planner  
**cc:** Garrett Stevenson, Manager of Development Review  
**Subject:** OPA22/008/O/CD  
ZBA22/005/O/CD  
368-382 Ottawa Street South & 99-115 Pattandon Avnue  
Heritage Planning Comments

No heritage planning comments or concerns.

## Craig Dumart

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**From:** Dave Seller  
**Sent:** Wednesday, June 1, 2022 9:55 AM  
**To:** Craig Dumart  
**Subject:** OPA/ZBA comments: 368-382 Ottawa Street South & 99-115 Pattandon Avenue

### City of Kitchener

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

**Applications:** OPA22/005/O/CD & ZBA22/008/O/CD

**Project Address:** 368-382 Ottawa Street South & 99-115 Pattandon Avenue

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Comments of: Transportation Services

Commenter's Name: Dave Seller

Email: [dave.seller@kitchener.ca](mailto:dave.seller@kitchener.ca)

Phone: 519-741-2200 ext. 7369

Date of Comments: June 1, 2022

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- a. Transportation Service have no concerns with the Official Plan or Zoning By-law Amendments being proposed for this development.
- b. The driveway visibility triangles (DVT) along Ottawa St S be noted on the plan post road widening.
- c. DVT's be noted as 4.57m x 4.57m.
- d. The applicant is proposing a vehicle parking rate of 1.04 spaces per unit, where 10% (16 spaces) of the parking will be allocated for visitors. The proposed rate for the tenant parking is 0.93 spaces per unit, where 1.0 space per unit would be required under the future zoning by-law. Therefore, justification be submitted for the reduced tenant parking rate.
- e. Ramp width to the underground parking be a minimum of 6.1m and noted on the plan.
- f. Parking space widths be a minimum of 2.6m and noted on the plan.
- g. Class A bicycle parking be provided at rate of 0.5 spaces per unit. This equates to 76 spaces based on 152 units. A minimum of 38 Class A bicycle parking spaces be accessible from the ground floor.
- h. Recommend that bike fix-it-stations are provide in the secure bike rooms with wider access doors to accommodate wider bikes.

#### P1 Level Plan

- i. Based on the 6% grade along the transition areas for the underground parking, the ramp should be noted on the plan as 12%.
- j. Parking space length and widths be noted on the plan.
- k. The drive aisle width that services the parking spaces (58/63) in the southwest area of the plan be noted on the plan.
- l. Barrier free parking signs be noted on the plan.
- m. Ramp width be a minimum of 6.1m and noted on the plan.
- n. The dimensioning of the bicycle storage areas, bicycle parking stall and access aisle be noted on the plan.

#### Dave Seller, C.E.T.

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

## Craig Dumart

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**From:** Dave Seller  
**Sent:** Wednesday, July 27, 2022 1:10 PM  
**To:** Craig Dumart  
**Subject:** FW: 368-382 Ottawa Street South & 99-115 Pattandon Avenue- Parking Reduction Request  
**Attachments:** Dumart - Pattandon and Ottawa - Parking Reduction- July 2022.pdf

The attached parking justification submitted is acceptable.

### Dave Seller, C.E.T.

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



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**From:** Craig Dumart <[Craig.Dumart@kitchener.ca](mailto:Craig.Dumart@kitchener.ca)>  
**Sent:** Tuesday, July 26, 2022 6:42 PM  
**To:** Dave Seller <[Dave.Seller@kitchener.ca](mailto:Dave.Seller@kitchener.ca)>  
**Subject:** FW: Pattandon and Ottawa - Parking Reduction Request

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**From:** Scott Patterson <[scott@lpplan.com](mailto:scott@lpplan.com)>  
**Sent:** Tuesday, July 26, 2022 6:32 PM  
**To:** Craig Dumart <[Craig.Dumart@kitchener.ca](mailto:Craig.Dumart@kitchener.ca)>  
**Subject:** Pattandon and Ottawa - Parking Reduction Request

Craig

Further to our recent correspondence, attached please find our letter with supportive comments / information related to a request for a site specific regulation for a parking reduction to 0.84 spaces per unit.

Should you have any questions or concerns please do not hesitate to contact me.

Scott

Scott J. Patterson, BA, CPT, MCIP, RPP  
Principal  
Patterson Planning Consultants Inc.  
519-577-9817



Region of Waterloo

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AND LEGISLATIVE SERVICES  
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www.regionofwaterloo.ca

Melissa Mohr 226-752-8622

July 27, 2022

Craig Dumart MCIP, RPP  
Senior Planner  
City of Kitchener  
200 King Street West, 6<sup>th</sup> Floor  
P.O. Box 1118, Kitchener, ON  
N2G 4G7

Dear Mr. Dumart,

**Re: Land Use Compatibility Review – OPA 22/05 and ZBA  
22/08  
368-382 Ottawa Street South and 99-115 Pattandon  
Avenue  
Patterson Planning Consultants (C/O Scott Patterson) on  
behalf of St. Mary’s Coptic Orthodox Church and St.  
Maurice Coptic Orthodox Church  
CITY OF KITCHENER**

Regional staff have reviewed the land use compatibility response entitled “Official Plan Amendment OPA22/05 and Zoning By-law Amendment ZBA 22/08, 368-382 Ottawa Street South and 99-115 Pattandon Avenue, City of Kitchener” dated June 30, 2022, prepared by Patterson Planning Consultants Inc. The land use compatibility review was completed as part of the complete application for Official Plan Amendment Application OPA22/05 and Zoning By-law Amendment Application ZBA 22/08. Regional staff have the following comments for review:

The subject lands (368-382 Ottawa Street South and 99-115 Pattandon Avenue) are located on the southwest corner of Ottawa Street South and Pattandon Avenue in Kitchener and contain existing single residential dwellings on each lot.

The applicant has proposed to demolish the existing dwellings on each parcel of land, and amalgamate the parcels to construct an eight (8)-storey multi-residential building containing 152 residential units. At grade and underground parking has been proposed on site with access proposed from Ottawa Street South and Pattandon Avenue.

Surrounding land uses include institutional uses to the north of Pattandon Avenue and directly south of the subject lands; residential and industrial land uses are located on the east side of Ottawa Street South and residential uses are located to the west of the subject lands. The lands located on the east side of Ottawa Street South are zoned Industrial M2 within the City of Kitchener Zoning By-law and there are existing industrial facilities located at 367 Ottawa Street South, 395 Ottawa Street South, and 6-16 Hoffman Street within the area of influence of the subject lands. The closest industrial site to the subject lands is 367 Ottawa Street South.

Regional staff agree that 367 Ottawa Street South would be classified as a Class I industrial land use, however as the lands east of Ottawa Street South between the rail line and Hoffman Street permit Class II industrial land uses, this area should be classified as a Class II industrial area. The recommended minimum setback between Class II industrial uses and sensitive land uses is 70 metres. While the subject lands are beyond 20 metres from the existing Class I industrial land use, they would be within 70 metres of land zoned for Class II industrial land uses and would not meet the recommended minimum separation distance.

Section 4.10 of the MECP D6 Guideline indicates that it may not be possible to achieve the recommended minimum separation distances contained in the guideline for development in areas where urban redevelopment, infilling and/or transition to mixed use is taking place. Regional staff acknowledge that the subject lands are located in the Regional Council Endorsed Mill Street Major Transit Station Area (MTSA).

MTSA's are areas within the Region that are within 500-800 metres of a Light Rail Transit Stop. These areas are intended to accommodate transit supportive development that meet a minimum density target of 160 residents and jobs/ha and are to be developed in a way that is supported by a diverse mix of uses including a mix of residential, office institutional and commercial development, wherever appropriate.

Major Transit Station Areas are considered an area where redevelopment, infilling and mixed uses are encouraged; therefore, reduced setbacks recommended in Section 4.2 can be considered in accordance with section 4.10 of the D-6 guidelines.

Further to the above, Regional staff understand that the existing designation and zoning of the lands to the east of Ottawa Street South between the Rail line and Hoffman Avenue will be updated through a Neighbourhood Planning Review and in accordance with the Rockway PARTS Plan. It is anticipated that this area will be redesignated and rezoned to permit high and medium density mixed-use development.

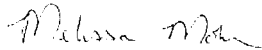
Based on the above and the analysis contained in the land use compatibility response prepared by Patterson Planning Consultants Ltd, Regional staff have no objection to the application subject to the following:

1. Implementation of the accepted recommendations relating to transportation noise through the site plan/development agreement and future consent/condominium;
2. Update the noise study to address Regional stationary noise comments or implement a Holding Provision on the subject lands; and,
3. Implementation of a prohibition on geothermal energy on site. The recommended wording for the prohibition is:

*“Geothermal Wells shall be prohibited on site in accordance with Chapter 8 of the Regional Official Plan. A geothermal well is 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 meters unless the protective geologic layers overlaying a vulnerable aquifer have been removed through construction or excavation.”*

I trust the above is of assistance.

Yours truly,



Melissa Mohr, MCIP, RPP  
Principal Planner

C. Scott Patterson, Patterson Planning Consultants (Applicant)





PLANNING, DEVELOPMENT  
AND LEGISLATIVE SERVICES  
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Melissa Mohr 226-752-8622  
File: D17/2/22005  
C14/2/22008  
June 27, 2022

Craig Dumart, MCIP, RPP  
Senior Planner  
City of Kitchener  
200 King Street West, 6<sup>th</sup> Floor  
P.O. Box 1118, Kitchener, ON  
N2G 4G7

Dear Mr. Dumart,

**Re: Proposed Official Plan Amendment OPA 22/05 and  
Zoning By-law Amendment ZBA 22/08  
368-382 Ottawa Street South and 99-115 Pattandon  
Avenue  
Patterson Planning Consultants (C/O Scott Patterson)  
on behalf of the Coptic Orthodox Patriarchate Saint  
Maurice Church and St. Mary's Coptic Orthodox Church  
CITY OF KITCHENER**

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Patterson Planning Consultants on behalf of the Coptic Orthodox Patriarchate Saint Maurice Church and St. Mary's Coptic Orthodox Church has submitted an Official Plan Amendment and Zoning By-law Amendment for a development proposal at 368-382 Ottawa Street South and 99-115 Pattandon Avenue in the City of Kitchener.

The applicant is proposing to demolish the existing dwellings on the subject lands to construct an eight (8)-storey multi-residential building with 152 residential units. At grade and underground parking have been proposed on site with access proposed from Ottawa Street South and Pattandon Avenue.

The subject lands are designated Urban Area and Built-Up Area in the Regional Official Plan. The subject lands are located in a Major Transit Station Area and designated Low Rise Residential in the City of Kitchener Official Plan and zoned Residential Five (R-5) Zone in the City of Kitchener Zoning By-law. The applicant has proposed an Official Plan Amendment to redesignate the lands from Low Rise Residential to Medium Rise

Residential with a Specific Policy Area that would permit a maximum FSR of 2.5 whereas a max. FSR of 2.0 is permitted and an increased building height of 26.2 m whereas the maximum height is 25 m. A Zoning By-law Amendment is required to permit the rezoning of the subject lands from the Residential Five (R-5) Zone to the Residential Six (R-6) Zone with Special Regulations to permit an increased FSR of 2.5, a reduced front and exterior side yard setback of 4.4 (whereas 6.0 m is required), a reduced on-site parking rate of 0.9 spaces/unit for multiple dwellings and a reduced visitor parking rate of 0.1 spaces per unit.

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

## **Regional Comments**

### **Development Planning Comments**

The subject lands are designated “Urban Area” and “Built-Up Area” on Schedule 3a of the Regional Official Plan (ROP) and the site is designated Low Rise Residential in the City of Kitchener Official Plan.

### **Planned Community Structure**

The ROP supports a Planned Community Structure based on a system of Nodes, Corridors and other areas that are linked via an integrated transportation system (ROP objective 2.1 and 2.2). Components of the Planned Community Structure include the Urban Area, Nodes, Corridors and other development areas including Urban Growth Centres (UGC’s) and Major Transit Station Areas (MTSA’s).

Mostly all of the Region’s future growth will occur within the Urban Area and Township Urban Area designations, with a substantial portion of this growth directed to the existing Built-Up Area of the Region through reurbanization. Focal points for reurbanization include Urban Growth Centres, Township Urban Growth Centres, Major Transit Station Areas, Reurbanization Corridors and Major Local Nodes (ROP Section 2.B).

Regional staff understand that the subject lands are located within 500-800 m of the Mill ION Stop. In addition, the subject lands are adjacent to a proposed transit corridor with a segregated cycling lane and bus routes that link directly with rapid transit stops within the Region of Waterloo. Increased densities and transit supportive development is encouraged within these areas of the Region. Regional staff encourage the applicant to minimize surface parking on site in accordance with Regional Official Plan Policy 2.D.7(c) to encourage use of transit in the area.

### **Land Use Compatibility:**

As per the pre-submission comments provided for this proposal, Regional staff required a compatibility review to be completed in accordance with the Ministry of Environment, Conservation and Parks (MECP) D-6 Series Guidelines. A land use compatibility review was required to determine the suitability of the proposed land use on the subject lands based on the existing industrial land uses within the vicinity of the site. The land

use compatibility review was to be included in the Planning Justification Report and has not been provided. Regional staff note that there are designated and zoned Industrial lands immediately south of the subject lands, which appear to permit, Class I to Class II industrial land uses. Please note that Class I industrial facilities are required to be a minimum of 20 m from a sensitive land use and Class II industrial facilities are required to be a minimum of 70 m from a sensitive land use. The compatibility review and justification is required in accordance with the Ministry of Environment, Conservation and Parks (MECP) D-6 Series Guidelines in order for Regional staff to provide additional comments on the suitability of proposal from a land use compatibility perspective. **It is required that this assessment be completed to the satisfaction of the Region prior to further consideration of this application.**

### **Corridor Planning**

#### **Official Plan and Zoning By-law Amendment Stage:**

##### *Environmental (Transportation) Noise:*

Regional staff have received the report entitled “Noise & Vibration Impact Study 368,372, 374 and 382 Ottawa Street South, and 99, 103, 107, 111 and 115 Pattandon Avenue, Kitchener, Ontario for St. Mary’s Coptic Orthodox Church” dated March 3, 2022, completed by J.E. Coulter Associates Limited and accept the conclusions and recommendations made within the Feasibility Study for transportation noise at this stage (OPA/ZBA Stage). The recommended noise mitigation measures include the use of central air conditioning, noise warning clauses and double glazed windows (operable or fixed) for window to floor ratios mentioned in the report. These measures shall be implemented within the site plan and through a registered development agreement at the site plan and/or condominium stage.

In addition to the above, the following must be addressed at the site plan stage:

1. The study must assess the impact of the CN rail line immediately adjacent to the Regional ION tracks. That spur line is operated by Goderich-Exeter Railway and should be included in the study.
2. Section 3.0 the study references Region of Waterloo Noise Implementation Guidelines from 2009. Please update the noise report to reflect the 2019 guidelines found here: [https://www.regionofwaterloo.ca/en/doing-business/resources/DOCS\\_ADMIN-3127473-v3A-Noise\\_Policy\\_Implementation\\_Guideline.pdf](https://www.regionofwaterloo.ca/en/doing-business/resources/DOCS_ADMIN-3127473-v3A-Noise_Policy_Implementation_Guideline.pdf).
3. There appears to be an error in the traffic volumes listed in Table 3 of the report compared to what was provided by the Region of Waterloo. This error affects the calculations (e.g. Ottawa Street South 2021 – 11,600 AADT versus 11,700 AADT and Ottawa Street South 2032 – 12,200 AADT versus 12,300 AADT). Please ensure this matter is addressed through the site plan application.

##### *Stationary Noise Review:*

Regional staff are reviewing the stationary noise aspects of the noise report entitled “Noise & Vibration Impact Study 368,372, 374 and 382 Ottawa Street South, and 99,

103, 107, 111 and 115 Pattandon Avenue, Kitchener, Ontario for St. Mary's Coptic Orthodox Church" dated March 3, 2022, completed by J.E. Coulter Associates Limited. Comments will be sent separately. **The Region must be satisfied with the conclusions, recommendations and implementation measures relating to stationary noise prior to providing final comments on the application.**

*Region of Waterloo International Airport*

The subject lands are located within the Region of Waterloo Zoning Regulated Area, specifically under the Take-off/Approach Surface for Runway 08. The permitted building height for subject property is 465m Above Sea Level (ASL) and the maximum building height is 108m, based on a maximum ground level of 326m ASL. **Please be advised that the use of construction towers/cranes for a proposed development must also comply with the Airport Zoning Regulation indicated above.**

Furthermore, the proposed building and any construction towers/cranes may require notification to NAV Canada. Please complete and submit the *Land Use Submission Form*, found here: <https://www.navcanada.ca/en/products-and-services/Pages/land-use-program.aspx> to NAV Canada.

In addition to the above, the following airport warning clause shall be implemented through a registered development agreement with the Region of Waterloo at the time of a future consent or plan of condominium application. The warning clause shall also be included in the Condominium Declaration and all purchase and sale/lease/rental agreements (should a condominium be proposed):

*"Prospective purchasers and tenants are advised that all lots and blocks in this plan of Condominium are located within or in close proximity to one of the flight paths leading into and out of the Region of Waterloo International Airport and that directional lighting along this path and noise from aircraft using the flight path may cause concern to some individuals."*

*Regional Road Dedication:*

The subject lands have direct frontage along Ottawa Street South (Regional Road 04) which has a designed road width of 30.48m (100ft) in accordance with Schedule 'A' of the Regional Official Plan (ROP). The existing Ottawa Street South right of way measures approximately 26.213m (86ft); therefore, a road dedication measuring approximately 2.134m (7ft) will be required across the Ottawa Street South frontage. In addition, a daylight triangle measuring 7.62m x 7.62m (measured post road widening) is also required at the intersection of Ottawa Street South & Pattandon Avenue.

The concept plans provided with the application appear to correctly show the required road widening and daylight triangle dedication along the Ottawa Street South. Please continue to show the required property dedications on all plans as the road dedication will be taken through the future Site Plan application.

*Access Permit/TIS/Access Regulation:*

The subject lands have access to the Municipal Road network via three full moves accesses on Ottawa Street South (under the jurisdiction of the Region), and six full moves accesses on Pattandon Avenue (under the jurisdiction of the City of Kitchener). The applicant has proposed to consolidate the existing accesses and has proposed a single full movement access on Ottawa Street South and a single full movement access on Pattandon Avenue. Regional staff have no objections to the proposed vehicular accesses. Please note that detailed comments related to the design of the access on Ottawa Street South will be provided through the future Site Plan application.

*Functional Servicing, Stormwater Management & Site Grading:*

The Functional Servicing Report entitled "Functional Servicing Report, 374 Ottawa Street South, Kitchener, Ontario" dated December 1, 2021, completed by K. Smart Associates Limited has been reviewed and Regional staff have no objection to the findings of the report at this stage (OPA and ZBA stage). Detailed comments related to report will follow separately and can be addressed through the Site Plan application.

*Transit Planning:*

Grand River Transit (GRT) Transit Development staff have no objections to this proposal. Please be advised that no additional transit stops are planned along the frontage of this development due to the proximity of this site to the Mill ION Stop. Please be advised that pedestrian and cycling facilities were recently upgraded on Ottawa Street South through the Region's reconstruction project, and the proposed site plan includes adequate sidewalk connections.

*Region of Waterloo Site Plan Review Fee:*

The Region will require an \$805 fee at the time of Site Plan application submission.

**Hydrogeology and Water Programs:**

The subject lands are located within Wellhead Protection Sensitive Area 8 (WPSA 8). Please be advised that the Region does not support permanent active or passive dewatering controls for below-grade infrastructure, including foundations, slabs, parking garages, footings, piles, elevator shafts, etc. Below-grade infrastructure requiring dry conditions shall be waterproofed.

In addition, Regional staff request a prohibition on geothermal energies to be written into the site-specific Zoning By-law. It is recommended that the following wording be used:

*"Geothermal Wells shall be prohibited on site in accordance with Chapter 8 of the Regional Official Plan. A geothermal well is 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*

*meters unless the protective geologic layers overlaying a vulnerable aquifer have been removed through construction or excavation.”*

**Housing Services**

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

In order for affordable housing to fulfill its purpose of being affordable to those who require rents or purchase prices lower than the regular market provides, 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.

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

Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households	\$385,500
Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area	\$576,347

\*Based on the most recent information available from the PPS Housing Tables (2021).

In order for an owned unit to be deemed affordable, the maximum affordable house price is \$385,500.

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

A unit for which the rent does not exceed 30 per cent of the gross annual household income for low and moderate income renter households	\$1,470
A unit for which the rent is at or below the average market rent (AMR) in the regional market area	Bachelor: \$950 1-Bedroom: \$1,134 2-Bedroom: \$1,356

	3-Bedroom: \$1,538 4+ Bedroom: \$3,997
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\*Based on the most recent information available from the PPS Housing Tables (2021)

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

**Fees**

By copy of this letter, the Region of Waterloo acknowledges receipt of the review fees of \$11,000.00 (received April 7, 2022 and deposited May 19, 2022).

**Follow Up:**

The following items must be addressed prior to the Region providing final comments on the Official Plan and Zoning By-law Amendment applications:

- Adequately address land use compatibility between existing industrial land uses and the proposed sensitive land uses on the subject lands in accordance with MECP D-6 Series Guidelines;
- The Region must accept the conclusions, recommendations and mitigation measures proposed for the stationary noise aspects of the development in the Environmental Noise report;

**General Comments**

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

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

Yours truly,



Melissa Mohr, MCIP, RPP  
Principal Planner

C. Scott Patterson, Patterson Planning Consultants (Applicant)



PLANNING, DEVELOPMENT  
AND LEGISLATIVE SERVICES  
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Melissa Mohr 226-752-8622  
File: D17/2/22005  
C14/2/22008  
June 28, 2022

Craig Dumart, MCIP, RPP  
Senior Planner  
City of Kitchener  
200 King Street West, 6<sup>th</sup> Floor  
P.O. Box 1118, Kitchener, ON  
N2G 4G7

Dear Mr. Dumart,

**Re: Stationary Noise Review OPA 22/05 and Zoning By-law  
Amendment ZBA 22/08  
368-382 Ottawa Street South and 99-115 Pattandon  
Avenue  
Patterson Planning Consultants (C/O Scott Patterson)  
on behalf of the Coptic Orthodox Patriarchate Saint  
Maurice Church and St. Mary's Coptic Orthodox Church  
CITY OF KITCHENER**

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Regional staff have reviewed the stationary noise component of the noise study entitled, "Noise and Vibration Impact Study, 368, 372, 374 and 384 Ottawa Street South, and 99, 103, 107, 111 and 115 Pattandon Avenue, Kitchener, Ontario" (J.E. Coulter Associates Limited, March 3, 2022).

The development consist of an 8-storey residential building with 152 units and 1 level of underground parking. The site plan included in with the submission shows ventilation of the underground parking garage, however the noise study did not include a description of the ventilation system for the garage. Regional staff require a description of the garage ventilation system and how noise sources have been assessed (if necessary) in order to accept the report. **This information shall be required prior to adoption of the Zoning By-law Amendment or through the implementation of a holding provision within the amendment.**

In addition to the above, the following was reviewed:

Document Number: 4114642

Version: 1



### Impact of Off-site Noise Sources on the Development

The study assessed the impact of off-site noise sources on the development. The modelled results indicate predicted noise levels for the daytime and nighttime periods meet the MECP NPC-300 noise guideline noise level limits for a Class 1 acoustical environment at all on-site residential points of reception identified in the study. The predicted noise levels for the residential points of reception are shown in Table 5 (daytime) and Table 6 (nighttime) on page 8 of the report and indicate that no noise mitigation is required.

### Impact of On-site Noise Sources on Surrounding Area and the Site Itself

The study assessed the impact of on-site noise sources on off-site and on-site sensitive receptors. The modelled results also indicate predicted noise levels for the daytime and nighttime periods meet the MECP NPC-300 noise guideline noise level limits for a Class 1 acoustical environment at all on and off-site residential points of reception identified in the study. The predicted noise levels for the residential points of reception are shown in Table 7 (daytime) and Table 8 (nighttime) on pages 9-10 of the report and indicates that no noise mitigation is required. Staff notes the typo in the title of Table 7, which reads, "Daytime Sound Levels at Off-Site Receptors". This should read "Daytime Sound Levels at On & Off-Site Receptors". The results in the Table show the correct on and off-site receptors.

Subject to addressing the underground parking noise source(s), a certificate of compliance from a Professional Engineer should be provided to indicate the noise sources identified in the Study comply with the MECP NPC-300 noise guideline limits. This requirement should be secured through an agreement with the City.

### Conclusions:

Regional staff require a description of the garage ventilation and noise sources assessed if necessary. **This shall be completed prior to the adoption of the Zoning By-law Amendment or through the use of a Holding Provision.**

### Follow Up:

The following items must be addressed prior to the Region providing final comments on the Official Plan and Zoning By-law Amendment applications:

- Adequately address land use compatibility between existing industrial land uses and the proposed sensitive land uses on the subject lands in accordance with MECP D-6 Series Guidelines as indicated in the Region's letter of June 27, 2022.

**General Comments**

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

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

Yours truly,



Melissa Mohr, MCIP, RPP  
Principal Planner

C. Scott Patterson, Patterson Planning Consultants (Applicant)

## Craig Dumart

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**From:** Rojan Mohammadi  
**Sent:** Tuesday, July 5, 2022 1:53 PM  
**To:** Craig Dumart  
**Cc:** Sandro Bassanese  
**Subject:** Comments on Shadow Study for Ottawa & Pattandon (OPA/ZBA)

Hi Craig,

Here are my revised comments on the shadow study for Ottawa & Pattandon OP/ZB Applications.

The shadow study is reviewed and acceptable in spite of its non-confirming status with the City's requirements on shadow impacts in the Urban Design Manual. The following are the reasons for staff to deem the study acceptable:

- The proposed massing and built form align with our vision and policies for the area. The staff finds the massing appropriate for the area.
- The shadow impact is mostly on the street and sidewalk on Pattandon with slight impact on the residential front yard across the street.
- The existing and proposed zoning allow for developments that line up with our height requirements for the area.
- Regardless of height, any proposed development would create a shadow impact on the sidewalk.

In order to mitigate the shadow impact, the applicant/developer is responsible to provide the following at the Site Plan Application stage:

- Provide enhanced streetscape treatment on Pattandon
- Provide shade-tolerant street trees/planting

Thank you

**Rojan Mohammadi** MA, MCIP, RPP, PMP (She/Her)  
Senior Urban Designer | Planning Division | City of Kitchener  
519-741-2200 x 7326 | TTY 1-866-969-9994 | [Rojan.mohammadi@kitchener.ca](mailto:Rojan.mohammadi@kitchener.ca)



**City of Kitchener**  
**OPA & ZBA Comment Form**

**Project Address:** 368-382 Ottawa Street South & 99-115 Pattandon Avenue

**Date of Meeting:** June 3, 2022

**Application Type:** Official Plan Amendment & Zoning Bylaw Amendment

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Comments Of: Planning- Urban Design

Commenter's Name: Rojan Mohammadi

Email: Rojan.mohammadi@kitchener.ca

Phone: 519-741-2200 ext: 7326

Date of Comments: February 14, 2022

- I plan to attend the meeting (questions/concerns/comments for discussion)
- No meeting to be held
- I do NOT plan to attend the meeting (no concerns)
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**1. Documents Reviewed:**

- Urban Design Brief (March 2022), Prepared by Patterson Planning Consultants Inc.
- Site Plan Proposal & Preliminary Elevation & P1 Level Parking Plan Proposal (July 2021), prepared by R. Tomé & Associate.
- Tree Management Plan (Dec 2021), prepared by Hill Design.

**2. Site-Specific Comments & Issues:**

- Relocate the principal entrance on to the main street(s) or the corner of Ottawa and Pattandon to provide active uses and natural surveillance onto the public realm.
  - It is recommended to use differentiating color and/or features for building entrances to emphasize access. Ensure entrances are clearly defined and emphasized through architectural elements that are clean, recognizable and appropriately scaled and detailed to suit the building mass.
  - When pedestrian walkways abutting parking stalls a minimum of 1.8m is required. Walkways through the drive aisle should be an alternate, high contrast material.
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- A pedestrian connection is required from the building to the play area.
- There might be potential noise issues from the play area located in close proximity to the adjacent low-rise property. Visual barriers such as fencing, landscaping and other noise mitigation methods should be taken into consideration.
- It is recommended to place the bike storage on the ground floor to improve accessibility and circulation for cyclists.
- Special consideration should be given to where residential ground floor units are present, define the threshold between private residential uses at grade and the public realm through measures such as streetscaping, landscaping and elevation changes
- Consider reducing surface parking and utilize the additional space for outdoor amenities.

## 2. Comments on Submitted Documents:

### **Urban Design Brief**

- The brief only covers how the Mid-Rise Buildings design guidelines are applicable to the proposed development. A more thorough analysis should be given to include City Wide Design, Major Transit Station Area and structured parking.
- Mid-Rise Buildings analysis should be provided including separation distance, overlook, angular plane, transition to the low-rise developments and etc).
- Sketchup model should be provided to confirm shadow analysis.

### **Tree Management Plan**

- Written permission for removal of or impact to trees in joint ownership along property line is required. This would be required at the site plan stage.

Preliminary Comments