

PLANNING JUSTIFICATION REPORT

OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT APPLICATION

Southwest Corner of Huron and Strasburg Road
Kitchener

Date:

August 2022

Prepared for:

2517293 Ontario Inc.

Prepared by:

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by 2517293 Ontario Inc. (the “Owner”) to seek approvals for an Official Plan Amendment and Zoning By-law Amendment to facilitate a mixed-use development, comprised of free-standing commercial uses and three multiple-residential towers, on the lands located at the southwest corner of Huron and Strasburg Road in the City of Kitchener (“the subject lands”). The amendments are required in order to facilitate the residential component of the development as proposed.

The subject lands are located within a Community Node intended to serve what are commonly referred to as the Huron and Brigadoon neighbourhoods. The subject lands have frontage along both Huron and Strasburg Road as illustrated on **Figure 1 Location Map**. The subject lands are approximately 3.416 hectares (8.441 acres) in size.

The Owner is proposing to redevelop the subject lands as follows:

- Commercial uses along the Huron and Strasburg frontages (with ultimate design and layout to be determined through a future site plan process);
- Three residential towers oriented to take advantage of views and to minimize impact on existing low-rise residential development in the area;
- Underground and surface parking including EV ready parking stalls;
- Indoor secure bicycle parking; and
- Landscaped amenity areas.

This Planning Report has been prepared for submission to the City of Kitchener and includes the following:


- An introduction and general description of the subject lands, surrounding land uses and existing conditions to provide an understanding of the locational context;
- A description of the overall development concept and proposed Official Plan and Zoning By-law Amendments;
- A review and assessment of the existing Provincial, Regional and Municipal policy framework in relation to the proposed redevelopment;
- A summary of the proposed Public Consultation process;
- A review and summary of other technical reports prepared in support of the proposed planning applications.

An Official Plan Amendment and Zoning By-law Amendment is required to implement the proposed residential development within the Mixed Use designation. A request for Site Plan Pre-Submission Consultation will be submitted under separate cover.



Figure 1
Location Map

LEGEND

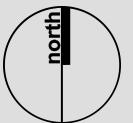
 Subject Lands

Date: July 2022

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Huron Rd & Strasburg Rd
City of Kitchener
Region of Waterloo

Source: 2021 Aerial Imagery, City of Kitchener

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1.1 Complete Application

The required Pre-Submission Consultation meeting with City Staff and review agencies was held on March 30, 2021, to review the proposed Official Plan and Zoning By-law Amendments and identify submission requirements to form a complete application. Please refer to **Appendix A** for a copy of the Record of Pre-Submission Consultation Minutes.

The Record of Pre-Submission Consultation identified the following documents as a requirement for complete application for Official Plan and Zoning By-law Amendment:

1. Completed Application Form and Fees
2. Planning Justification Report including Sustainability Statement
3. Urban Design Report
4. Pedestrian Wind Study
5. Planning Justification Report
6. Scoped Environmental Impact Study
7. Traffic Impact Study
8. Functional Servicing Report
9. Water Distribution Report
10. Stormwater Management Report
11. Stationary Noise Study
12. Stationary Noise Study
13. Hydrogeological Report
14. Geotechnical Study
15. Slope Stability Report
16. Preliminary Site Plan

All required reports have been prepared and submitted concurrently with the planning applications. In addition to the above noted requirements, a Salt Management Plan will be prepared through the future Site Plan application process.

No changes have occurred to existing regulatory framework, including the designations or zoning since the 2021 Pre-Consultation meeting.

2.0 SITE DESCRIPTION & CONTEXT

The subject lands are located in the City of Kitchener and Region of Waterloo. The subject lands are located within a Community Node and have frontage along both the Huron Road and Strasburg Road corridors. The subject lands are currently vacant and are within a prime location for development given the proximity to existing transit and the identification of the lands as being within a Community Node. Further, the site is close to existing residential neighbourhoods and associated amenities as well as employment areas to the north and north east.

The subject lands are split designated Commercial and Mixed Use and are currently vacant.

The immediate surrounding area includes a mix of land uses including planned commercial, employment, residential and institutional. The surrounding land uses are illustrated on **Figure 1** and include the following:

- NORTH:** Employment uses are located directly to the north of the subject lands (on the north side of Huron Road and the west side of Strasburg Road). A vacant parcel proposed to be developed for mixed-use is also located on the north side of Huron Road. An existing secondary school (Huron Heights Secondary School) is located at the northeast corner of Huron and Strasburg Road.
- EAST:** To the east of the subject lands along the east side of Strasburg Road is a vacant parcel that is planned to accommodate commercial and/or mixed-use development. An existing residential subdivision is also located east of the subject lands. This neighbourhood is comprised of a range of residential uses including single detached, townhouse and multiple-residential developments.
- SOUTH:** Directly to the south of the subject lands is an existing church (Apostolic Christian Church Nazarean). Environmental features, including a large woodlot, are also located to the south (primarily east of Strasburg Road). Existing and emerging residential development is also located south and southwest of the subject lands.
- WEST:** Natural heritage features, including valleylands associated with Strasburg Creek are located immediately to the west of the site. Lands on the opposite side of the valley are developed as a residential neighbourhood. An existing multi-use trail is also located to the west.

As discussed above, the subject lands are located within a Community Node and along an existing transit route. Transit stops are currently located at the intersection of Huron and Strasburg Road with additional stops located to the west and east of the subject lands along Huron Road and the north along Strasburg Road. It is anticipated that once the Strasburg Road corridor is completed, transit will eventually be extended south along Strasburg connecting the Huron West and Doon South communities.

Existing multi-use trails run along both the Strasburg Road and Huron Road frontages of the subject lands. The Huron Road multi-use trail extends a significant distance to the west (approximately 2 kms), currently terminating at Fischer-Hallman Road.

The subject lands location within a Community Node and with direct access to services, existing transit and active transportation networks makes this site a prime candidate for development.

3.0 DESCRIPTION OF PROPOSAL

This section describes the proposed development as well as the planning applications required to implement the proposal, including the proposed Official Plan Amendment and Zoning By-law Amendment applications.

The development proposal includes three multiple residential apartment buildings and commercial development along Huron Road and a combination of structured and surface parking. Full build out of the subject lands is anticipated to occur in phases. Vehicular access to the proposed development is proposed from both Huron and Strasburg Roads with two accesses from Huron Road and one access from Strasburg Road.

The OPA and ZBA applications have been submitted in support of the residential component of the proposed development. The proposed residential buildings will contain a mix of 1, 2 and 3 bedroom units with a total of 547 residential units proposed. To support the development, one level of structured parking below grade is proposed. Additional parking is located within a surface parking area located between the commercial and residential buildings (primarily located internal to the site).

The gross floor area of the three residential towers is approximately 54,140 m² with a Floor Space Ratio (FSR) of 2.6. A copy of the site plan, site plan statistics and renderings can be reviewed in **Appendix B** of this report.

The first residential building is oriented perpendicular to Huron Road to take advantage of view opportunities along Strasburg Creek. This building includes a setback from Huron Road above the third storey. The proposed building is rectangular in shape with a proposed height of 13 storeys and a total of 151 units. Access to the underground parking is located to the south of the building. It is anticipated that this building will be the first phase of development.

The second and third residential buildings are located along the southern boundary of the subject lands and are oriented to be parallel with Huron Road. Building 2 has a proposed height of 17 storeys and 226 units. The tallest building has been strategically located central to the site and furthest from existing residential development to the west and east. Building 3 has a proposed height of 13 storeys and has 126 units. It is anticipated that Buildings 2 and 3 will be developed as the second phase of development. The orientation of the buildings with differing building heights will provide a varied roof line and views from surrounding lands.

One level of underground parking is proposed which will serve all three residential buildings. The parking will likely be built in two phases with a knock down wall between the first and second phase of development.

While commercial buildings are conceptually shown on the site plan concept, the design of the commercial portion of the site will continue to evolve through the future site plan process. No amendments are contemplated to facilitate the commercial portion of the development.

Amenity Space

Each of the three residential buildings will have indoor amenity space. The common indoor amenity space for each of the proposed buildings is located on the ground floor. Additional amenity will be provided in the form of outdoor amenity and landscaped areas; private balconies and/or terraces and a landscaped roof deck (Building 1). Pollinator gardens and beehives are being considered within the landscaped areas of the site. Natural and native plant materials are also expected to be an integral component of the landscape design.

Parking and Access

As previously noted, access to the proposed development will be provided from both Huron Road and Strasburg Road. The western most access on Huron Road will be a full (all turn) access. The Huron access just west of the roundabout will be a right-in/right-out access. The Strasburg Road access is aligned with Templewood Drive and will be a full (all turn) access. Parking proposed for the site will be provided through a combination of underground and surface parking. There is an opportunity for shared commercial and visitor parking on the site given these uses operate at different peak hours. A total of 672 parking spaces have been provided for the site with 367 of the parking spaces located within the underground parking structure. Electric Vehicle ready parking has also been accommodated on-site.

In order to encourage active transportation, Class A and Class B bicycle parking stalls will be provided with approximately 280 bicycle parking stalls proposed to serve the residential buildings.

Servicing and Infrastructure

The development will be connected to sanitary, water and storm sewers. For further details about sizing and capacity for the proposed service connections please refer to the Functional Servicing Report prepared by WalterFedy dated June 23, 2022, submitted concurrently with the Official Plan Amendment and Zoning By-law Amendment Applications. A summary of the servicing and other technical studies can be reviewed in **Section 5** of this Report

3.1 Official Plan Amendment

In order to implement the proposed development scheme an Official Plan Amendment (OPA) is required. The purpose of the OPA is to amend the text of the existing special policy that applies to these lands. The Official Plan Amendment relates specifically to policy 15.D.12.40 of the Official Plan, which provides special policies that apply to both the Southeasterly and Southwesterly corners of Huron Road and Strasburg Road. The purpose of the OPA is to allow for a maximum building height of 17 storeys within the portion of the subject lands that is designated 'Mixed Use'. No changes are required to the Official Plan Schedules.

A comprehensive review of the Official Plan Policies can be reviewed in detail in **Section 4.4** of this report. A draft Official Plan Amendment is included as **Appendix C**.

Existing Policy: *15.D.12.40*
Southeasterly and southwesterly corners of Huron Road and Strasburg

Road

Notwithstanding the Commercial and Mixed Use land use designations and policies on the lands located at the southeasterly and southwesterly corners of Huron Road and Strasburg Road:

- a) dwelling units will not be permitted on the lands designated Commercial at the southwesterly corner of Huron Road and Strasburg Road, notwithstanding these lands may be used for parking and access to uses permitted on the Mixed Use designated portion of the site;*
- b) dwelling units will be permitted on the lands designated Commercial at the southeasterly corner of the Huron Road and Strasburg Road provided that they are located in the same building as compatible commercial uses and are not located on the ground floor to a maximum Floor Space Ratio of 2.0;*
- c) for the lands designated Commercial, at the southeasterly and southwesterly corners of Huron Road and Strasburg Road, the full range of retail and commercial uses listed in Policy 15.D.5.16 and Policy 15.D.5.17 a), save and except retail commercial centres and major office, will be permitted; and*
- d) for the lands designated Mixed Use, the full range of uses listed in Policy 15.D.4.2 and Policy 15.D.4.3, will be permitted. Non-residential uses will be encouraged on the ground floor of any building within 25 metres of the Strasburg Road lot frontage, with provisions in the Zoning By-law to require the ground floor of any building, within such area, to have a minimum height of 4.5 metres.*

Proposed Policy: The following additional clause is proposed to be added to Special Policy 15.D.12.40:

- e) for the lands designated Mixed Use, the maximum permitted height shall be 17 storeys.*

In our opinion the increase in height is appropriate given the location of the subject lands within a Community Node, along an existing transit corridor and along an existing multi-use trail. It has been demonstrated through technical studies included with the complete application (including wind and shadow impact studies) that the additional height and can be accommodated without adverse impact to existing low-rise residential development in the area. Further, the existing policy framework would already permit a building height of 15 storeys on the site.

3.2 Zoning By-law Amendment

The City of Kitchener Zoning By-law 2019-051 is being completed in stages through the comprehensive review of zoning by-law (CRoZBy) process. Stage 1 (non-residential zones) was approved in April 2019 and is in full force and effect. Through the CRoZBy process the subject lands were split zoned General Commercial (COM-2), Mixed Use Three (MIX-3) and Natural Heritage Conservation (NHC-1). The Zoning By-law implements the Official Plan. Site specific regulations (119) and (120) also apply to the subject lands and further implement Site Specific Policy 15.D.12.40 of the Official Plan.

No amendments are proposed to the COM-2 and NHC-1 portions of the site and no development is proposed within the NHC-1 portion of the property. The three residential towers are located fully within the portion of the subject lands zoned MIX-3. The MIX-3 zone permits multiple residential development in a free-standing building and as such, no special use provisions are required.

Site Specific Provision (120) found within Section 19 of the Zoning By-law applies to the MIX-3 portion of the subject lands. It is proposed that the further site specific regulations sought through the Zoning By-law Amendment be added through an amendment to Section 19, and specifically an amendment to Site Specific Provision (120). No changes are required to the existing Zoning By-law Schedules.

Existing Site Specific Provision (120):

Within the lands zoned MIX-3 and shown as affected by this provision on Zoning Grid Schedule 152 and 165 of Appendix A, the following shall apply:

- a) The ground floor of any building located within 25 metres of the Strasburg Road street line shall have a minimum height of 4.5 metres;*
- b) No minimum or maximum percent of non-residential gross floor area is required; and,*
- c) Regulation 8.2 (1) shall not apply.*

Proposed Amended Site Specific Provision (120):

Within the lands zoned MIX-3 and shown as affected by this provision on Zoning Grid Schedule 152 and 165 of Appendix A, the following shall apply:

- a) The ground floor of any building located within 25 metres of the Strasburg Road street line shall have a minimum height of 4.5 metres;*
- b) No minimum or maximum percent of non-residential gross floor area is required; and,*
- c) Regulation 8.1 (1) shall not apply. (This is a minor housekeeping amendment as the existing site specific references 8.2 (1) instead of 8.1 (1)).*

- d) *The maximum building height shall be 17 storeys and 53 metres and the maximum FSR shall be 3.0.*
- e) *No minimum Ground Floor Street Line Façade Width as a Percentage of the Width of the Abutting Street Line shall apply.*

An analysis of the proposed zoning and site specific regulations is contained at **Section 4.5** of this Report.

4.0 PLANNING ANALYSIS

The following is a review of the applicable land use policy framework related to the subject site, and how the proposal has met or will meet policy considerations.

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (the “PPS”) was issued by the Province of Ontario under section 3 of the *Planning Act* and came into effect on May 1, 2020.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages an efficient use of land, resources and public investment in infrastructure. The PPS encourages a diverse mix of land uses in order to provide choice and diversity to create complete communities. A variety of modes of transportation are required to facilitate pedestrian movement, active transportation opportunities and less reliance on the automobile. The PPS strongly encourages development that will provide long term prosperity, environmental health and social wellbeing. One of the key considerations of the PPS is that planning decisions ‘*shall be consistent*’ with the Policy Statement. The following is an analysis of the proposed development in the context of the policies in the PPS.

4.1.1 Settlement Areas

Policy 1.1.3.1 of the PPS states that Settlement Areas shall be the focus for growth and development. Settlement areas are urban areas and rural settlement areas within a municipality that are built-up areas where development is concentrated and which have a mix of land uses or lands which have been designated in an official plan for development over the long term planning horizon (25 years). The subject lands are located within the Urban Designated Greenfield Area by the Region of Waterloo and the Urban Area Boundary of City of Kitchener. Accordingly, the subject lands are located within a settlement area.

Specifically, the subject lands are located within a designated growth area, per the policies of the PPS. Designated growth areas are lands within settlement areas designated in an official plan for growth over the long-term planning horizon which have not yet been fully developed. Designated growth areas include lands which are designated and available for residential growth as well lands required for employment or other uses.

Land use patterns within settlement areas shall be based on a density and mix of uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation; are transit-supportive, where transit is planned, exists or may be developed; and, are freight supportive (Policy 1.1.3.2).

Further, Policy 1.1.3.6 requires that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development is located adjacent to the existing built-up area and has been designed with a mix of uses including apartment units and commercial development. The development represents the efficient use of land as it will result in the development of a vacant parcel of land adjacent to the existing built-up area, and in a designated growth area. The proposed range and mix of residential units result in additional dwelling units on lands which have been identified as a Primary Intensification Area within the City of Kitchener Official Plan. The proposed apartment units will add to the mix of housing types currently found in the surrounding community (predominantly low-rise ground related units). In addition, the units will provide varying sizes to accommodate a range of prospective tenants.

The development of the subject lands will result in the efficient use of existing infrastructure as servicing can be accommodated through the extension of existing water and sanitary services. The subject lands are also well-located in terms of community facilities, transit and transportation networks and will make efficient use of these services. Matters related to public health and safety have been considered in the design of the proposed development.

4.1.2 Housing

Policy 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents.

The proposed development is proposed to accommodate rental units with a mix of 1, 2 and 3 bedroom units proposed. The subject lands are located in an area where appropriate levels of transportation infrastructure and public service facilities exist and/or are planned.

4.1.3 Public Spaces, Recreation, Parks, Trails and Open Space

Policy 1.5.1 of the PPS states that healthy, active communities should be promoted by: planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

Existing multi-use trails have been constructed along the Huron and Strasburg frontages of the subject lands. The proposed development includes a pedestrian network, including connections to the existing public multi-use trail. The pedestrian network will also provide connections to the existing transit stops located at the intersection of Huron and Strasburg Roads.

4.1.4 Land Use Compatibility

Section 1.2.6 of PPS requires that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odor, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

Lands on the north side of Huron Road are designated and zoned for industrial/employment use. Compatibility with this existing land use was considered when the subject lands were designated and zoned. The portion of the site that is closest to the employment uses is designated and zoned for commercial whereas the portion of the site furthest away is designated and zoned for residential.

In cases where avoidance is not possible, development of sensitive land uses are only permitted if the criteria set out at Policy 1.2.6.2 can be addressed. The following summarizes how the proposal satisfies Policy 1.2.6.2:

- The subject lands were split designated and split zoned in order to ensure land use compatibility with the industrial use to the north.
- The Mixed Use portion of the subject lands (which allows residential development) is located 70 metres from the industrial use on the north side of Huron Road in order to comply with the Province's D-6 guidelines.
- Within the 70 metre separation distance, no residential or sensitive uses are proposed. This portion of the site will develop with commercial uses.
- Site specific policy 15.D.12.40 in the City's Official Plan does not permit residential development within the Commercial designation. Similarly, Site Specific Zoning Provision (119) provides that no dwelling units are permitted within the COM-2 zoned portion of the property.
- A Noise Study was prepared in support of the proposed development. The study concluded that the road noise is a greater source of noise than any surrounding stationary sources. Noise warning clauses and the provision of central air conditioning systems and special window requirements for certain façades are recommended to mitigate the impact of noise on the proposed development.

As a result of the above, the land use compatibility requirements of the PPS have been addressed.

4.1.5 Sewage, Water and Stormwater

As per policy 1.6.6.2 of the PPS, municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. The Functional Servicing and Stormwater Management Report prepared in support of the proposed development assesses the feasibility of servicing the subject lands and concludes that the proposed development can be adequately serviced through connections to existing infrastructure.

The existing stormwater management facility to the south was designed to accommodate development of the subject lands. It has been confirmed that the existing pond has sufficient

capacity for the proposed development. A private arrangement between the contributing land owners has already been established.

4.1.6 Transportation

Policy 1.6.7 of the PPS provides that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods and are appropriate to address projected needs. Land use patterns, density and mix of uses should be promoted that minimize the length of vehicle trips and support current and future use of transit and active transportation.

The proposed development will be appropriately connected to the existing road network. The proposed development contains sidewalks and pedestrian connections throughout the site in order to incorporate pedestrian connectivity to the existing trail network on Huron and Strasburg and to adjacent transit facilities and transit stops. The subject lands are well served by and integrated with the existing and planned transportation network.

4.1.7 Natural Heritage

Policy 2.1.1 of the PPS identifies that natural features and areas shall be protected for the long term. Policy 2.1.4-2.1.5 provide that development and site alteration shall not be permitted within a natural heritage features. Policy 2.1.8 further states that development and site alteration shall not be permitted on adjacent lands to natural heritage features unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or their ecological function.

An Environmental Impact Study was undertaken in support of the proposed development. The report concluded that the proposed development can be undertaken while protecting environmental features and their functions. The report further concluded that the recommended development setbacks ensure there will be no intrusion into the Strasburg Creek valley (and designed areas therein), and that this area will be retained in full and its ecological functions will be protected with setbacks, buffer enhancement, permanent fencing, temporary and permanent wildlife exclusion fencing, 'sensitive area' signage, provision of a stewardship brochure to homeowners and/or building managers.

With respect to water balance, the report concluded that the proposed SWM strategy will maintain hydrological (surface water) and hydrogeological (groundwater) inputs to Strasburg Creek and its associated wetland systems and provide enhanced surface water quality relative to the current uncontrolled condition – pending verification / refinement of recommendations at detailed design.

With implementation of recommended mitigation measures, the report found that the proposed development complies with the ESA and no impacts to SAR / SAR habitat are anticipated. Similarly, potential impacts to Candidate and Confirmed Significant Wildlife Habitat in areas adjacent to the development envelope will be mitigated with the proposed protection, mitigation and enhancement measures recommended within the EIS report.

The EIS recommends a number of conditions to be applied through the future Site Plan Agreement.

Based on the above, the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision are consistent with the policies of the Provincial Policy Statement.

4.2 A Place to Grow Growth Plan for the Greater Golden Horseshoe

The 2020 A Place to Grow – Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') came into effect on August 28, 2020. This Plan is the framework for implementing the Provincial Government's initiative to plan for growth and development in a way that supports the economic prosperity, protects the environment, and helps communities achieve a high quality of life. All decisions in respect of the exercise of any authority that affects a planning matter will conform with A Place to Grow.

Policy 1.2.1 of A Place to Grow sets out the guiding principles of the Plan. These principles include: supporting the achievement of complete communities that are designed to support healthy and active living and meet the needs of daily living; prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability; supporting a range and mix of housing options; improving the integration of land use planning with planning and investment in infrastructure and public service facilities; protecting and enhancing natural heritage, hydrologic, and landform systems, features, and function; providing for different approaches to manage growth that recognize the diversity of communities in the Greater Golden Horseshoe; and integrating climate change considerations.

4.2.1 Designated Greenfield Area

The subject lands are located within the Designated Greenfield Area, as delineated in the Region of Waterloo and City of Kitchener Official Plans. In accordance with Section 2.2.7 of A Place to Grow, new development in Designated Greenfield Areas should support the achievement of complete communities, support active transportation, and encourage the integration and sustained viability of transit services. Section 2.2.7 of A Place to Grow establishes a minimum density target for the Designated Greenfield Area in the Region of Waterloo at 50 residents and jobs per hectare.

The proposed development includes 547 residential units and more than 55,000 square metres of commercial floor area, both of which will contribute to the minimum density target established for the Region of Waterloo.

The proposed development will support the achievement of complete communities through the introduction of rental apartment units including 1, 2 and 3 bedroom units. The proposed development has been designed as an integrated residential community with opportunities for active transit, through connections to the surrounding road, trail and transit networks and through the provision of indoor secure bicycle parking. The proposed development will be connected to the existing active transportation routes on Huron and Strasburg Roads and will have access to the existing transit infrastructure, including existing transit stops, at the intersection of Huron and

Strasburg. The subject lands are also located within a designated Community Node which, when fully developed, will include a mix of employment, institutional, commercial and residential uses.

4.2.2 Employment

Section 2.2.5 of A Place to Grow provides policies to support economic competitiveness in the Greater Golden Horseshoe. While the subject lands do not form part of an *Employment Area* as defined by the Growth Plan, a portion of the subject lands is presently designated *Commercial* by the City of Kitchener Official Plan which is considered an employment use.

Section 2.2.5.3 directs retail and office uses to locations that support active transportation and have existing or planned transit. The subject lands satisfy this criteria. Section 2.2.5.15 confirms that the retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities. The development of the subject lands will achieve this objective by providing compact built form and a mix of land uses within the subject lands.

4.2.3 Housing

Section 2.2.6 of A Place to Grow provides policies to support the achievement of complete communities. Specifically, Section 2.2.6.2 states that municipalities will support the development of complete communities by: planning to accommodate forecasted growth to the horizon of this Plan; planning to achieve the minimum intensification target and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

The proposed development will assist the City of Kitchener in achieving the density target set out in A Place to Grow. The proposed development will contribute to the mix of housing options in the City of Kitchener through the development of the subject lands with multiple residential dwelling types in the form of rental apartment units. This will contribute to the overall mix of housing types within the broader community. The proposed development will maintain an appropriate scale with the surrounding built environment, including residential uses to the east and west, the natural area to the west, emerging mixed-use development and industrial uses on the north side of Huron Road and future commercial and mixed use development to the east. The proposed development will make use of and support existing and planned transportation options, including public and active transit, and non-residential uses located within the community.

4.2.4 Transportation

Section 3.2.2 of the A Place to Grow provides policies related to the integration of transportation and land use planning. The proposed development has been designed in consideration of these policies. With respect to public transportation, the subject lands are located along an existing transit corridor and immediately abut existing transit stops at the intersection of Huron and Strasburg Road. Future residents of the proposed development will have access to existing transit facilities. The intensification of the subject lands will also support the expansion of the existing transit network in the future, including the potential extension of transit along the Strasburg Road extension.

4.2.5 Water and Wastewater Systems / Stormwater Management.

The proposed development is to be serviced through the extension of municipal services. The Functional Servicing Report filed in support of the proposed applications provides a servicing strategy for the proposed development. In accordance with Section 3.2.6 of the Growth Plan, the water and wastewater services required for the proposed development will be planned, designed and constructed to serve growth in a manner that extends existing services and supports the achievement of the minimum density target set out by A Place to Grow.

Stormwater management for the proposed development can be accommodated within the existing stormwater management facilities to the south, which will provide for quantity control and enhanced quality control. The stormwater management strategy has been designed in accordance with Section 3.2.7 of the A Place to Grow. A Stormwater Management Report has been prepared in support of the proposed development and includes recommendations for sediment and erosion controls during construction to minimize negative impacts on adjacent properties Strasburg Creek.

Based on the above, it is concluded that the proposed Official Plan Amendment, and Zoning By-law Amendment conform to the policies of A Place to Grow.

4.3 Region of Waterloo Official Plan

The Region of Waterloo Official Plan (the “ROP”) was adopted on June 16, 2009 by Regional Council and was approved by the Ministry of Municipal Affairs and Housing on December 22, 2010. It was subsequently appealed and ultimately approved by the Ontario Municipal Board on June 18, 2015.

4.3.1 General Development Policies

Map 3a of the ROP sets out the Planning Community Structure. The subject lands are entirely located in the Urban Area Boundary. The Urban Area designation includes the primary urban areas of the Cities of Kitchener, Cambridge and Waterloo as well as portions of the Township of Woolwich. The subject lands are designated Urban Designated Greenfield Area on Map 3A (**Figure 2**).

4.3.1.1 Urban Area

Section 2.B of the ROP provides that virtually all of the region’s future growth will occur within the Urban Area Designation. It is a key objective to accommodate more growth through reurbanization, however new development will also continue in Designated Greenfield Areas. Development in these areas will contribute to the creation of complete communities with a greater mix of land uses and development patterns that support trips by walking, cycling and, where available, transit services.

Section 2.D.1 sets out the general development policies for the Urban Area. The proposed development application has been designed in consideration of these policies as follows:

- The proposed development can be serviced by a municipal drinking-water supply system and a municipal waste-water system as set out in the Functional Servicing and Stormwater Management Report prepared in support of these applications.
- The proposed development supports the achievement of complete communities through the provision of a range of uses including rental apartment units, connected through a network of sidewalks, walkways and trails throughout the development and to the broader community, including nearby non-residential uses.
- The proposal supports active transit through the provision of sidewalks connections to the existing public multi-use trails that run along the Huron and Strasburg frontages, and the location of the development proximate to a range of existing and planned non-residential uses which will contribute to a reduction in the length and frequency of vehicle trips.
- The proposal will not result in adverse impacts to the natural environment as development is outside of the limits of the identified natural heritage features and recommended buffers.
- The proposed development protects groundwater resources. A Hydrogeological Assessment was prepared in support of the proposed development and provides a detailed assessment of groundwater conditions and recommends mitigation measures in order to protect groundwater.
- The proposed development promotes energy conservation as it is proposed to be entirely comprised of multiple residential units which require fewer resources and are typically more energy efficient than single detached dwellings.

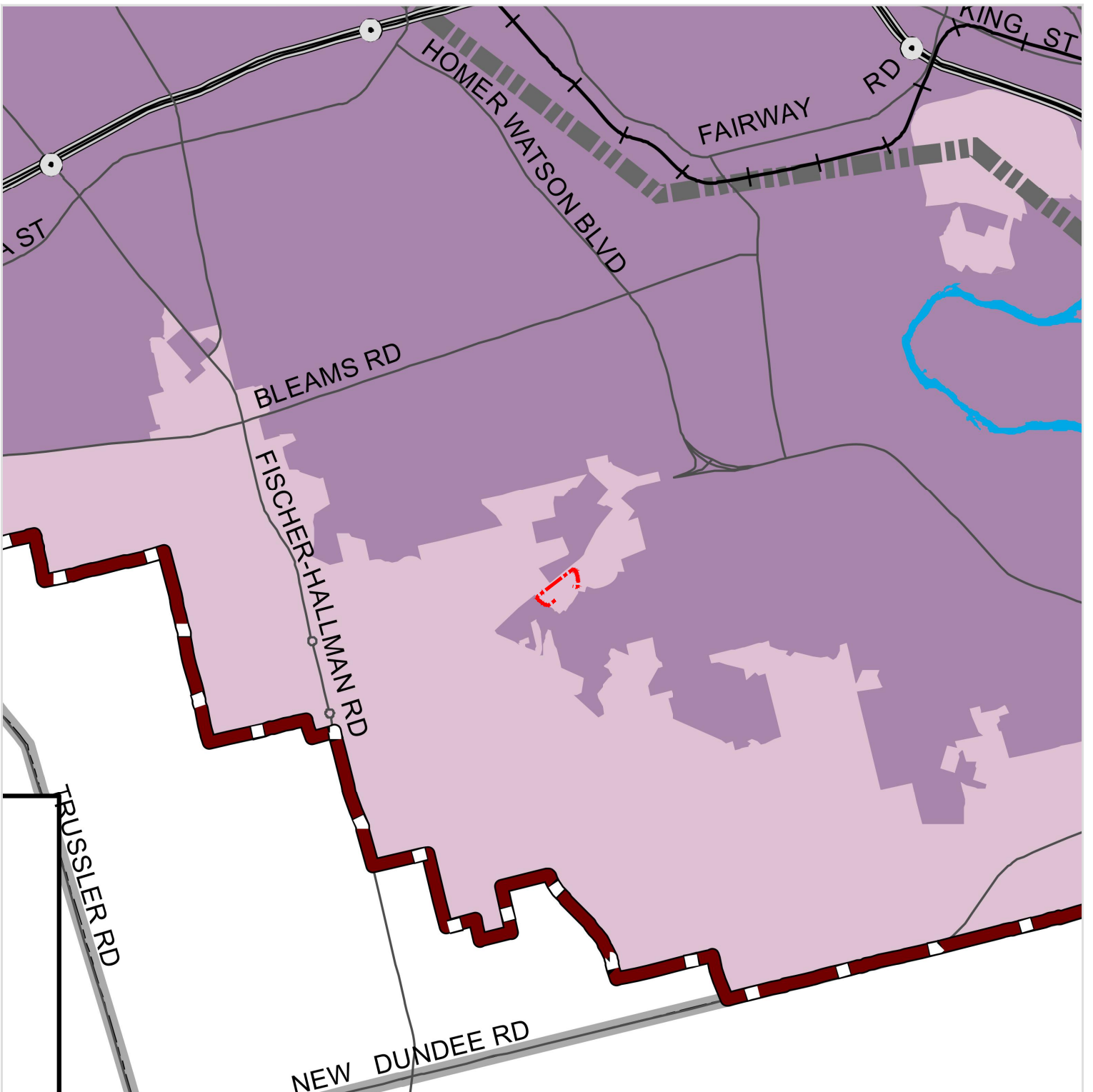








Figure 2
Region of Waterloo
Official Plan:
Map 3a- Urban Area

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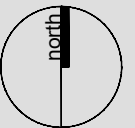
-  Subject Lands
-  Built-Up Area*
-  Urban Designated Greenfield Areas
-  Central Transit Corridor
-  Environmental Assessment Study Area
-  Urban Area Boundary

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4.3.1.2 Designated Greenfield Area

Section 2.D.16-2.D.20 sets out the policies for Designated Greenfield Areas. These areas are located outside of the identified built boundary and are to be planned and developed to achieve a minimum density of 55 residents and jobs combined per hectare. It is noted that through the ongoing ROP review, this minimum target is proposed to be increased with the final density target to be determined. Densities are measured on average over the entire Urban Designated Greenfield Area, excluding only provincially constrained environmental areas.

The proposed development has been prepared in consideration of the Designated Greenfield Area policies contained in the ROP and includes 547 residential (rental) units, which will contribute to the greenfield density target. Commercial uses are also proposed (to be considered through a future site plan application) which will contribute to the jobs per hectare target.

At present, transit stops exist at the roundabout of Huron and Strasburg Road (directly adjacent to the subject lands). Huron and Strasburg are both identified as a Planned Transit Corridor by Map 5a of the ROP and Huron Road is identified as a Planned Cycling Route on Map 5c of the ROP (**Figures 3 and 4** respectively). The internal sidewalk network through the development will allow for safe and convenient access from the subject lands to existing transit stops and the existing multi-use trail.

4.3.2 Greenlands Network

The Regional Greenlands Network comprises Landscape Level Systems, Core Environmental Features, Fish Habitat, Supporting Environmental Features and the linkages among these elements, and lands designated within the Provincial Greenbelt Plan as Natural Heritage System. The subject lands are adjacent to designated Core Environmental features that form part of the Regional Greenlands Network per Map 4 of the ROP (**Figure 5**).

Section 7.C.10 requires that an Environmental Impact Statement is required for development adjacent to a Core Environmental Feature and that such study demonstrate that the approval of the proposed development will not result in adverse environmental impacts on the features and their ecological functions. The required EIS will also identify appropriate buffers to the features.

An Environmental Impact Study was undertaken in support of the proposed development. In reviewing Regional policies the EIS confirms:

- No *Environmentally Sensitive Landscapes (ESLs)*, *Significant Valleys* or *Provincial Greenbelt Natural Heritage System* Components are present.
- No Regional Recharge Areas are present.
- No habitat of Endangered or Threatened Species was identified on the subject lands. The Strasburg Creek valley supports Category 2 Blanding's Turtle habitat, with the remainder of the Subject Property supporting Category 3 Blanding's Turtle habitat.
- No Provincially Significant Wetlands are present within the development envelope. A portion of the Strasburg Creek PSW is present on lands to the west. The wetland will be retained in full, with a development setback of 30 m, and other mitigation / protection measures, including SWM measures.

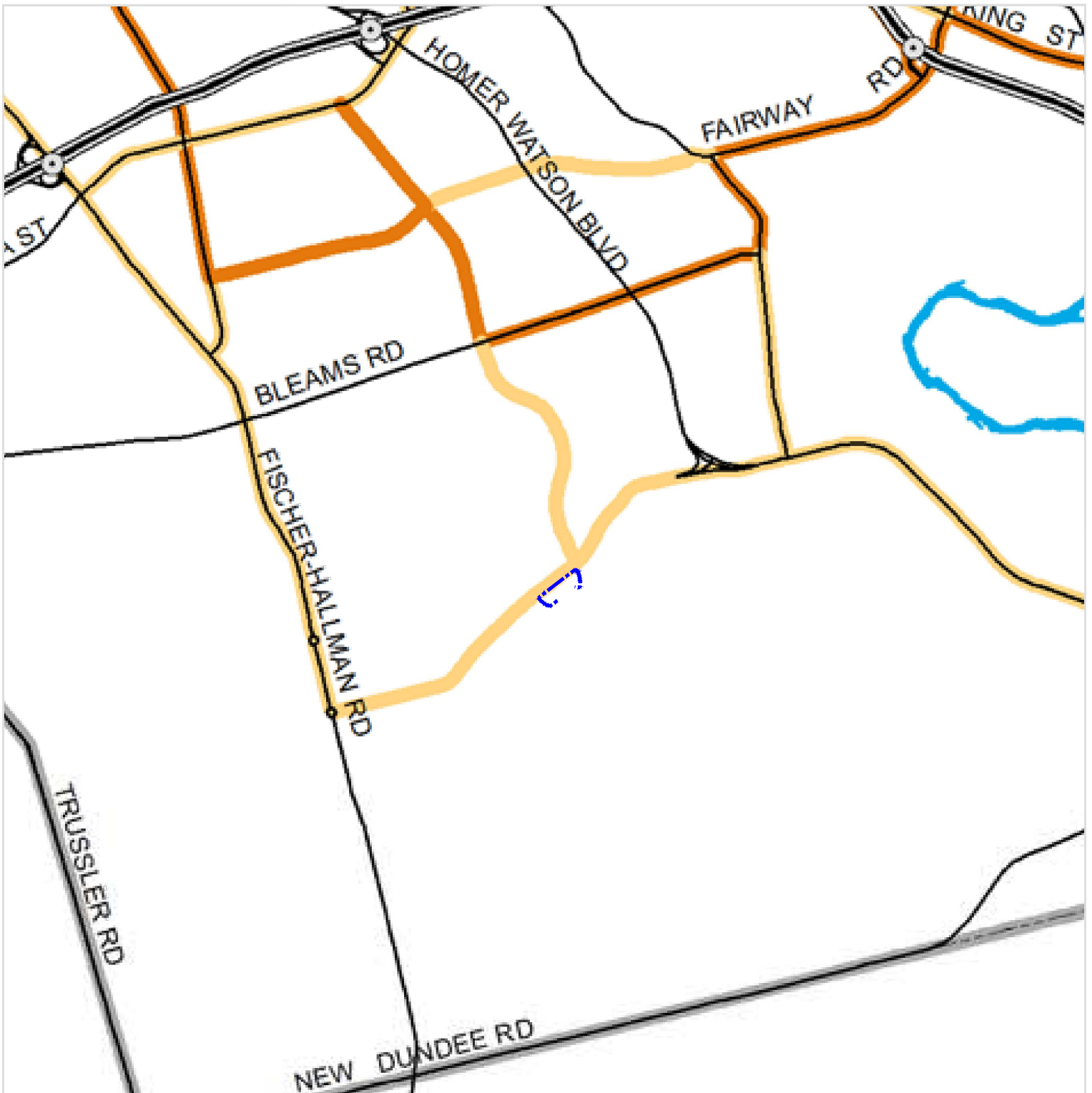





Figure 3
Region of Waterloo
Official Plan:
Map 5a- Regional
Transit Network

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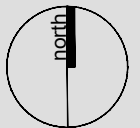
-  Subject Lands
-  Existing Transit Corridors
-  Planned Transit Corridors

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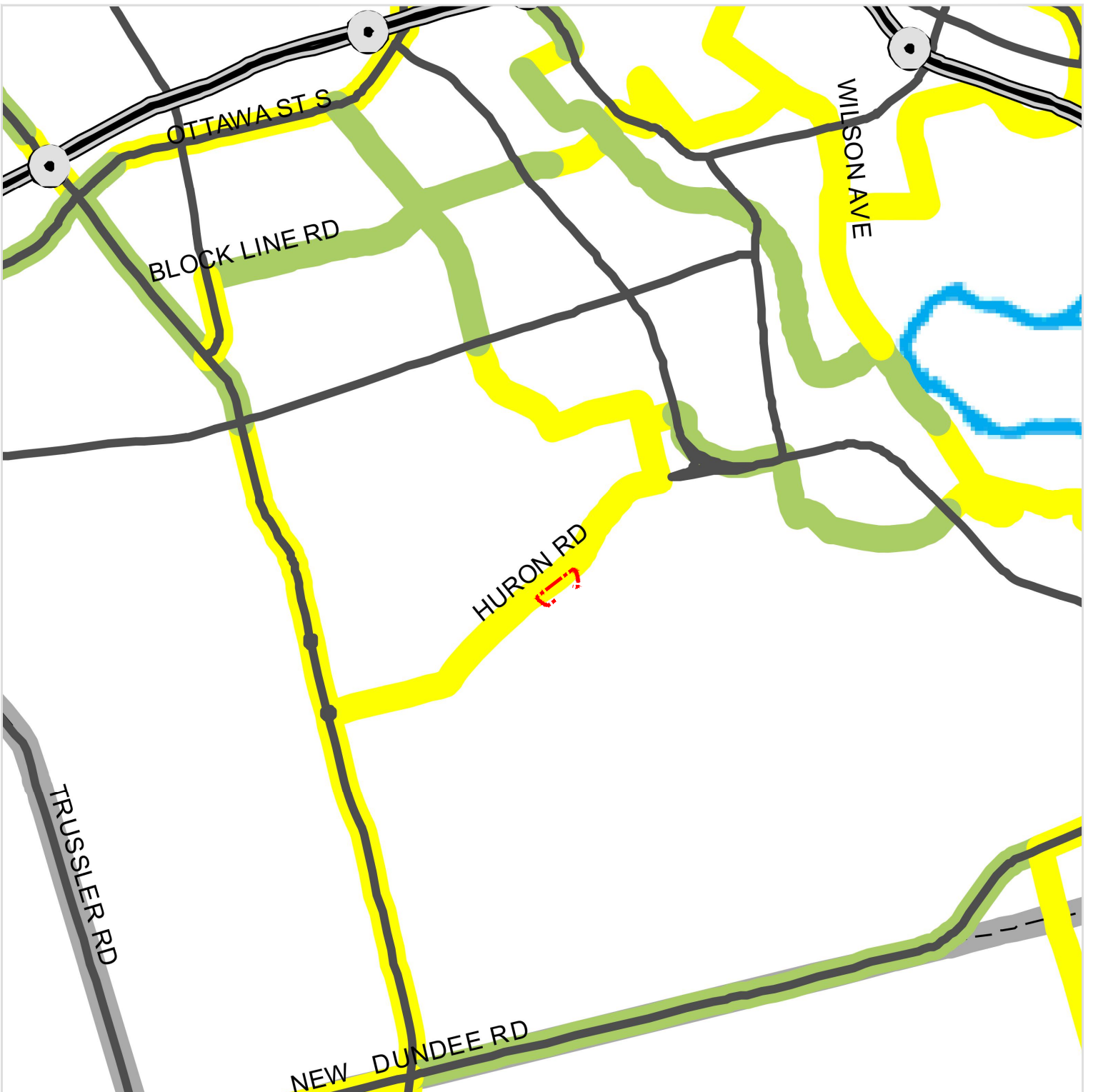





Figure 4
Region of Waterloo
Official Plan:
Map 5c- Regional
Cycling Routes

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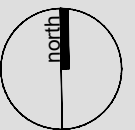
-  Subject Lands
-  Existing Cycling Routes*
-  Planned Cycling Routes*

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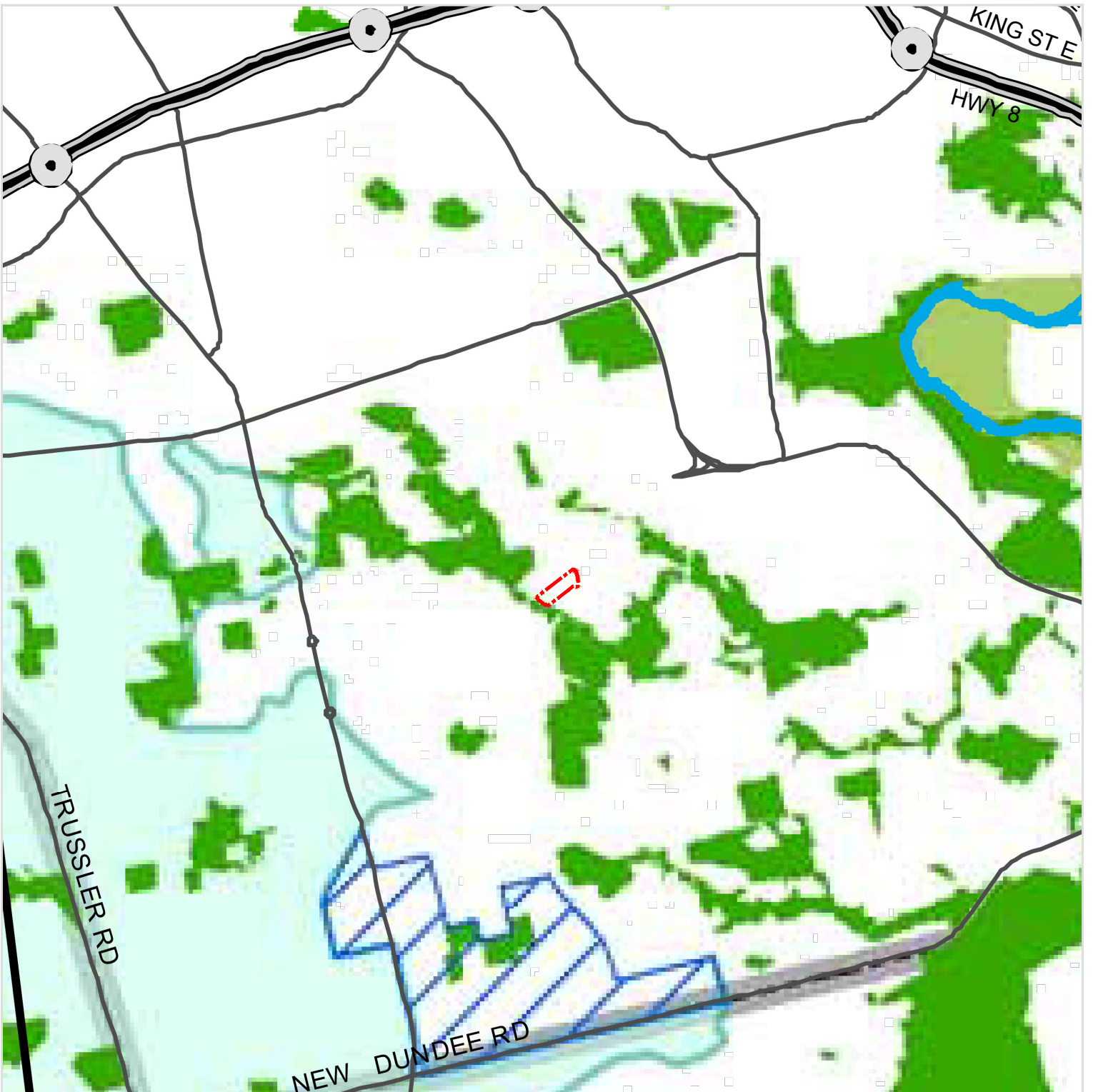






Figure 5
Region of Waterloo
Official Plan: Map 4
- Greenlands Network

Huron Rd & Strasburg Rd
 City of Kitchener
 Region of Waterloo

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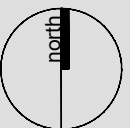
-  Subject Lands
- Landscape Level Systems**
-  Significant Valleys
-  Environmentally Sensitive Landscape
- Core Environmental Features**
-  Core Environmental Features include: Provincially Significant Wetlands; Environmentally Sensitive Policy Areas; Regional Forests; Forests greater than 4 ha; and Significant Valley Features

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- No Environmentally Sensitive Policy Areas are present.
- No Significant Woodlands are present. The small woodland on the property that extends south to Strasburg Road does not meet the criteria for Significant Woodland. The previously mapped woodland (per City of Kitchener Background Natural Heritage System Technical Report, Map 2) has been bisected by the Strasburg Road extension. The remaining woodland north of Strasburg Road is much less than 4 ha in total area (< 1 ha) and primarily composed of cultural plantation. As a result, it does not meet the Region's criteria for Significant Woodland. This is supported by the Greenlands Network Implementation Guideline, which notes that roads that pose a significant barrier to the movement of wildlife are excluded. Strasburg Road results in ~50 m of separation of the woodland driplines.
- No environmentally significant valley features are present.
- No Significant Areas of Natural and Scientific Interest (ANSIs) are present.
- No Fish Habitat is present within the development envelope. Potential indirect impacts to adjacent features that support fish habitat (i.e., Strasburg Creek) are addressed with the recommended mitigation measures.
- A linkage is present along the Strasburg Creek valleyland to the west. This feature will be retained in full and its function will be maintained.
- No Environmentally Significant Discharge Areas and Environmentally Significant Recharge Areas are present per ROP mapping and none were identified through site studies.

Development on lands adjacent to natural heritage features (i.e., the portion of the subject lands specified in the preliminary Site Plan) was considered in the EIS, with the conclusion that there will be no adverse environmental impacts, with implementation of the recommended retention, protection and mitigation measures.

4.3.3 Transportation

Huron Road is designated as a Planned Transit Corridor on Map 5a of the ROP (**Figure 3**). Strasburg Road, north of Huron Road, is also identified as a Planned Transit Corridor. Since the ROP was approved, transit service has been extended and Huron Road now serves as an existing transit corridor.

Huron Road is also identified as a Planned Cycling Route on Map 5c (**Figure 4**) of the ROP which forms part of the broader Regional cycling route. It is noted that a multi-use trail was implemented along Huron Road as part of the reconstruction of this street. The multi-use trail was also extended along the Strasburg Road frontage of the subject lands.

In terms of access, the proposed development will be connected to Huron Road in two locations. Additional pedestrian connections will also be provided. Vehicular and pedestrian access is also proposed from Strasburg Road, with one full turn access proposed in alignment with Templewood Drive on the east side of Strasburg Road. Future residents of the proposed development will have safe and convenient access to the existing and planned transit corridors and cycling routes.

4.3.4 Source Water Protection

The subject lands are within a Wellhead Protection Area, per Map 6a and are within Wellhead Protection Sensitivity Areas ("WSPA") 4 (**Figure 6**). WSPA 4 delineates medium sensitivity areas

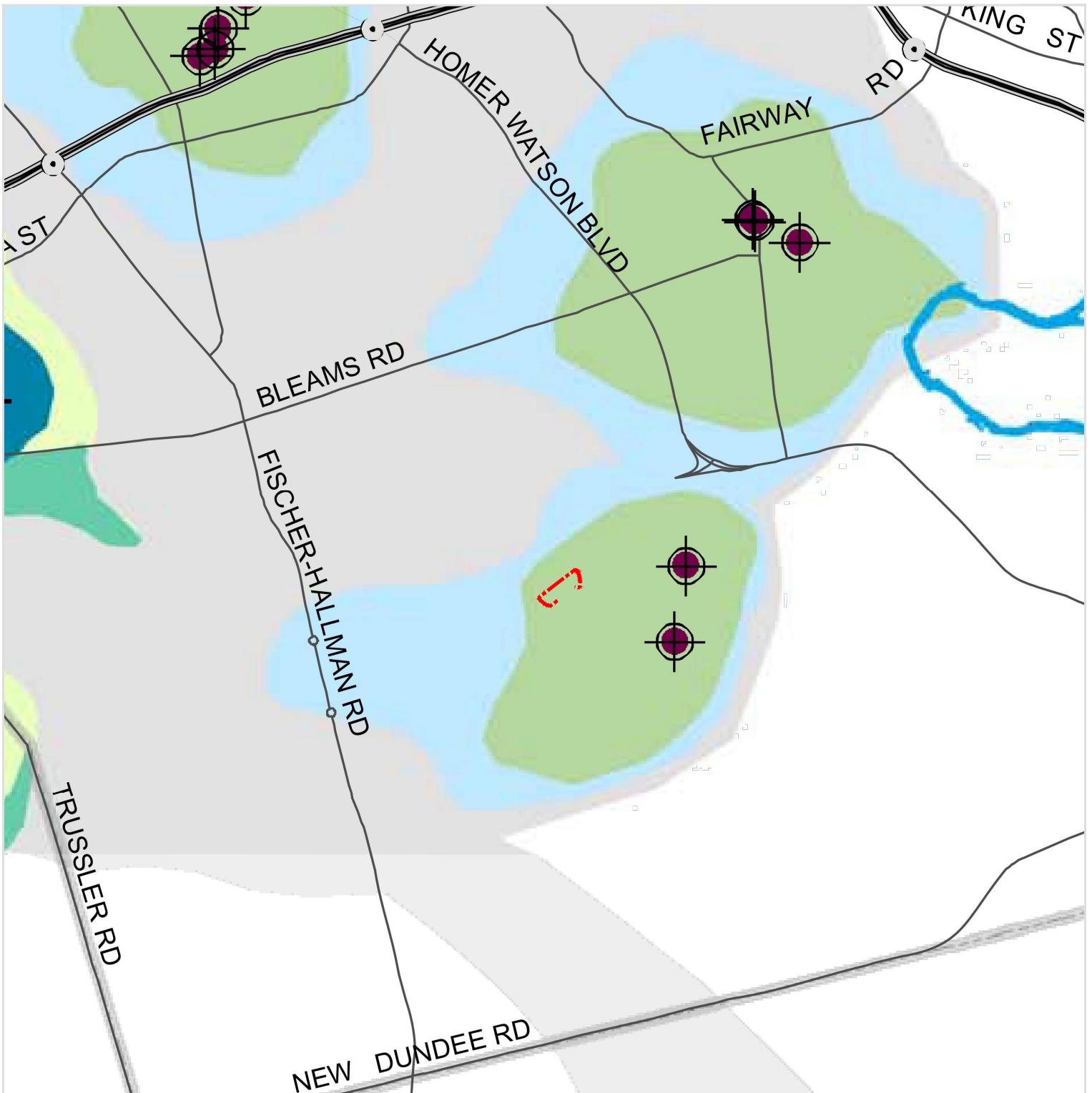













Figure 6
Region of Waterloo
Official Plan:
Map 6a- Urban Area
Source Water
Protection Areas

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-  Subject Lands
- Wellhead Protection Areas**
-  WPSA-1
-  WPSA-2
-  WPSA-3
-  WPSA-4
-  WPSA-5
-  WPSA-6
-  WPSA-7
-  WPSA-8
- Municipal Wellhead**
-  Municipal Wellheads
-  Groundwater Under Direct Influence (GUDI)

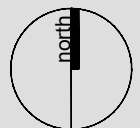
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found within the two year time of travel to a municipal drinking-water supply well. Within the WSPA 4 designation underground parking may be permitted subject to further study.

In support of the proposed application a Hydrogeological Report has been prepared which includes an assessment of applicable Source Water Protection policies. Any potential impacts associated with road salt and snow storage will be addressed through the preparation of Salt Management Plan at the detailed site plan application stage.

4.3.5 Region of Waterloo Official Plan Summary

The proposed development will result in new residential and commercial development occurring within the Urban Designated Greenfield Area of the City of Kitchener. The proposed development conforms to the Regional Official Plan for the following reasons:

- It will contribute to the achievement of the greenfield density target.
- The proposed development will contribute to the range of residential building types within the community.
- The proposed development will benefit from convenient access to non-residential uses, including institutional, commercial and employment uses (both existing and proposed). Future residents will be able to walk and cycle to a range of destinations.
- The proposed development has been designed to connect and integrate with the surrounding multi-modal street network and will accommodate options for safe non-motorized travel.
- The increase in density that will result from the proposed development will make more efficient use of existing and planned transit services.
- The adjacent Core Environmental Features will be maintained and enhanced with appropriate buffers. Mitigation measures have been recommended in the EIS to ensure the long term maintenance and protection of the natural heritage features.
- The proposed development can be adequately serviced by a municipal drinking-water supply system and a municipal wastewater system. The Functional Servicing Report prepared in support of the proposed applications sets out a servicing strategy for the development.

The proposed high density development represents a well-designed residential development within the Urban Designated Greenfield Area. It will contribute to the creation of a vibrant community through the provision of a range of multiple residential housing options (including rental units); integrated pedestrian facilities; the maintenance and enhancement of natural heritage features; access to public trails and transit and will optimize available infrastructure. **It is our opinion that the proposed development conforms to the policies of the ROP.**

4.4 City of Kitchener Official Plan

Council for the Regional Municipality of Waterloo approved Official Plan Amendment No. 103, which had the effect of amending the Official Plan of the City by replacing it with a new Official Plan for the City of Kitchener, in part, with modifications, on November 19, 2014. The Region's decision was released in a Notice of Decision dated November 24, 2014. The Region's decision was subject to a 20-day appeal period under the Planning Act and a number of policies and parts of maps were appealed and filed to the Ontario Municipal Board (OMB). The appeals of the Official Plan were dealt with and the majority of the Official Plan, including all policies relevant to the subject lands, is now in full force and effect.

This section includes an analysis of the Official Plan, primarily in light of the proposed Official Plan Amendment described in Section 3.1 of this report. As previously noted the proposed OPA relates only to the 'Mixed Use' portion of the subject lands. No amendments are proposed to the 'Commercial' and 'Natural Heritage Conservation' designations that also apply to the subject lands.

The proposed Official Plan Amendment seeks to amend site specific policy 15.D.12.40 to allow a maximum building height of 17 storeys within the portion of the lands designated 'Mixed Use'.

4.4.1 Urban Structure

The subject lands are located within the Designated Greenfield Area (DGA), per Map 1 of the Official Plan. The DGA is located between the urban area boundary and the built boundary. Policy 3.1.3 of the Official Plan makes provision for mixed uses and medium to high density uses in appropriate locations within the DGA and Policy 3.C.1.2 confirms that *Intensification Areas* can be located within both the Built-Up Area and the Designated Greenfield Area.

Notwithstanding the Region's minimum density target of 50 residents and jobs combined per hectare for the entire DGA, the City's Official Plan notes that areas serving primarily a residential function will meet or exceed a minimum average density of 55 residents and jobs combined per hectare. The subject lands are located within an area that provides primarily a residential function.

Policy 3.C.1.16 confirms that the City will identify and designate locations for mixed use and density near and along existing and planned transit corridors and within nodes to assist in achieving the density target for the DGA. The subject lands are located along an existing transit corridor and are further located within a community node, satisfying the locational criteria for mixed use and increased density.

Section 3.C.2 of the Official Plan contains the Urban Structure policies. Urban Structure components are illustrated on Map 2 of the Official Plan (**Figure 7** of this report). The subject lands are identified as 'Community Node' on this plan. The urban structure policies are to be read in conjunction with policies related to the more specific land use designations identified on Map 3 (**Figure 8**).

The Community Node generally applies to all properties at the intersection of the Huron and Strasburg Road, including the existing church and high school but excluding the existing employment use at the northwest corner of the intersection.

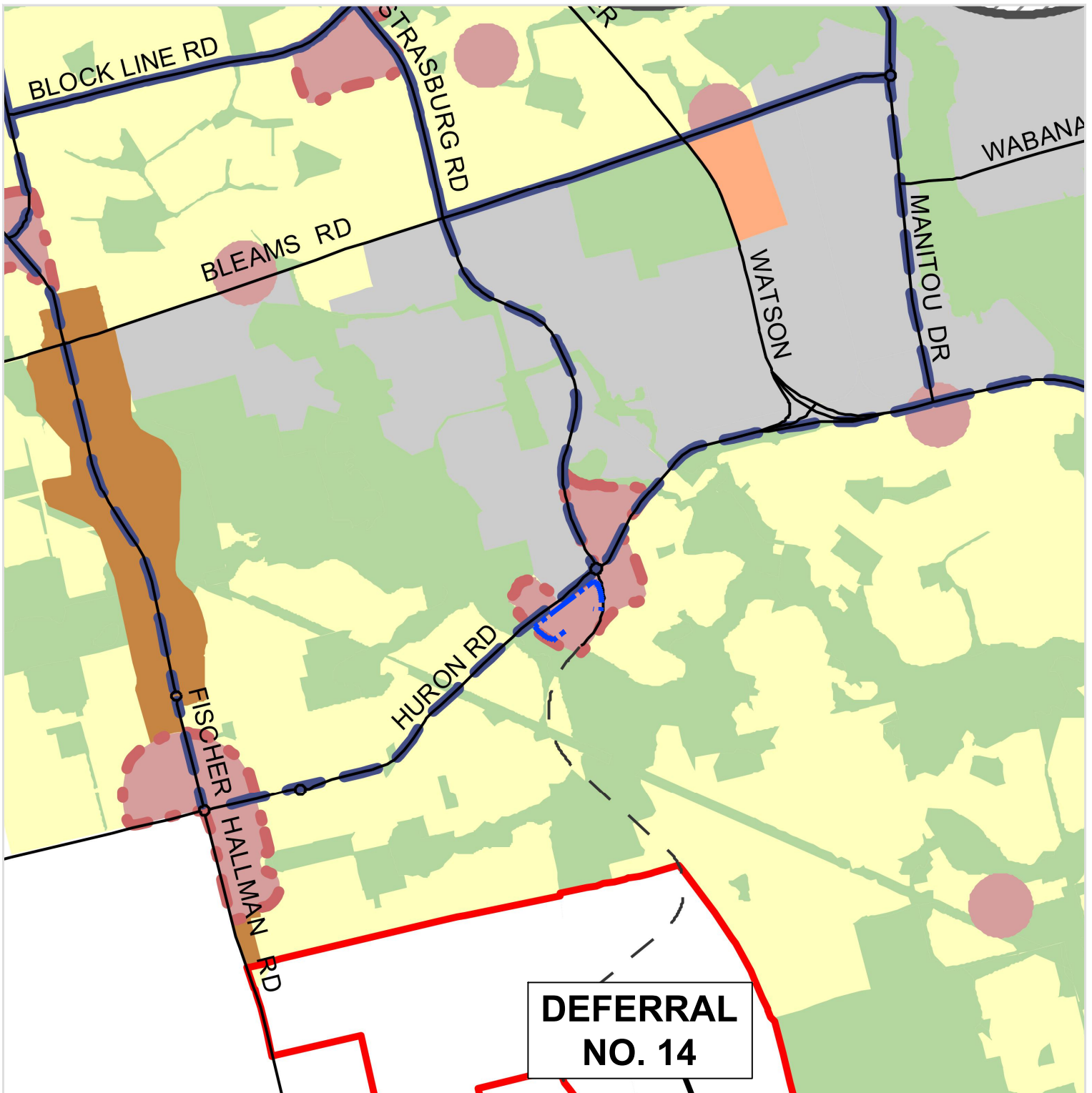


Figure 7
City of Kitchener
Official Plan:
Map 2 - Urban
Structure

Huron Rd & Strasburg Rd
 City of Kitchener
 Region of Waterloo

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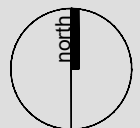
- Subject Lands
- Intensification Areas**
- Community Node
- Neighbourhood Node
- Urban Corridor
- Arterial Corridor
- Other Areas**
- Community Areas
- Industrial Employment Areas
- Green Areas
- Transit**
- Existing Transit Corridor
- Planned Transit Corridor

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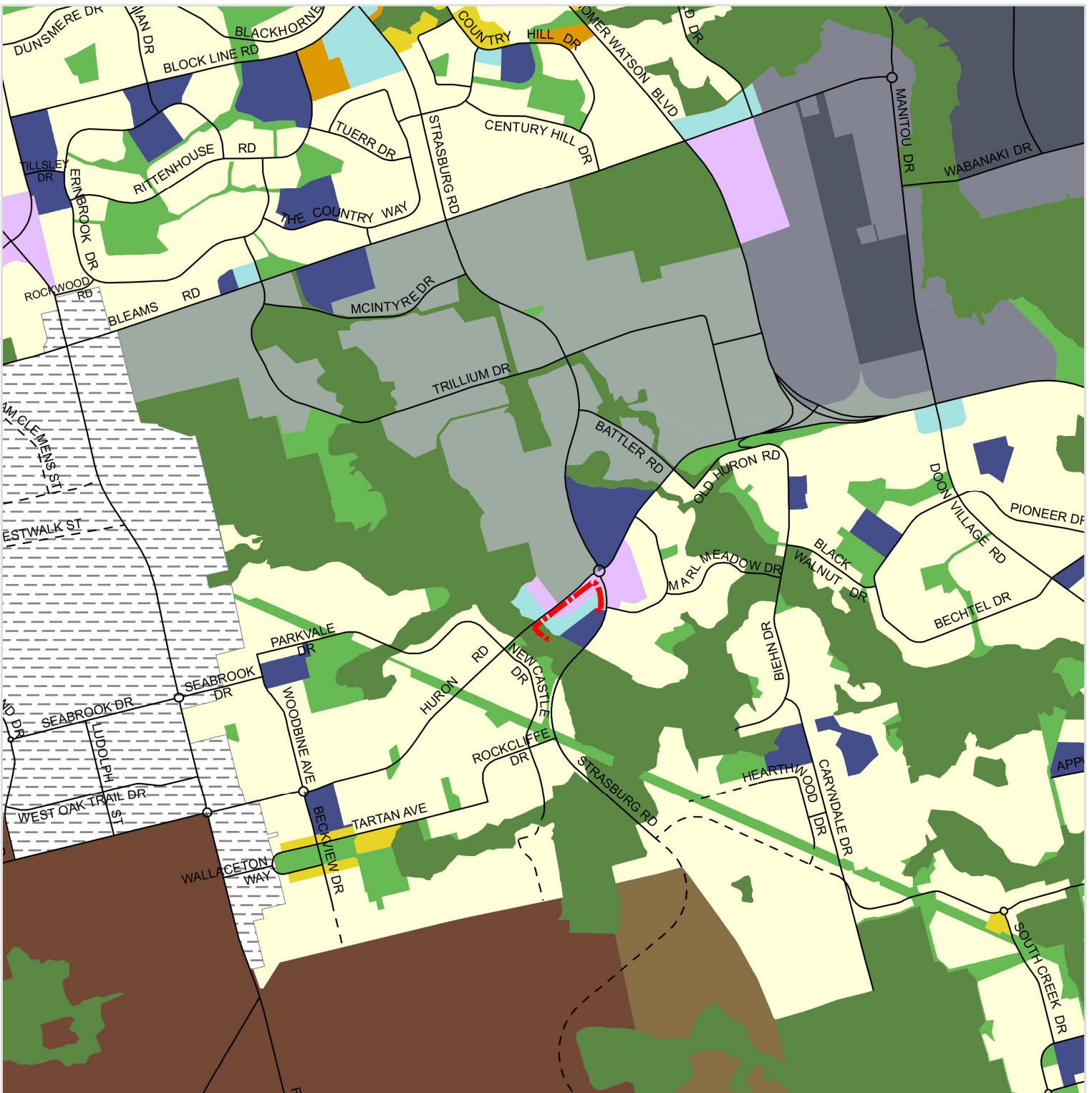


Figure 8
City of Kitchener
Official Plan:
Map 3 - Land Use

Huron Rd & Strasburg Rd
 City of Kitchener
 Region of Waterloo

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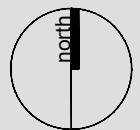
-  Subject Lands
-  Refer to Secondary Plan For Detail
-  Low Rise Residential
-  Medium Rise Residential
-  High Rise Residential
-  Mixed Use
-  Commercial
-  Heavy Industrial Employment
-  General Industrial Employment
-  Business Park Employment
-  Institutional
-  Prime Agriculture
-  Rural
-  Natural Heritage Conservation
-  Open Space

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The Urban Structure is composed of Intensification Areas which include the Urban Growth Centre (Downtown), Major Transit Station Areas, City Nodes, Community Nodes, Neighbourhood Nodes, Urban Corridors and Arterial Corridors. The Intensification Areas are connected by transit corridors and the integrated transportation system which are key elements in shaping growth and built form. As Intensification Areas, these areas are generally intended to provide for a broad range and mix of uses in an area of higher density and activity than surrounding areas.

The City's Intensification Areas are identified in a hierarchical manner. The hierarchy is intended to establish priority areas for intensification. These intensification areas serve different city, community and neighbourhood scaled planned functions and may be different in terms of character, scale, function, and potential to accommodate growth. Figure 6 in the City's Official Plan illustrates this hierarchy and identifies Primary and Secondary Intensification Areas. Community Nodes are identified as a Primary Intensification Area. The Official Plan prioritizes higher densities within Intensification Areas than in surrounding areas and directs higher densities within walkable proximity of transit stop locations.

As previously noted, the subject lands are located within a Community Node. Community Nodes are located along existing or planned transit corridors. The planned function of Community Nodes is to provide for commercial uses with a mix of residential and institutional uses necessary to support and complete surrounding residential communities. Community Nodes primarily serve an interneighbourhood market and are intended to intensify, be transit-supportive and cycling and pedestrian-friendly (3.C.2.31).

Where the Community Node is located at the intersection of existing or planned transit corridors as identified on Map 2, the predominate land use designation on lands abutting the intersection of the transit corridors will be Mixed Use (3.C.2.32). The proposed development achieves this objective through the proposed development of a vacant site as a mixed-use development containing high density residential uses in three free-standing apartment buildings and commercial uses along the frontage of Huron Road and Strasburg Road.

4.4.2 Housing

General housing policies are contained within Section 4 of the Official Plan. These policies strive to achieve a range, variety and mix of housing types and styles, densities, tenure and affordability throughout the city. The subject lands are located within the Huron and Brigadoon communities. Residential development in the surrounding area has been predominantly ground oriented low-density residential with freehold ownership or condominium ownership tenure. The proposed development proposes rental apartment units, which will introduce a new form of housing in terms of density, type and tenure within the broader surrounding community.

Policy 4.C.18 provides where zoning regulations are required to facilitate residential intensification or a redevelopment of lands, the overall impact will be reviewed to ensure that:

- a) *Any new buildings and any additions and/or modifications to existing buildings are appropriate in massing and scale and are compatible with the built form and the community character of the established neighbourhood.*
- b) *Where front yard setback reductions are proposed for new buildings in established neighbourhoods, the requested front yard setback should be similar to adjacent properties and supports and maintain the character of the streetscape and the neighbourhood.*
- c) *New additions and modifications to existing buildings are to be directed to the rear yard and are to be discouraged in the front yard and side yard abutting a street, except where it can be demonstrated that the addition and/or modification is compatible in scale, massing, design and character of adjacent properties and is in keeping with the character of the streetscape.*
- d) *New buildings, additions, modifications and conversions are sensitive to the exterior areas of adjacent properties and that the appropriate screening and/or buffering is provided to mitigate any adverse impacts, particularly with respect to privacy.*
- e) *The lands can function appropriately and not create unacceptable adverse impacts for adjacent properties by providing both an appropriate number of parking spaces and an appropriate landscaped/amenity area on the site.*
- f) *The impact of each special zoning regulation or variance will be reviewed prior to formulating a recommendation to ensure that a deficiency in the one zoning requirement does not compromise the site in achieving objectives of compatible and appropriate site and neighbourhood design and does not create further zoning deficiencies.*

In response to the above policy:

- The subject lands are physically separated from existing residential development by Strasburg Creek to the west and Strasburg Road to the east.
- Shadow studies demonstrate that the proposed buildings will not cause adverse shadow impacts on existing development.
- The subject lands are located within a Primary Intensification Area and as such are intended to be developed at a higher intensity than those areas designated as Low Density Residential.
- No reductions to front yard setbacks are proposed.
- The proposed development meets the minimum parking requirement of the Zoning By-law.
- The proposed development meets and exceeds the minimum Landscape Area requirement of the Zoning By-law.

Policy 4.C.1.16 directs that where a development application proposing residential uses is submitted for a site containing two hectares or more of developable lands, the City will require, wherever appropriate, a minimum of 30 percent of new residential dwelling units to be planned in forms other than single detached and semi-detached dwellings, and may include housing forms such as street or cluster townhouses and multiple residential buildings. The subject lands are greater than two hectares in size, and are proposed to be developed with multiple residential buildings, exceeding the minimum target for new residential units as set out in Policy 4.C.1.16.

In our opinion the proposed amendments support the City's general housing policies and the City's preference for a land use pattern that mixes and disperses a full range of housing types both across the City and within neighbourhoods.

4.4.3 Natural Heritage & Environmental Management

Natural Heritage Conservation policies are contained within Sections 7.C.2.1 and 15.D.9 of the Official Plan. The primary intent of the Natural Heritage Conservation land use designation is to protect and/or conserve natural heritage features and their ecological functions. The western most portion of the subject lands, adjacent Strasburg Creek, is designated Natural Heritage Conservation. No development is proposed within this designation.

The Strasburg Creek valley on and adjacent to the subject lands is identified as a Core Natural Heritage Feature (CNHF) on Map 6 of the Official Plan (**Figure 9** of this report). The Strasburg Creek valley is also identified as a Core Environmental Feature (CEF) in the ROP.

Policy 7.C.2.20 states: *"Areas identified as Core Natural Heritage Features on Map 6 are designated as Natural Heritage Conservation on Map 3. Development, redevelopment or site alteration will not be permitted on these lands."*

Policy 7.C.2.23 states: *"Development, redevelopment or site alteration will only be permitted on lands adjacent to the Natural Heritage Conservation features where an Environmental Impact Study or other appropriate study has determined to the satisfaction of the City, Region, GRCA and/or province, as appropriate, that approval of the proposed development, redevelopment or site alteration would not result in adverse environmental impacts on the natural heritage feature or the ecological functions of the feature."*

The EIS prepared in support of the development applications confirms that no development or site alteration is proposed with CNHFs or SNHFs; these will be maintained in full, with development setbacks and buffer enhancements. Development on adjacent lands (i.e., the successional cultural meadow habitat encompassed by the development envelope) will result in no adverse impacts to features and functions of natural areas on adjacent lands, with implementation of recommended retention, protection and mitigation measures discussed herein.

The western edge of the subject lands is identified as a Slope Erosion Hazard on Map 7 of the Official Plan (**Figure 10** of this report). No development is proposed within this portion of the subject lands and a Geotechnical Report has been prepared to determine the appropriate development setback from the stable top of slope.

4.4.4 Sustainable Development

Sustainable Development policies are contained within Section 7.C.4 of the Official Plan. These policies speak to a broad range of practices, including: developing communities and buildings that are energy and water efficient; reducing greenhouse gas emissions; using environmentally friendly building materials; efficiently managing stormwater; reducing and/or managing solid waste; and, creating complete, healthy, walkable, transit-supportive, cycling and pedestrian-friendly communities are often associated with sustainable development.

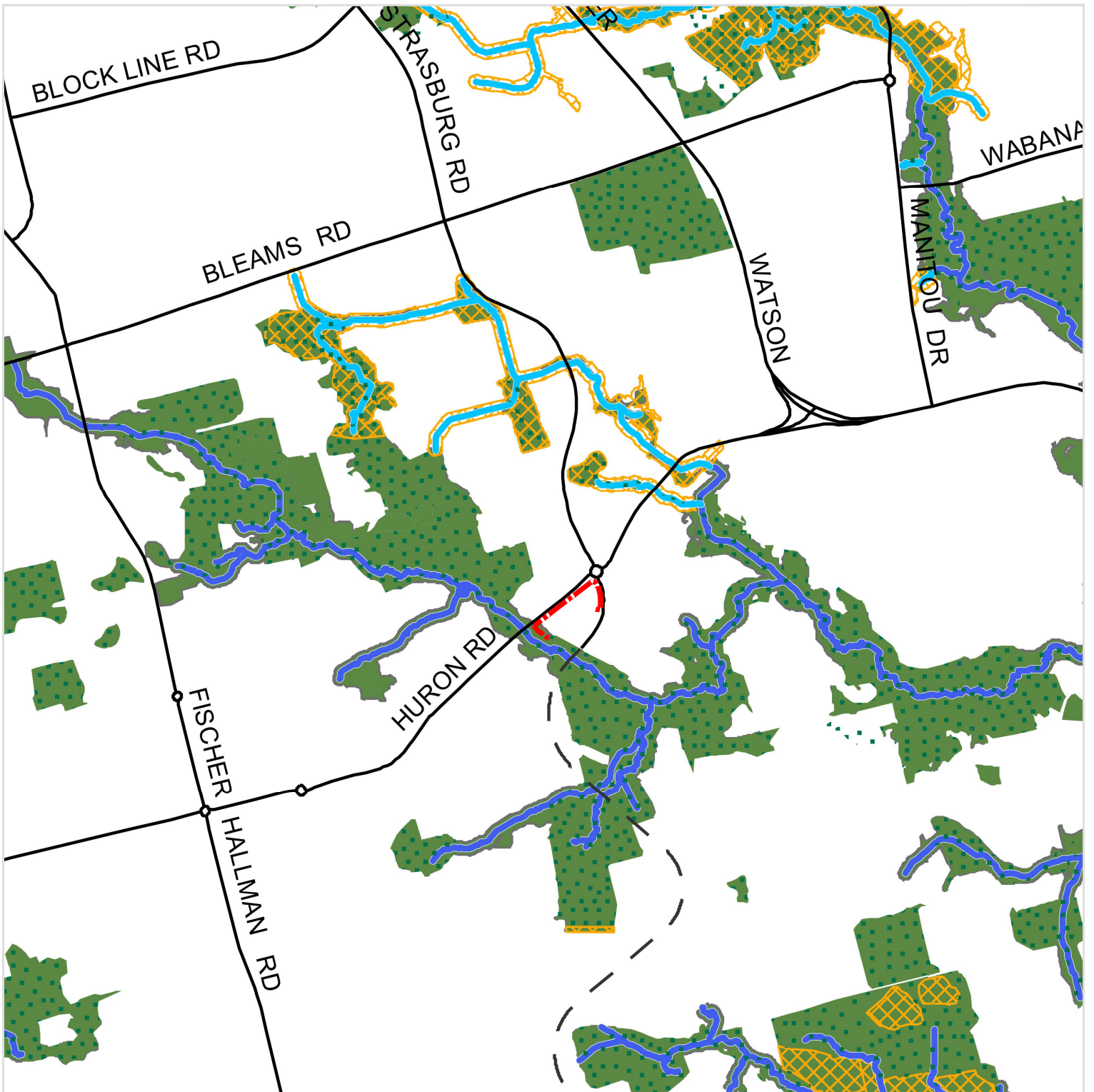



Figure 9
City of Kitchener
Official Plan:
Map 6 - Natural
Heritage System

Huron Rd & Strasburg Rd
 City of Kitchener
 Region of Waterloo

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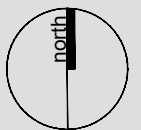
-  Subject Lands
-  Kitchener Core Natural Heritage Features
-  Significant Wildlife Habitat and Significant Landforms
-  Ecological Restoration Areas
-  Region Core Environmental Features
-  Stream - Ecological Restoration
-  Stream

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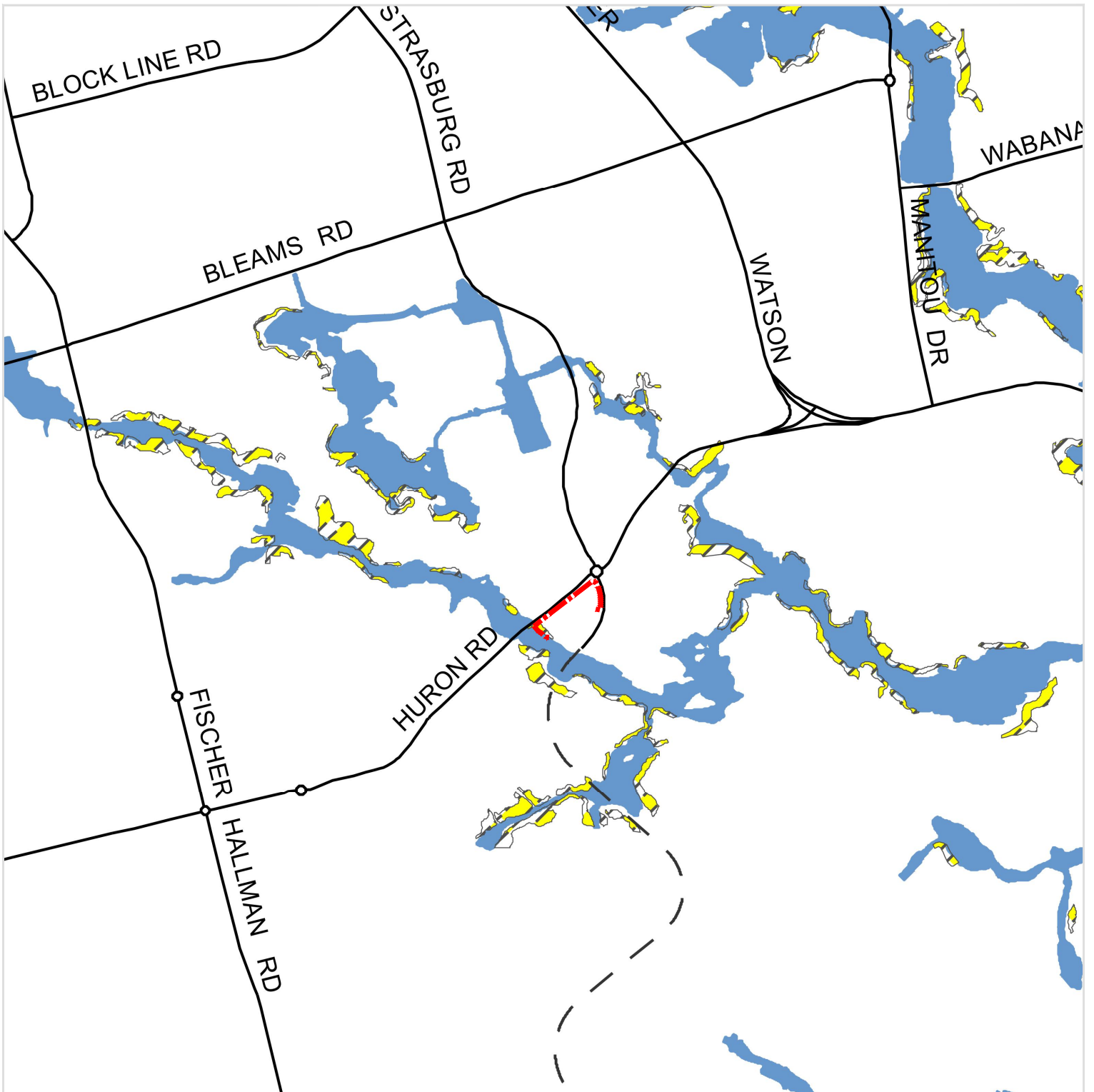


Figure 10
**City of Kitchener
 Official Plan:
 Map 7 - Natural
 Hazards**

Huron Rd & Strasburg Rd
 City of Kitchener
 Region of Waterloo

LEGEND

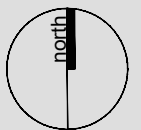
- Subject Lands
- Flood Plain Policy Area**
- One Zone Flood Plain Policy Area
- Two Zone Flood Plain Policy Area
- Slope Erosion Hazard**
-

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A Sustainability Statement has been prepared in accordance with the Complete Application Requirements Policies in Section 17.E.10 of the City's Official Plan, demonstrating that the proposal meets the sustainable development policies of the Plan and that sustainable development design standards are achieved. The Sustainability Statement is included as **Appendix E** of this report.

4.4.5 Integrated Transportation Systems

Section 13 of the Official Plan contains policies related to the City's transportation systems. The integrated transportation system is illustrated on Map 11 of the Official Plan (**Figure 11** of this report). This includes policies related to active transportation, public transit, transit oriented development, the street system itself and parking. These policies recognize the relationship between transportation and land use. It is an objective in the Official Plan to promote land use planning and development that is integrated and conducive to the efficient and effective operation of public transit, and encourages increased ridership of the public transit system.

In terms of active transportation, the policies encourage a mix of land uses to ensure that residents' access to basic community infrastructure, amenities and services does not depend on car ownership or public transit use (13.C.1.6). The subject lands are well served by existing and future active transit corridors. This includes the existing multi-use pathway along the Huron and Strasburg frontages, and the identification of Huron Road as a future cycling route.

Multi-Use pathways, including the multi-use pathway along Huron Road are considered a four-season transportation corridor under section 13.C.2.2 of the Official Plan. The proposed development will include direct pedestrian connections to the multi-use pathway. Indoor secure and outdoor short term bicycle parking will be provided in support of cycling as an alternative mode of transportation.

The public transit policies confirm that the City will locate lands designated for high rise residential, office, retail, community services, institutional and other high transit trip generators in close proximity to existing and planned transit services (13.C.3.6). This policy has been implemented through the identification of a Community Node at the intersection of Huron and Strasburg Road, within which the subject lands are located.

The proposed development conforms to the City's general Integrated Transportation Policies and will promote active transportation and public transit use.

4.4.6 Servicing and Utilities

Servicing policies are contained within Section 14 of the Official Plan. Consistent with Provincial and Regional Plans the policies prioritize development on full municipal services. The policies also promote cost-effective development patterns and standards to assist in minimizing servicing costs. Priority is given to development and intensification of lands that are presently serviced by municipal services, or to those areas that can most easily be serviced at minimal expense (14.C.1.10).

A Functional Servicing Report has been prepared to confirm how the proposed development will be serviced using existing municipal services. This report is summarized within Section 7.0 of this report.

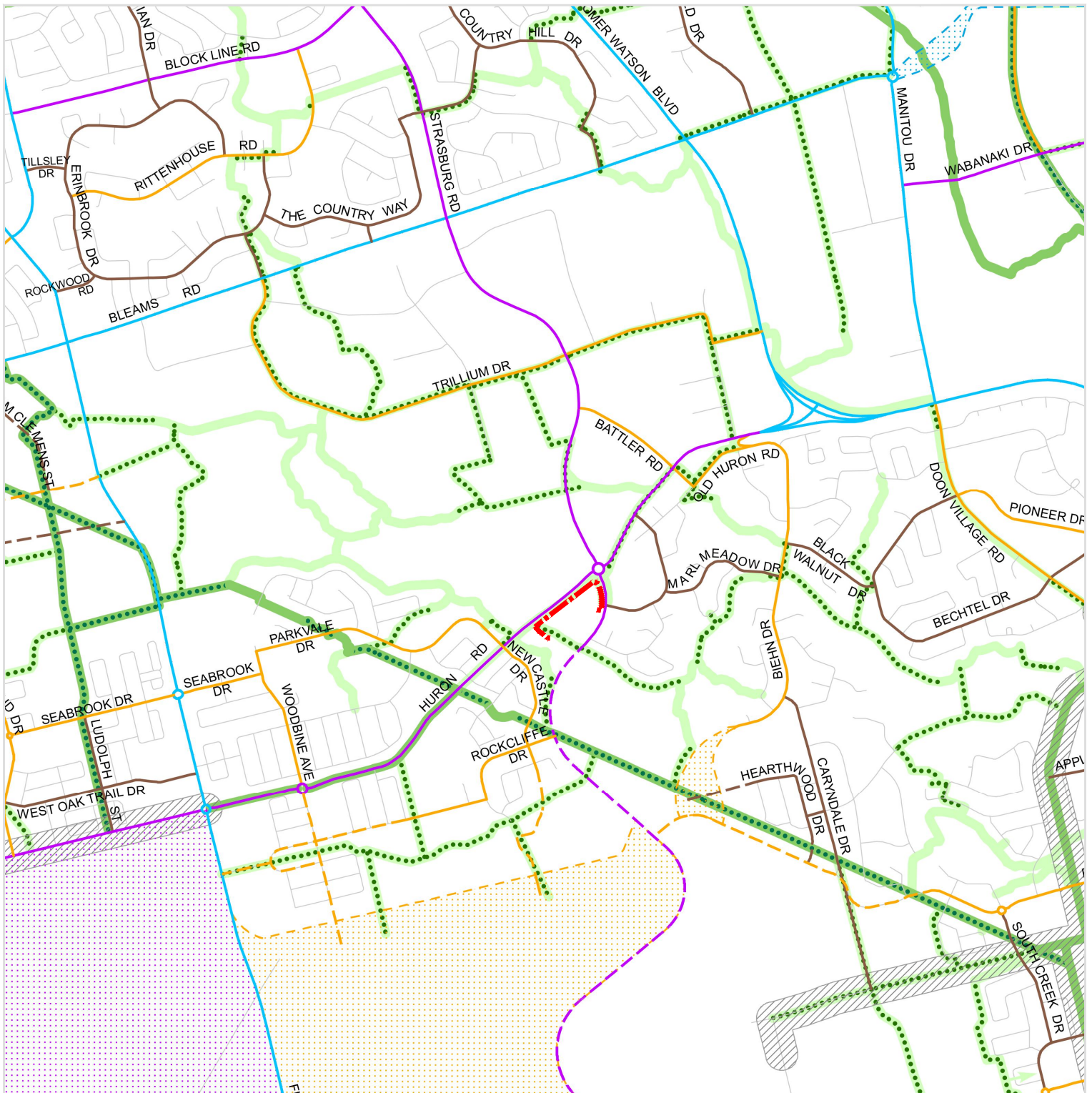





















Figure 11
City of Kitchener
Official Plan:
Map 11 - Integrated
Transportation
System

Huron Rd & Strasburg Rd
 City of Kitchener
 Region of Waterloo

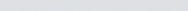
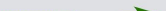
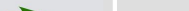
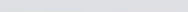
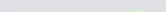
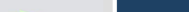
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 Subject Lands

Street Network
 Provincial Highway
 Regional Road
 City Arterial Street
 Major Community Collector Street
 Minor Neighbourhood Collector Street
 Local Street
 Heritage Corridor

Existing	Planned	Proposed Corridor
		
		
		
		
		
		
		

Multi-Use Pathway and On Road Connection Network
 Primary Multi-Use Pathway/Connection (Type 1)
 Secondary Multi-Use Pathway/Connection (Type 2)

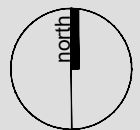
		
		

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4.4.7 Urban Design

Urban Design policies are contained within Section 11 of the Official Plan. The City's overall Urban Design Objectives are intended to support and achieve a high standard of urban design in order to help create a complete and healthy community; to create visually distinctive and identifiable places, structures and spaces that contribute to a strong sense of place and community pride, a distinct character and community focal points; to minimize and mitigate potential adverse impacts of development and infrastructure works on surrounding land uses, the built and natural environments, the integrated transportation system and infrastructure through careful design considerations and solutions; and to create a safe, secure and walkable community dedicated to pedestrian activity.

An Urban Design Brief has been prepared in support of the proposed development concept. The Design Brief demonstrates how the proposed development has considered the Urban Design Policies of the Official Plan, as well as the more detailed urban design guidelines contained within the City's Urban Design Manual. Detailed design, including building elevations and materials, landscape design and lighting design will continue to evolve through the more detailed sit plan process.

4.4.8 Land Use

Land Use Designations are identified on Map 3 of the Official Plan (refer back to Figure 8 of this report). As previously noted, there are three designations that apply to the subject lands: Natural Heritage Conservation; Commercial and Mixed Use. Map 5 (**Figure 12** of this report) also identifies the subject lands as being within Specific Policy Area 40. The proposed Official Plan Amendment relates only to the 'Mixed Use' portion of the subject lands and, specifically proposes an amendment to the Specific Policy text found in Section 15.D.12.40 of the Official Plan.

Mixed Use Policies

Mixed Use policies are contained within Section 15.D.4 of the Official Plan. According to the preamble, the Mixed Use designation is intended to be flexible and responsive to land use pattern changes and demands and permit a broad range of uses at different scales and intensities depending on the lands' geographic location and identification at the urban structure level. As such, an appropriate and compatible mix and range of commercial, retail, institutional and residential uses, at different scales and intensities will be encouraged and supported within lands designated Mixed Use depending on their location within the City's Urban Structure. The implementing zoning will be applied to allow for and promote a compatible mix of uses within the same building or on the same site.

According to the Official Plan, lands designated Mixed Use have the capacity to accommodate additional density and intensification of uses. The permitted scale and intensity of uses and development may be dependent upon the Urban Structure Component the site is within and the context of the site. Development and redevelopment of properties will be encouraged to achieve a high standard of urban design, be compatible with surrounding areas, and be transit-supportive and cycling and pedestrian-friendly. In our opinion the proposed development achieves these objectives.

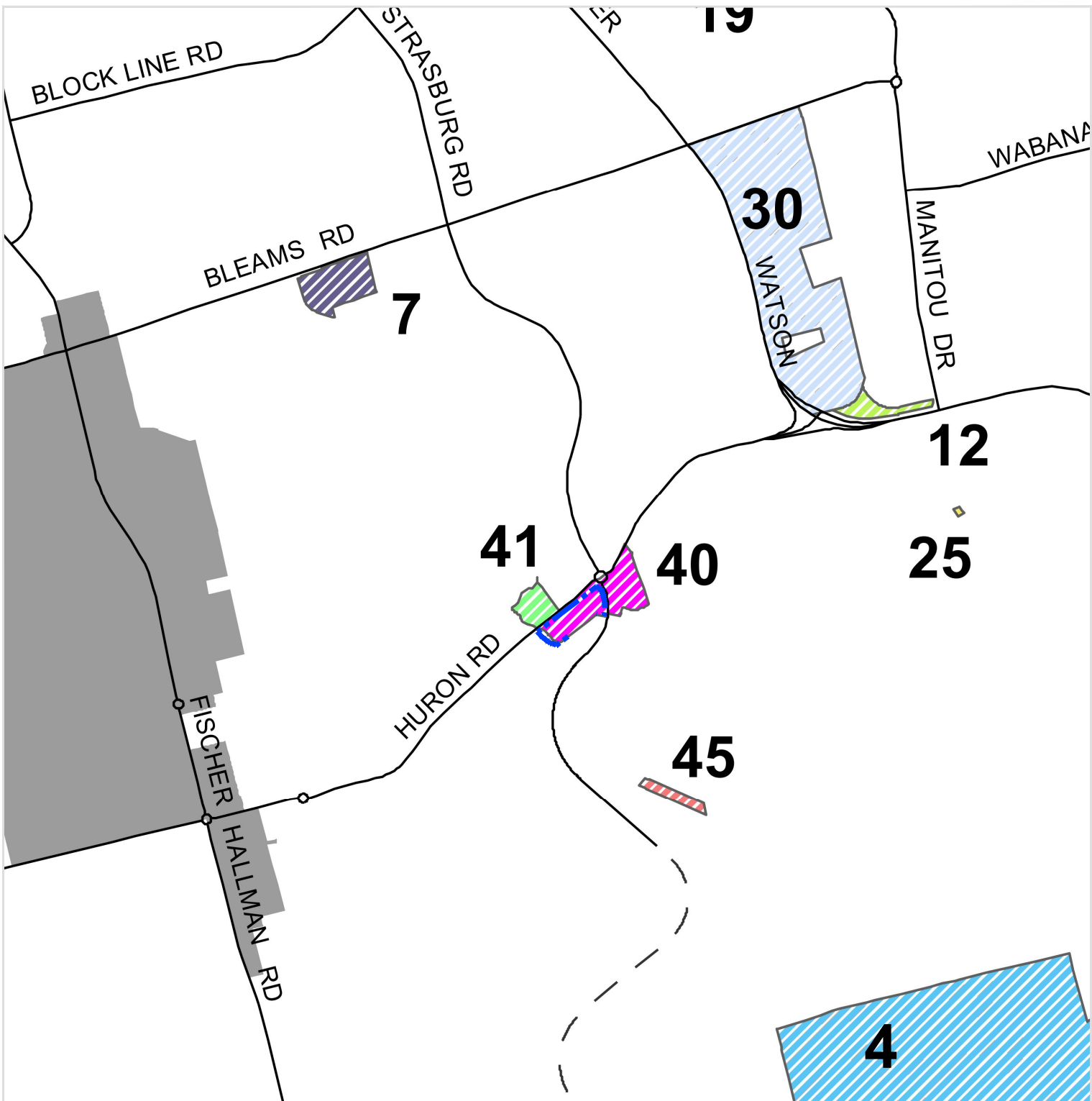












Figure 12
City of Kitchener
Official Plan:
Map 5 - Specific
Policy Areas

Huron Rd & Strasburg Rd
 City of Kitchener
 Region of Waterloo

LEGEND

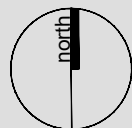
-  Subject Lands
-  4. Doon South
-  7. Steckle Heritage Homestead
-  12. 535 Manitou Dr
-  25. 689 Doon Village Rd
-  30. 1011 and 1111 Homer Watson Blvd
-  40. SE and SW Corners Huro Rd/Strasburg Rd
-  41. Huron Rd
-  45. Hydro Corridor in the Brigadoon subdiv.
-  Refer to Urban Growth Centre and Secondary Plans for details

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The subject lands are unique in that the majority of the Huron Road frontage is designated 'Commercial', with site specific policies and zoning that does not permit residential development given the industrial use to the north. To ensure that the lands could intensify with residential uses and commercial uses, the portion of the subject lands outside of the 70 metre separation distance was designated Mixed Use. As such, it was intended that for the subject lands, the mix of land uses would occur across the site as a whole, as opposed to within each individual building.

The 'Mixed Use' designation permits medium and high density residential uses. Three apartment buildings containing residential units are proposed within this designation. A free standing commercial building is also proposed within the Mixed Use designation, oriented towards Strasburg Road. The majority of the residential units have been sited to minimize noise impacts from traffic along Huron and Strasburg Roads. As noted previously, the commercial buildings are oriented around the perimeter of the site to act as buffers for noise and to allow for a step down in building height.

Section 15.D.4.17 of the Official Plan establishes minimum and maximum Floor Space Ratio (FSR) requirements for all new residential or mixed use building development within lands designated Mixed Use. For lands within a Community Node, the Official Plan establishes a minimum FSR of 0.6 and a maximum FSR of 2.0 (15.D.4.17 b). Notwithstanding Policy 15.D.4.17, there is a further policy in the Official Plan (15.D.4.19) which reads:

"Notwithstanding Policy 15.D.4.17 b), a minimum Floor Space Ratio of 1.0 and a maximum Floor Space Ratio of up to 4.0 will apply to individual properties where higher density development or redevelopment is desirable and appropriate. The following criteria will be considered as the basis for the implementing zoning:

- a) the property abuts or has direct access to an arterial or collector road;*
- b) the property is adequately buffered from lands designated Low Rise Residential; and,*
- c) there is adequate existing or planned infrastructure."*

In our opinion the property meets the criteria that would establish an increased FSR permission up to a maximum of 4.0 without an amendment to the Official Plan. The subject lands abut and have direct access to two arterial roads (Huron Road and Strasburg Road). The subject lands are also adequately buffered from lands designated Low Rise Residential as illustrated on Figure 8 of this report. The closest Low Rise Residential lands are located on the east side of Strasburg Road, south of the subject lands. These lands are separated from the subject lands by Strasburg Road, as well as additional setbacks on the subject lands. The closest proposed residential building is setback more than 36 metres from Strasburg Road. The subject lands also have access to existing infrastructure including municipal services and transit service.

Section 15.D.4.22 confirms that generally buildings will not exceed 10 storeys within a Community Node. Notwithstanding, Section 15.D.4.23 of the Official Plan makes provision for increased building height of up to 50 percent of the permitted building height, which for the subject lands would be 15 storeys, without an amendment to the OP, provided the building is a mixed use building.

As such, under the current regulations, the Mixed Use portion of the subject lands could be developed with a maximum FSR of 4.0 and a maximum building height of 15 storeys (provided a

mixed-use building is provided). This would allow a 15 storey building along the Strasburg Road frontage in much closer proximity to low-rise residential uses. Instead, the Mixed Use portion of the subject lands is proposed to be developed with three free-standing residential buildings located and oriented to minimize impacts on the low rise residential uses in the area. A maximum height of 17 storeys is proposed, and the tallest building is located central to the site where it will be furthest from existing residential development. Commercial uses are proposed along the majority of the Huron and Strasburg Road frontages. The maximum FSR will be less than the 4.0 contemplated in the Official Plan. The site in its totality will provide a mix of uses and the orientation of commercial buildings along the street frontages will facilitate an active street edge.

An Official Plan Amendment is required to allow for a maximum height of 17 storeys, whereas the existing Official Plan permits a maximum of building height of 15 storeys, and only where a mixed use building is provided. It is proposed that the text associated with the existing specific policy area identified on Map 5 of the Official Plan (Figure 12 of this report) be amended to add an additional provision for a maximum height of 17 storeys. No changes are required to the Official Plan mapping. The amendment is proposed to the text of the existing specific policy area found under section 15.D.12.40. In our opinion the proposed increase in height is appropriate and the proposed development is compatible with surrounding uses. Shadow studies and a preliminary wind study have been prepared and demonstrate that there will be no adverse impact to surrounding residential areas. These studies are summarized in the Urban Design Brief included in support of the OPA and ZBA applications.

Commercial Policies

Commercial policies are contained within Section 15.D.5 of the Official Plan. Lands designated for commercial use are intended to provide for a range of retail and service commercial uses that cater primarily to the weekly and daily needs of residents within the surrounding neighbourhoods. Permitted uses include, but are not limited to, restaurants, office, personal services, drive-through facilities, health offices, and retail.

While the Official Plan contemplates residential uses above ground floor commercial for Commercial lands within a Community Node, the existing site specific policy does not permit residential development given the proximity of the commercial designation to existing industrial uses. Notwithstanding, the site as a whole will be developed as a mixed-use development that contains both free standing commercial and free standing residential uses.

Development of the commercial designation is conceptually shown on the site plan concept attached as Appendix B to this report. It is noted that this concept will continue to be refined through a future site plan process. No amendments are proposed to the Commercial designation that applies to the subject lands.

Natural Heritage Conservation Policies

As previously noted, no development is proposed within the portion of the site that is designated Natural Heritage Conservation. An EIS has been prepared to analyze potential impacts of the proposed development on adjacent natural features. The EIS concluded that the proposed development will result in no adverse impacts to features and functions of natural areas on adjacent

lands, with implementation of recommended retention, protection and mitigation measures discussed herein.

No amendments are required to the portion of the site that is designated Natural Heritage Conservation designation.

4.4.9 Kitchener Official Plan Summary

The proposed development conforms to the intent City of Kitchener Official Plan. The proposed development:

- Will contribute to the Greenfield density target of 55 persons and jobs combined per hectare through the development of vacant land with residential and commercial uses.
- Will help to achieve the City's Growth Management objectives by providing a compact urban development that promotes a mix of uses and public transit usage.
- Contributes to a broader range and mix of dwelling types to accommodate the various needs of Kitchener residents.
- Is well located with respect to nearby commercial and public service uses, existing transit and arterial roads.
- Encourages active transportation through the provision of sidewalks connecting to the multi-use pathways located along Huron and Strasburg Road.
- Supports the existing transit network; future residents will have convenient access to a range of transportation options including public transit.
- Protects, enhances and restores the natural heritage features on and adjacent to the subject lands; and
- Can be fully serviced through municipal infrastructure.

The proposed development conforms to the broader policy framework of the Kitchener Official Plan.

4.5 Zoning By-law Analysis

The proposed Zoning By-law Amendment will implement the proposed development concept by amending the existing Site Specific regulation (120) that applies to the MIX-3 portion of the subject lands. No changes are proposed to the COM-2 or NHC-1 areas of the property.

Site Specific Provision (120) is proposed to be amended to add new sections d) and e) as follows:

- d) The maximum building height shall be 17 storeys and 53 metres and the maximum FSR shall be 3.0.*
- e) No minimum Ground Floor Street Line Façade Width as a Percentage of the Width of the Abutting Street Line shall apply.*

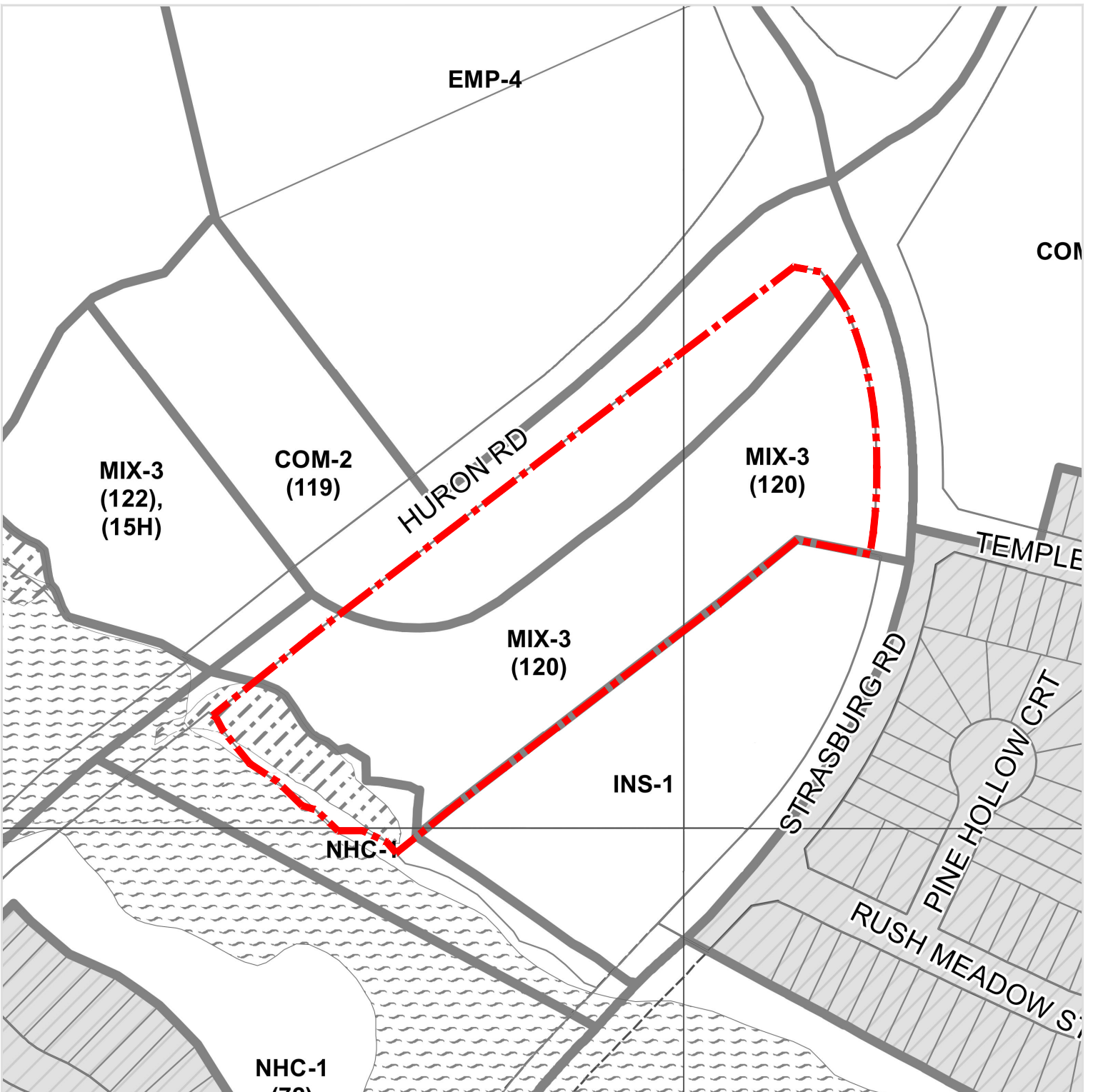






Figure 13
City of Kitchener
Zoning By-law
2019-051

Huron Rd & Strasburg Rd
 City of Kitchener
 Region of Waterloo

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-  Subject Lands
-  Flooding Hazard
-  Slope Erosion Hazard
-  Lands not Subject to this Zoning By-law
- (88) Site Specific Provision Number

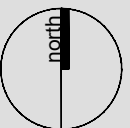
- MIX-3 Mixed Use Three
- COM-2 General Commercial
- INS-1 Neighbourhood Institutional
- NHC-1 Natural Heritage Conservation
- EMP-4 Service Business Park Employment

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The current zoning permits a maximum height of 10 storeys and 32 metres. The Official Plan contemplates a maximum height of 15 storeys when a mixed-use building is proposed. The proposed development includes three residential buildings ranging from 13 to 17 storeys in height. Uses are mixed within the site as opposed to being mixed within individual buildings. The residential buildings have been located and oriented to minimize impact on existing residential uses in the area and to minimize noise impacts from surrounding roads. Given the subject lands location within a Priority Intensification (Community Node) and along an existing transit route and given the physical separation of the subject lands from low-rise residential uses, the proposed increase in height is, in our opinion, appropriate in this location.

The Official Plan permits a maximum FSR of 4.0 within the Mixed Use portion of the subject lands. The site specific zoning amendment seeks a maximum FSR of 3.0, which is below the maximum density contemplated in the OP. While the development proposal currently shows an FSR of 2.6, an FSR of 3.0 is requested to provide flexibility in detailed design. In our opinion, the increased density is appropriate given the subject lands satisfy the locational criteria within the OP that is used to justify increased density.

Given the split designation of the site it is challenging to conform to the Minimum Ground Floor Street Façade Width regulation. Relief is requested from this regulation in order to implement the proposed development concept. The overall design seeks to maximize building frontages along the public streets, meeting the intent of the zoning regulation.

In addition, existing provision c) is proposed to be amended to reference Regulation 8.1(2) as not applying, as opposed to 8.2(1). This is a housekeeping amendment in order to correct an error in how the Site Specific provision was worded. Regulation 8.2(1) relates to existing buildings and therefore would not apply to the site which is currently vacant. Regulation 8.1(1) does not allow multiple residential buildings along the street line, it was intended that this regulation would not apply to the subject lands, such that within the MIX-3 zone a multiple residential building could be constructed with frontage along Huron Road.

The proposed Zoning By-law Amendment is included as Appendix D of this report. Based on the foregoing, the proposed site specific zoning regulations are considered to be appropriate to implement the proposed development.

5.0 REVIEW OF TECHNICAL REPORTS

5.1 Environmental Impact Study

An Environmental Impact Study was undertaken in support of the proposed development. The report concluded that the proposed development can be undertaken while protecting environmental features and their functions. The report further concluded that the recommended development setbacks ensure there will be no intrusion into the Strasburg Creek valley (and designed areas therein), and that this area will be retained in full and its ecological functions will be protected with setbacks, buffer enhancement, permanent fencing, temporary and permanent wildlife exclusion fencing, 'sensitive area' signage, provision of a stewardship brochure to homeowners and/or building managers.

With respect to water balance, the report concluded that the proposed SWM strategy will maintain hydrological (surface water) and hydrogeological (groundwater) inputs to Strasburg Creek and its associated wetland systems and provide enhanced surface water quality relative to the current uncontrolled condition – pending verification / refinement of recommendations at detailed design.

With implementation of recommended mitigation measures, the report found that the proposed development complies with the ESA and no impacts to SAR / SAR habitat are anticipated. Similarly, potential impacts to Candidate and Confirmed Significant Wildlife Habitat in areas adjacent to the development envelope will be mitigated with the proposed protection, mitigation and enhancement measures recommended within the EIS report. It is anticipated that conditions will be incorporated into a future Site Plan Application in order to implement the recommendations of the EIS report.

5.2 Transportation Impact Study

Paradigm Transportation Solutions Limited completed a Transportation Impact Study for the proposed development. Based on the investigations carried out, Paradigm recommended that the development be approved with no requirement for off-site transportation improvements. This recommendation took into consideration that left-turn lanes on Huron Road and Strasburg Road are already in place at the two site driveways. No extensions to the storage lengths are required. It was concluded that 2026 Total Traffic (which includes existing traffic conditions, development trip generation and background traffic) would see the study area intersections continue to operate with acceptable levels of service.

5.3 Functional Servicing Report

WalterFedy completed a Functional Servicing Report in support of the proposed development. The purpose of this report was to outline how the subject lands can be developed with adequate municipal services. The following describes the servicing strategy proposed for the subject lands, based on the findings of the FSR:

- A 200-mm-diameter sanitary service at 1% to Huron Road can support the commercial portions of the proposed development. The existing 200-mm-diameter sanitary service at 2.8% can support the residential portion of the proposed development.
- The existing 200-mm-diameter water service from Huron Road will provide domestic and fire water for the development. A fire hydrant flow test will be completed during detailed design to confirm adequate capacity is available in the municipal system.
- Stormwater quality, erosion control, and quantity control for the site is accommodated in the downstream SWM pond. The imperviousness of the site is designed below the 85% requirement accounted for in the subdivision SWM report; therefore, no additional site controls are required.
- Post-development groundwater recharge volumes will exceed the pre-developed recharge through the implementation of a 172 m³ roof runoff infiltration gallery to mitigate the impacts of the proposed impervious surfaces.
- Major overland flow from the development is directed toward the existing SWM pond which was designed to provide thermal and erosion mitigation control prior to outflow to Strasburg Creek. As such, no further controls are required for the subject site.
- Additional investigation and study will be required at the time of Site Plan Approval to confirm the extent to which the City of Kitchener 12.5 mm on-site retention requirement can be met, and how much cash-in-lieu may be owed.
- Grading has been coordinated to ensure that accessibility is not compromised and existing grades along property lines are maintained.
- Perimeter silt fence, silt fence at the base of all stockpiles, silt sacs in storm structures, and a construction access mud mat would be required to provide erosion and sediment control.

5.4 Geotechnical Investigation and Slope Setback Assessment

Chung & Vander Doelen (CVD) completed a Geotechnical Investigation and Slope Setback Assessment for the subject lands. Following completion of the Slope Setback Assessment the development concept was refined to ensure that all buildings would be outside of the

recommended setback from the top of slope. The Geotechnical Investigation was completed to inform the detailed design of building footings and underground parking.

5.5 Hydrogeological Assessment

CVD also completed a hydrogeological assessment for the subject lands. The purpose of this assessment was to characterize the general hydrogeological setting at the property using available data and to support the various designs and investigations completed for the development proposal, in particular the architectural design (Martin Simmons Architects), the geotechnical investigation (CVD Engineering), the engineering stormwater management design (WalterFedy) and the environmental impact study (WSP Canada Inc). The report concluded the following:

- The original surficial geological material at the property prior to excavation (i.e., sandy silt Port Stanley Till) is estimated to have supported a modest amount of groundwater recharge.
- An enhanced recharge facility using clean roof-top water is recommended as part of the development proposal to match the pre-development groundwater recharge. The recommended location for the facility is along the western edge of the property, between the westernmost residential building and the top of slope of the Strasburg Creek. Water recharged at this location is expected to move relatively slowly (i.e., at a velocity of about 5 to 50 m/yr) through the moderately permeable fine sand-silt soils in a southwesterly direction and travel beneath the Creek valley soils at least 100 m (and likely more) before ultimately discharging to the Creek itself. The travel time and distance of this recharge water is expected to be similar to that which occurs during pre-development, and this will ensure a consistent amount of cooling of the recharged water prior to discharge to the Creek.
- It is recommended that the infiltration gallery recommended by WalterFedy be constructed to an elevation of about 320.75 mASL (i.e., about 1.5 or 5 feet below the fill layer found at BH9). The infiltration rate of fine sand / silt soil at this location is estimated to be in the 12 to 20 mm/hr (average of about 15 mm/hr), noting that this rate includes a 2.5 factor of safety consistent with the MOE/LID guidance.

5.6 Noise Impact Study

JJ Acoustic Engineering Ltd. prepared a Road Traffic and Stationary Noise Impact Study in support of the proposed development. The study includes an assessment of noise impacts from adjacent roads and industrial and commercial operation and recommended the following noise control measures for the proposed residential buildings:

- Building 1: Warning clauses and a requirement for air conditioning within the entire building. A minimum of STC 34 on all windows on the west façade.
- Building 2: Warning clauses and a requirement for air conditioning for the entire building.

- Building 3: Warning clauses and a requirement for air condition within the entire building. A minimum of STC 28 on all windows on the west façade.

Details regarding the proposed Warning clauses are included in the report. It is anticipated that these clauses will be carried forward into the future Site Plan Agreement.

5.7 Urban Design Brief

MHBC Planning was retained to prepare an Urban Design Brief in support of the proposed development. The purpose of the Urban Design Brief is to describe the locational context of the subject lands and related design considerations, confirm the overall vision and design principles and provide design recommendations. The Urban Design Brief summarizes the design intent, provides analysis and response to City design policies and guidelines and provides design direction with the overall objective of achieving a high standard of design.

The Urban Design Brief concludes that the proposed development is compatible with existing uses in the area; provides for an efficient use of land and existing infrastructure; and supports existing and proposed public transit and active transportation networks.

The proposed development addresses urban design policies contained within the City of Kitchener Official Plan and the City of Kitchener Urban Design Manual.

6.0 PUBLIC CONSULTATION STRATEGY

The Planning Act (specifically O. Reg 544/06, amended by O. Reg. 178/16) requires that applicants submit a proposed strategy for consulting with the public with respect to an application as part of the 'complete' application requirements. This section summarizes the proposed Public Consultation Strategy.

We propose that the public consultation process for the proposed Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications follow the Planning Act statutory requirements. The following points of public consultation are proposed:

- A Statutory public meeting advertised by the City and heard by the Planning Committee.
- Direct written responses to comments raised through the public consultation process will be provided to City Staff for their review and consideration in the preparation of a City Staff Report.
- Preparation of a City Staff Report, with the Report to be available to the public in advance of City Council's consideration of the applications. It is understood that City Staff will post information on the City's website for public review. This will include the City Staff Report and may also include technical studies and reports prepared in support of the applications.
- A Planning Committee Meeting, combined with the Statutory public meeting, at which time the City Staff Report, all available information, and public input will be considered.
- A Council Meeting, at which time the City Staff Report, all available information, and public input will be considered in Council's final decision.

In addition to the above, we anticipate that the City will host an informal Neighbourhood Meeting. The Neighbourhood meeting would occur prior to the Statutory Public Meeting and can be held at any time following the circulation of the applications. The consultation strategy proposed will provide members of the public with opportunities to review understand and comment on the proposed applications. The consultation strategy will be coordinated with City Staff and additional opportunities for consultation will be considered and may be warranted based on the input received.

7.0 SUMMARY & CONCLUSIONS

The purpose of this Planning Justification Report is to evaluate the proposed Official Plan Amendment and Zoning By-law Amendment applications to facilitate the development of the subject lands in the context of existing land use policies and regulations, including the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Waterloo Official Plan, the City of Kitchener Official Plan and the City of Kitchener Zoning By-law. The analysis contained in this report demonstrates that the applications are in the public interest and represents good planning for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement, 2020, and conforms to the policy framework of the A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020;
- The proposed development conforms to the policies of the Region of Waterloo Official Policies Plan;
- The proposed development conforms to the broader policy framework of the City of Kitchener Official Plan;
- The proposed development will contribute to the minimum Greenfield Density target for the City of Kitchener of 55 residents and jobs per hectare and will contribute to the City's growth management objectives through the mixed-use development of the subject lands;
- The proposed development can be adequately serviced through connections to municipal infrastructure;
- The proposed development has been designed to integrate with the existing and emerging community and provides direct access to the existing transit and active transportation corridors;
- The proposed development implements the Community Node policies as contemplated through the Official Plan; and
- The proposed Official Plan Amendment and Zoning By-law Amendments will result in the appropriate protection of existing natural heritage features on the subject lands.

Based on these conclusions, it is our opinion that the Official Plan Amendment and Zoning By-law Amendment applications are appropriate and should be considered for approval.

Respectfully submitted,

MHBC



Andrea Sinclair, MUDS, MCIP, RPP
Partner

APPENDIX A

Record of Pre-Submission Consultation

Record of Consultation

Development Services Department - Planning



Project Address: Vacant Parcel Southwest Corner of Strasburg Road and Huron Road

Application Types: Official Plan Amendment/Zoning By-law Amendment

Date of Pre-Submission Consultation Meeting: March 30, 2021

Applicant: 2517293 Ontario Inc

Agent: Andrea Sinclair, Carol Wiebe, MHBC Planning

File Planner: Craig Dumart, craig.dumart@kitchener.ca , 519-741-2200 ext. 7073

Meeting Attendees: Andrea Sinclair, Carol Wiebe, George Georghiades, Craig Dumart, Michael Palmer, Shilling Yip, Trevor Jacobs, Steven Ryder, Barbara Steiner, Jenn Simmons.

CONFIDENTIAL DOCUMENT

The contents of this document are confidential and are not part of a Planning Act Application.

The purpose of the Pre-Submission Consultation is to review a proposed development and identify the need for, and scope of, the *other information and materials* required as part of a complete application under the Planning Act. The City will not accept an application for a Plan of Subdivision, a Plan of Vacant Land Condominium, an Official Plan Amendment, a Zoning By-law Amendment, a Consent and/or Site Plan for processing unless such development application is considered to be a complete application and in accordance with section 17.E.10.1 of the Official Plan

This Record of Pre-Submission Consultation only applies to the proposal as described and/or as provided for in the attached concept plan (unless otherwise approved by the Director of Planning or his/her delegate), and shall be valid for one year from the date of the Pre-Submission Consultation Meeting.

If you have any questions or concerns with this Record of Pre-Submission Consultation please contact the File Planner.

A City for Everyone

Working Together – Growing Thoughtfully - Building Community

PART 1 – DESCRIPTION OF DEVELOPMENT PROPOSAL

The applicant is proposing an Official Plan Amendment and Zoning By-law Amendment to the subject lands located at the southwest corner of Huron Road and Strasburg Road to increase the height and density on the subject property to allow a mixed use development with 530 residential units spread over three residential towers ranging in height from 10 storeys up to 15 storeys and proposed to develop 5 free-standing commercial buildings with a total of 2,407 square metres of gross floor area. One of the commercial buildings is located within the MIX-3 zone along the Strasburg Road frontage while the other four commercial buildings are in the COM-2 zone located along Huron Road. A total of 781 parking spaces are proposed with the majority being underground (568) and the remainder (213) located in the surface parking areas. An Official Plan Amendment and Zoning Bylaw Amendment are required to allow for an increase in height beyond the 10 storeys permitted and a Zoning Bylaw Amendment is required to allow for an increase in FSR beyond the 2.0 permitted. The increase in FSR only requires a ZBA as the site meets the criteria as set out in Policy 15.D.4.19 of the OP in regard to additional FSR. A ZBA is also required to reduce the Minimum Ground Floor Street Line Facade within the MIX-3 zone.

Concept Renderings and Site Layout



PART 2 – OVERALL COMMENT SUMMARY

Staff generally support the proposed Official Plan Amendment and Zoning By-law Amendment subject to further evaluation of the detailed supporting documents and community engagement. As further detailed in this record updated/scoped Environmental Impact Study and Environmental Implementation Reports should be done through collaborative consultation with the GRCA, Region and City. Particular attention should be given to establishing an appropriate Limit of Development and refined NHC-1 zone line.

PART 3 – OTHER INFORMATION AND MATERIALS

The following is a list of other information and materials that will be required for the subject development application to be considered complete. Please note that following the acceptance of an application as “complete” additional information and materials may be required as a result of the detailed review, due to changes to the proposal, or changes to policy.

Other Information and Materials: OPA/ZBA				
	#	To the Satisfaction of:	Notes:	AODA: (Y/N)
Standard Requirements				
Completed Application Form and Fee(s)	1	Planning		
Digital Plans				
PDF of all submission materials	1	Planning	Files may be provided through City’s ShareFile or consultant’s file sharing service.	
Other Required Plans and Studies				
Planning Justification Report	*	Planning Region Parks & Cemeteries	Include a sustainability statement.	Y
Urban Design Report	*	Planning	Terms of reference to be confirmed prior to preparing this report	Y
Wind Study	*	Planning		Y
Updated/Scoped Environmental Impact Study and Environmental Implementation Reports	*	Planning GRCA Region		Y
Traffic Impact Study	*	Transportation Services	Terms of reference to be confirmed prior to preparing this report	Y
Parking Justification Brief	*	Transportation Services	*Only required if seeking a parking reduction	Y
Functional Servicing Report	*	Engineering, Region GRCA		Y
Water Distribution Report	*	Engineering		Y
Storm Water Management Report	*	Region GRCA		Y
Road Traffic Noise Study	*	Region		Y

Stationary Noise Study	*	Region		Y
Salt Management Plan	*	Region		Y

*** unless otherwise noted, only digital plans and studies are required. However, please confirm with File Planner prior to submission to verify that submission standards have not changed.**

NOTE RE: Accessibility for Ontarians with Disabilities Act, 2005 (AODA)

In order to facilitate the City’s compliance with O. Reg. 191/11 *Integrated Accessibility Standards* under the *Accessibility for Ontarians with Disabilities Act, 2005*, S.O. 2005, c. 11., the Consultant/Contractor shall provide any final report and any other document identified by the Project Manager/City Representative as intended City/Client website content in an accessible format that complies with the World Wide Web Consortium Web Content Accessibility Guidelines 2.0 AA [other than success criteria 1.2.4. Captions (Live) and success criteria 1.2.5 Audio Descriptions (Pre-Recorded)]. However, this requirement shall not apply to drawings, photos, maps, site plans, or other documents that the Project Manager/City Representative agrees cannot practicably be converted to an accessible format. For detailed information about AODA requirements and to find training resources, visit <https://aoda.ca/>.

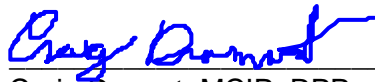
PART 4 – SIGNATURES

This Record of Pre-Submission Consultation only applies to the proposal as described and/or as provided for in the attached concept plan. This Record of Pre-Submission Consultation documents the required *other information and materials* that must be submitted in support of a complete Application made under the Planning Act.

If you have any concern with this Record of Pre-Submission Consultation please contact the File Planner immediately.

Please note that the feedback provided at this Pre-Submission Consultation Meeting does not constitute a detailed review of the development application(s). Following the acceptance of an application as “complete” additional information and materials may be required as a result of the detailed review, or changes to the proposal, City policies, the zoning by-law, or standard City conditions of development.

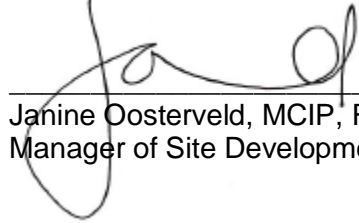
These minutes shall be considered valid until 3/30/2022



Craig Dumart, MCIP, RPP
Planner

April 6, 2021

Date



Janine Oosterveld, MCIP, RPP
Manager of Site Development & Customer Service

May 18, 2021

Date

PART 5 – DETAILED COMMENTS

Notice of this Pre-Submission Consultation Meeting was provided to City Staff and Commenting Agencies. Detailed comments are attached to this Record of Consultation as indicated below.

Commenting Authority	Circulated?	No Concern or Comment	Comments Attached
Kitchener Planning	Y		Y
Planning	Y		Y
Urban Design	Y		Y
Heritage	Y	Y	
Environment	Y		Y
Engineering Services	Y		Y
Building	Y	Y	
Fire	Y		Y
Transportation Services	Y		Y
Parks	Y		Y
Kitchener Utilities	Y	Y	
Economic Development	N		
Region of Waterloo	Y		Y
Grand River Conservation Authority	Y		Y
Canada Post	Y	Y	
KW Hydro	Y	Y	
Bell	Y	Y	
Rogers	Y	Y	
Hydro One	Y	Y	
Ministry of Transportation	N		
CN Rail	N		
CP Rail	N		
Goderich Exeter Rail	N		
Metrolinx/GO	N		
WRDSB	Y	Y	
WCDSB	Y	Y	

City of Kitchener
PRE-SUBMISSION CONSULTATION COMMENT FORM

Project Address: Vacant Parcel Southwest Corner of Strasburg Road and Huron Road

Date of Meeting: March 30, 2021

Application Type: ZBA & OPA

Comments Of: Planning (Development)

Commenter's Name: Craig Dumart

Email: craig.dumart@kitchener.ca

Phone: 519-741-2400 x 7073

Date of Comments: March 25, 2021

I plan to attend the meeting (questions/concerns/comments for discussion)

I do NOT plan to attend the meeting (no concerns)

1. Site Specific Comments & Issues:

Staff generally support the proposed Official Plan Amendment and Zoning By-law Amendment to increase the height and density on the subject property to allow a mixed use development with 530 residential units spread over three residential towers ranging in height from 10 storeys up to 15 storeys and five free standings commercial buildings with a total of 2,407 square metres of GFA.

An Official Plan Amendment and Zoning Bylaw Amendment are required for the Mixed Use zoned and Mixed Use designated portion of the lands to allow for an increase in height beyond the 10 storeys permitted by the Official Plan and a Zoning Bylaw Amendment is required to allow for an increase in FSR beyond the 2.0 permitted. Note, a special regulation may be required for how Floor Spatio Ratio is calculated to only count the portion of the buildings above grade.

The increase in FSR only requires a ZBA as the site meets the criteria as set out in Policy 15.D.4.19 of the Official Plan in regard to additional FSR. A ZBA is also required to reduce the Minimum Ground Floor Street Line Facade within the MIX-3 zone.

If mixed used buildings are proposed, then only a ZBA would only be required to allow for an increase in building height to 15 storeys as the site would meet the criteria as set out in policy 15.D.4.23 of the Official Plan.

Zoning

COM-2 (119), MIX-3 (120) in Zoning By-law 2019-051

Official Plan

Urban Structure:

The subject lands are located within a Community Node (Map 2)

The planned function of Community Nodes is to provide for commercial uses with a mix of residential and institutional uses necessary to support and complete surrounding residential communities. Community Nodes primarily serve an inter-neighbourhood market and are intended to intensify, be transit-supportive and cycling and pedestrian-friendly. (3.C.2.31.)

Within an area identified as a Community Node on Map 2 the applicable land use designations may include Commercial, Mixed Use, Institutional, Open Space, Medium Rise Residential and High Rise Residential as shown on Map 3 and detailed in Sections 15.D.3, 15.D.4, 15.D.5, 15.D.7 and 15.D.10 depending on the context and the range of uses deemed appropriate for achieving the planned function of that Community Node. Where the Community Node is located at the intersection of existing or planned transit corridors as identified on Map 2, the predominant land use designation on lands abutting the intersection of the transit corridors will be Mixed Use. (3.C.2.32.)

Land use Designation:

The subject lands are split designated Commercial along Huron Road, and Designated Mixed Use (Map 3) along the rear of the property as well as the portion of the property that has frontage along Strasburg Road.

The Mixed Use land use designation is intended to be flexible and responsive to land use pattern changes and demands and permit a broad range of uses at different scales and intensities depending on the lands' geographic location and identification at the urban structure level. As such, an appropriate and compatible mix and range of commercial, retail, institutional and residential uses, at different scales and intensities will be encouraged and supported within lands designated Mixed Use depending on their location within the City's Urban Structure. The implementing zoning will be applied to allow for and promote a compatible mix of uses within the same building or on the same site. A mix of uses within the same building is preferred. The implementing zoning will also recognize and facilitate those lands which are intended and expected to evolve over time to achieve an optimum built form and mix of uses.

A minimum Floor Space Ratio of 1.0 and a maximum Floor Space Ratio of up to 4.0 will apply to individual properties where higher density development or redevelopment is desirable and appropriate. The following criteria will be considered as the basis for the implementing zoning:

- a) the property abuts or has direct access to an arterial or collector road;
- b) the property is adequately buffered from lands designated Low Rise Residential; and,
- c) there is adequate existing or planned infrastructure. (15.D.4.19.)

The City may consider increases to the permitted building height of up to 50 percent of the permitted building height where a development or redevelopment provides a mixed use building containing residential units. It must be demonstrated that a pedestrian scale base, appropriate massing along the streetscape and compatibility with adjacent lands is achieved and that all the applicable policies within this Plan are satisfied. (15.D.4.23)

The City may impose minimum façade and building height regulations in the Zoning By-law. (15.D.4.23)

Specific Policy Area 40.

The subject lands are located within Specific Policy Area 40 (Map 5)

15.D.12.40 Southeasterly and southwesterly corners of Huron Road and Strasburg Road - Notwithstanding the Commercial and Mixed-Use land use designations and policies on the lands located at the southeasterly and southwesterly corners of Huron Road and Strasburg Road:

a) dwelling units will not be permitted on the lands designated Commercial at the southwesterly corner of Huron Road and Strasburg Road, notwithstanding these lands may be used for parking and access to uses permitted on the Mixed Use designated portion of the site;

b) dwelling units will be permitted on the lands designated Commercial at the southeasterly corner of the Huron Road and Strasburg Road provided that they are located in the same building as compatible commercial uses and are not located on the ground floor to a maximum Floor Space Ratio of 2.0;

c) for the lands designated Commercial, at the southeasterly and southwesterly corners of Huron Road and Strasburg Road, the full range of retail and commercial uses listed in Policy 15.D.5.16 and Policy 15.D.5.17 a), save and except retail commercial centres and major office, will be permitted; and

d) for the lands designated Mixed Use, the full range of uses listed in Policy 15.D.4.2 and Policy 15.D.4.3, will be permitted. Non-residential uses will be encouraged on the ground floor of any building within 25 metres of the Strasburg Road lot frontage, with provisions in the Zoning By-law to require the ground floor of any building, within such area, to have a minimum height of 4.5 metres.

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

As part of a complete application for Official Plan and Zoning By-law amendments:

- Planning Justification - The following should be addressed, along with other requirements:
 - Overview of proposal and vision
 - Compatibility with surrounding existing residential development including a neighbourhood character analysis
 - Availability of services and infrastructure
 - Sustainability Statement
 - Provincial Policy Statement

- Growth Plan for the Greater Golden Horseshoe
- Region of Waterloo Official Plan

3. Policies, Standards and Resources:

[City of Kitchener Zoning By-law 2019-051.](#)

[City of Kitchener Official Plan.](#)

4. Anticipated Fees:

Please see [Official Plan](#) and [Zoning By-law Amendment](#) application forms and fees:

**City of Kitchener
PRE-SUBMISSION CONSULTATION COMMENTS**

Project Address: Strasburg Road & Huron Road (OPA/ZBA)

Date of Meeting: March 30, 2021

Application Type: OPA/ZBA – Residential and Commercial

Comments Of: Urban Design

Commenter's Name: Michael Palmer

Email: Michael.palmer@kitchener.ca

Phone: 519-741-2200 ext 7326

Date of Comments: March 26, 2021

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

1. Site Specific Comments & Issues:

Provide further detail on how the proposed development complies with the tall building guidelines and low rise commercial guidelines.

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

Urban Design Brief

An Urban Design Brief is required as part of a complete application. The report should address how the site achieves the objectives detailed in the City's Official Plan as well as the design direction and standards outlined in the City's Urban Design Manual. Confirm the terms of reference prior to preparing this report.

Specifically, this Brief should include:

- A contextual analysis including:
 - Architectural style and building features such as cornices, gable heights, porch elevations and roof pitches;
 - Sizes, shapes, styles, placement and number of doors, stoops and windows facing the street;
 - Building materials;

- The nature and location of mature trees.
- A discussion and assessment of compatibility and contextual fit of the proposal. . Since this will be the only tall building within the community, explain how this built form will enhance and benefit the overall community.
- Provide a thorough analysis of how the project meets the [Tall Building Guidelines](#), [Green Areas](#), [Structured Parking](#), [Low Rise Commercial](#) and [City Wide](#) design guidelines.
- Functional considerations such as private and common amenity space, pedestrian connectivity, fire access, garbage and on street parking should be included
- Architectural Design Guidelines for buildings should be developed and include: building setbacks, building envelopes, preferred building materials and reflect the results of the contextual analysis. Preliminary building elevations and/or precedent images should be included.

The Brief will be required to include:

- A full Wind Study
- A complete Shadow Analysis
- A Tall Building Analysis
- A 3D massing model including preliminary building elevations and anticipated building materials
- A discussion and assessment of compatibility and contextual fit of the proposal into the existing and planned neighbourhood including a discussion of layout to mitigation for overlook/privacy, contribution to city skyline and impacts to views and sightlines;
- A discussion of the proposed massing, scale, design and character including distinction of the base/middle/top portions of the building, articulation, setbacks/projections and property setbacks;
- Assessment of functional considerations such as private and common amenity space, pedestrian connectivity, vehicle movement, fire access and garbage collection

4. Policies, Standards and Resources:

General information

Within the City's approved Official Plan there are numerous sections that are relevant including Part C, Section 11 Urban Design.

www.kitchener.ca/officialplan

A link to the City of Kitchener Urban Design Manual – UDM - is provided. Please be aware that over the next year this document will be updated to reflect Official Plan policies and new standards of best practice. www.kitchener.ca/udm

Part A of the Manual provides further urban design and built form objectives. **Part B** of the Manual contains Design Briefs which outline specific requirements related to geographic areas or land uses. **Part C** of the Manual contains City standards for many site development requirements, and these should be accurately reflected in the proposal: parking stall dimensions; aisle widths; sidewalk dimensions; planting rates; landscape plan details; dark-sky luminaire compliance and photometric details.

The following sections of the Urban Design Manual that must be referenced through the conceptual and detailed design of the site:

[Contents](#)
[City-Wide Design](#)
[New Neighbourhoods](#)
[Nodes & Corridors](#)
[Green Areas](#)
[Mid-Rise Buildings](#)
[Low Rise Commercial & Mixed Use](#)
[Structured Parking](#)

Detailed-design guidance for specific types of development, area or land use, including:

[Drive-through facilities](#)
[Tall Building Urban Design Guidelines](#)

5. Anticipated Fees:

N/A

City of Kitchener

PRE-SUBMISSION CONSULTATION COMMENT FORM

**Project Address: Vacant Parcel Southwest Corner of Strasburg Road/Huron Road
OPA/ZBA)**

Date of Meeting: 30 March 2021 (Staff Only 23 March 2021)

Application Type: ZBA & OPA

Comments of: City Environmental Planning:

Commenter's Name: Barbara Steiner

Email: Barbara.Steiner@kitchener.ca

Phone: 519-741-2200 X7293

Date of Comments: 25 Mar 2021

- I plan to attend the meeting (questions/concerns/comments for discussion)
- I do NOT plan to attend the meeting (concerns/requirements outlined below)
-

1. Site Specific Comments & Issues:

The subject property contains (at its south end), and is adjacent, to elements of the Kitchener Natural Heritage System, specifically:

- Strasburg Creek Provincially Significant Wetland Complex (Regional Core Environmental Feature, CEF)
- Locally Significant Strasburg Creek Valleyland, a coldwater stream and brook trout fishery

Guiding documents with respect to the natural heritage features and functions on or near the property are:

- [*Kitchener Natural Heritage System: Technical Background Report*](#). rev 2014. City of Kitchener.
- *Strasburg Creek Master Watershed Plan: Study Report*. 1991. Paragon Engineering Limited and Ecologistics Limited for the City of Kitchener.
- *Strasburg Creek Master Watershed Plan: Implementation Report*. 1996. Paragon Engineering Limited and Ecologistics Limited for the City of Kitchener.

In support of the consent(s) that created this lot (Consent B-2003-053) and 1880 Strasburg Road, Environmental Impact Studies (EISs) and Environmental Implementation Reports (EIRs,

required by the Subwatershed Plan) were completed, submitted and reviewed. **Further EIS / EIR work was / is required for any further development approvals (e.g. SPA) on this property. In addition, because an OPA / ZBA is being pursued, an updated / scoped EIS / EIR is required to be submitted as part of a complete application to the GRCA, Region and City.**

Scoping of the required EIS / EIR should be done through collaborative consultation with the GRCA, Region and City. The features, functions and guiding documents noted above should be addressed. Particular attention should be given to establishing an appropriate Limit of Development and refined NHC-1 zone line, as well as potential impacts to the significant features and functions that can cross this Limit of Development—i.e. most particularly the water management proposed for any development.

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

See Section 1 above.

3. Anticipated Requirements of full Site Plan Approval:

This is an OPA / ZBA. See above.

4. Policies, Standards and Resources:

See Section 1 above.

5. Anticipated Fees: None

City of Kitchener
Pre-submission Application Comment Form

Project Address: Vacant Parcel Southwest Corner of Strasburg Road & Huron Road
Date of Meeting: Tuesday, March 30, 2021 – 1:00 – 2:00 p.m. (staff only March 23rd)
Application Type: Official Plan and Zoning By-law Amendment

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

Commenter's Name: Carrie Musselman

Email: carrie.musselman@kitchener.ca

Phone: 519-741-2200 x 7068

Date of Comments: March 11, 2021

- I plan to attend the meeting (questions/concerns/comments for discussion)
 I do NOT plan to attend the meeting

1. Site Specific Comments & Issues:

I have reviewed the pre-submission application proposing an Official Plan and Zoning By-law Amendment to facilitate the development of a mixed use development with 530 residential units spread over three residential towers and five free standings commercial buildings with a mix of surface and underground parking, regarding Sustainability and Energy Conservation and provided the following:

- The City is committed to accommodating growth in a sustainable manner. Sustainable development promotes a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental conservation.
- The City is committed to the wise and efficient use of energy and the establishment of energy sources that will protect the interests of future generations of citizens, such as alternative energy systems and renewable energy systems.
- Energy consumption can be reduced through the development of an energy efficient urban form. Using less energy is beneficial for the environment as it reduces the demand on resources to create energy and the infrastructure required for its distribution.

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

- For an Official Plan and/or Zoning By law Amendment, it should be demonstrated, to the satisfaction of the City, how energy is being conserved or low energy generated. Such studies may include, but not limited to an Integrated Energy Master Plan, Energy Conservation Efficiency Study, a Feasibility Study for Renewable or Alternative Energy Systems, District Heating Feasibility Study, or the completion of a Sustainability Report.

3. Policies, Standards and Resources:

- Kitchener Official Plan Policy 7.C.4.4. Development applications will be required to demonstrate to the satisfaction of the City, through the completion of a Sustainability Report/Checklist in accordance with the Complete Application Requirements Policies in Section 17.E.10, that the proposal meets the sustainable development policies of the Plan and that sustainable development design standards are achieved.
- Kitchener Official Plan Policy 7.C.4.5. The City will encourage and support, where feasible and appropriate, alternative energy systems, renewable energy systems and district energy in accordance with Section 7.C.6 to accommodate current and projected needs of energy consumption.
- Kitchener Official Plan Policy 7.C.6.4. In areas of new development, the City will encourage orientation of streets and/or lot design/building design with optimum southerly exposures. Such orientation will optimize opportunities for active or passive solar space heating and water heating.
- Kitchener Official Plan Policy 7.C.6.8. Development applications will be required to demonstrate, to the satisfaction of the City, energy is being conserved or low energy generated. Such studies may include, but not limited to an Energy Conservation Efficiency Study, a Feasibility Study for Renewable or Alternative Energy Systems, District Heating Feasibility Study, and the completion of a Sustainability Report/Checklist in accordance with the Complete Application Requirements Policies in Section 17.E.10.
- Kitchener Official Plan Policy 7.C.6.27. The City will encourage developments to incorporate the necessary infrastructure for district energy in the detailed engineering designs where the potential for implementing district energy exists.

4. Advisory Comments:

- As per City of Kitchener Official Plan policy 7.C.6.9. Zoning regulations may be developed or considered to accommodate building orientation, landscaping, lot coverage and other design features in exchange for increased energy efficiency and enhancement of renewable energy resources.

5. Anticipated Fees:

N/A

City of Kitchener
Pre-submission Application Comment Form

Project Address: Huron Rd & Strasburg Rd – SW Corner

Date of Meeting: March 30, 2021

Application Type: ZBA / OPA

Comments Of: Development Engineering

Commenter's Name: Trevor Jacobs

Email: trevor.jacobs@kitchener.ca

Phone: 519-741-2200

Date of Comment:

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

1. Site Specific Comments & Issues:

- No specific concerns.

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

Official Plan and Zoning Bylaw Amendments:

- For the OPA/ZBA a Functional Servicing Report showing outlets to the municipal servicing system along with the storm and sanitary design sheets are required to the satisfaction of Engineering Services. The sanitary zoned and actual peak flow must also be submitted to run the sanitary capacity modeling. The City of Kitchener will use this information to determine if there are any downstream issues. If the capacity analysis determines that the pipes will need to be upgraded to support the development, then these upgrades will be rolled into the development costs. Further studies will be required at the time of development to determine the approximate amount of sanitary sewers that will need to be upgraded to accommodate the above developments.
- For the OPA/ZBA a Water Distribution Report is required to the satisfaction of Engineering Services in consultation with Kitchener Utilities and the Region of Waterloo.

City of Kitchener
PRE-SUBMISSION CONSULTATION COMMENT FORM

Project Address: Strasburg & Huron

Date of Meeting: March 30, 2021

Application Type: ZBA & OPA

Comments Of: Parks & Cemeteries

Commenter's Name: Ashley DeWitt

Email: Ashley.dewitt@kitchener.ca

Phone: 519-741-2600 x4182

Date of Comments: March 23, 2021

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

1. Site Specific Comments & Issues:

Parkland Dedication

- .1 Parkland dedication will be required as cash-in-lieu for a future Site Plan.

- .2 A parkland analysis is required as part of the Planning Justification Report. This analysis is to review the existing parkland in the surrounding neighbourhood indicating how it currently meets the existing needs of the neighbourhood, as outlined in the Parks Strategic Plan (2010). The analysis is then to indicate how the proposed development with increased density will impact the current neighbourhood parks.

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

A section in the Planning Justification report with to address parkland as noted above

3. Anticipated Requirements of future Site Plan Approval:

- .1 Payment of parkland dedication as cash-in-lieu,
- .2 Street Tree Management Plan.

4. Policies, Standards and Resources:

- Parkland Dedication Policy
- Chapter 690 of the current Property Maintenance By-law
- Development Manual
- Parks Strategic Plan

5. Anticipated Fees:

- .1 Due to the mixed-use proposal, final parkland dedication cash-in-lieu amount consists of calculating both Commercial and Residential values, consistent with Official Plan item 8.C.1.29.c. The total calculation reflects both the Residential and Commercial portion of the required dedication fee.

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

Project Address: SW corner of Strasburg Rd & Huron Rd

Date of Meeting: March 30, 2021

Application Type: ZBA & OPA

Comments Of: Transportation Services

Commenter's Name: Steve Ryder

Email: steven.ryder@kitchener.ca

Phone: (519) 741 2200 ext. 7152

Date of Comments: March 21, 2021

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

1. Site Specific Comments & Issues:

OPA/ZBA:

- A Traffic Impact Study (TIS) will be required for this application as the threshold for vehicular trips created by the site has been met.
 - The City of Kitchener follows the TIS guidelines that are set out by the Region of Waterloo and a link the guidelines document can be found below in Section 4 of the comments;
 - The TIS must be submitted as part of a complete Official Plan and Zoning By-law Amendment application;
 - The TIS must be completed under the supervision of a qualified, experienced and registered Professional Engineer in the Province of Ontario with specific training in traffic and transportation engineering and planning and several years of experience related to the preparation of traffic studies for existing or proposed developments;
 - The traffic consultant that will be preparing the TIS is to arrange a pre-study conference meeting with City of Kitchener staff prior to the commencement of the study;
 - Should a reduction in parking requirements be sought by the applicant, a Parking Justification Report will be required to be prepared and submitted as part of a complete Zoning By-law Amendment application;
-

- Any planning and urban design reports or the TIS should highlight what TDM measures are being proposed for implementation in this application.

Preliminary Site Plan Comments:

- Below are several high-level comments regarding the submitted concept plan. More detailed comments regarding the site plan will be provided at the next stage, which would be a pre-submission consultation for the site plan after the OPA/ZBA are settled as the design may change between now and then:
 - A separate Truck Turning Movement Plan (TTMP) will be required as a part of a complete application;
 - Must illustrate adequate truck circulation within the site;
 - All vehicles must be able to enter and exit the site in a forward motion;
 - Note all garbage and loading areas included within the site;
 - Include all design vehicle templates used on the plan;
 - This can be complete using software such as AutoTURN;
 - Site will require:
 - Class A and Class B bicycle spaces;
 - EV spaces;
 - Shower and change facilities for non-residential uses (depending on amount of Class A bicycle spaces required);
 - Ensure locations for secured Class A bicycle storage spaces are located in convenient and accessible spots throughout the site for all uses and buildings;
 - There should be design details included for each space in the plans;
 - There are minimum requirements set in the new zoning by-law;

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

- Traffic Impact Study (OPA/ZBA)
- Parking Justification Report (if needed) (OPA/ZBA)

3. Anticipated Requirements of full Site Plan Approval:

- N/A

4. Policies, Standards and Resources:

- <https://www.regionofwaterloo.ca/en/living-here/resources/Design-Standards/Transportation-Impact-Study-Guidelines.pdf>
- ZBL 2019-051 - Section 5 – Parking, Loading and Stacking

5. Anticipated Fees:

- None

**Kitchener Pre-Submission Consultation
March 30, 2021**

Official Plan / Zoning By-law Amendments

SW CORNER HURON & STRASBURG ROADS

The applicant is proposing an Official Plan Amendment and Zoning By-law Amendment to increase the height and density on the subject property to allow a mixed use development with 530 residential units spread over three residential towers ranging in height from 10 storeys up to 15 storeys. The application proposes to develop 5 free standings commercial buildings with a total of 2,407 sq.m. of GFA. One of the commercial buildings is located within the MIX-3 zone along the Strasburg Road frontage while the other four commercial buildings are in the COM-2 zone located along Huron Road. A total of 781 parking spaces are proposed with the majority being underground (568) and the remainder (213) located in the surface parking areas. An Official Plan Amendment and Zoning Bylaw Amendment are required to allow for an increase in height beyond the 10 storeys permitted and a Zoning Bylaw Amendment is required to allow for an increase in FSR beyond the 2.0 permitted. The increase in FSR only requires a ZBA as the site meets the criteria as set out in Policy 15.D.4.19 of the OP in regard to additional FSR. A ZBA is also required to reduce the Minimum Ground Floor Street Line Facade within the MIX-3 zone.

The Region has reviewed the proposal for the subject lands and offers the following comments for your consideration based on the information provided through the Pre-Submission request.

Planning Justification Report

A planning justification Report will be required.

Water Services

Please be advised the subject property is located in Kitchener Zone 4 with a static hydraulic grade line of 384 mASL. Any development with a finished road elevation below 327.9 mASL will require individual pressure reducing devices on each water service in accordance with Section B.2.4.7 of the Design Guidelines and Supplemental Specifications for Municipal Services for January 2020.

Source Water

The property is designated Wellhead Protection Sensitivity Area 4 on Map 6a of the Regional Official Plan (ROP). Hydrogeology & Source Water staff will a preliminary

Stormwater Management Report, Functional Servicing Report, and Salt Management Plan as part of complete applications.

Corridor Planning

ZBA Application Stage

Feasibility Road Traffic Noise Study

The proposed residential development will be impacted by environmental noise from traffic on the municipal streets i.e. Huron Road and Strasburg Road. A detailed environmental (transportation) noise study will be required to assess the impacts on the proposed noise sensitive development. Although, an environmental noise study would not be a Regional condition for a Site Plan application, it is strongly recommended that the proponent undertake a detailed Environmental Noise Study to assess the impacts of environmental noise well in advance of planning stage; and develop the site accordingly, to avoid any retrofit to the building(s)/unit(s) at a future application stage.

At the minimum, a feasibility noise study will be required to assess the environmental noise impacts and to ensure that the attenuation measure required for the proposed development can be achieved.

The noise consultant preparing the Environmental Noise Study must contact Region of Waterloo staff for transportation data including traffic forecasts and truck percentages for Regional roads. The application for Noise Assessment Application is available at: <https://rmow.permitcentral.ca/Permit/GroupApply?groupId=3>

Site Plan Application Stage

Transit Planning

The developer will be responsible for transit facilities for the proposed development which may potentially include addition of a new transit stop to serve the proposed development efficiently. The exact transit requirement will be determined at Site Plan application stage.

Condominium/Consent Application Stage

Detailed Road Traffic Noise Study

The requirement and implementation of a detailed road traffic noise study through a registered agreement with the Region will be a condition for any future Plan of Condominium/Consent application(s) as may be required for the proposed development.

Stationary Noise Study

A stationary noise study will be required. It must address both the impact of on-site and off-site noise sources on on-site and off-site sensitive noise receptors. Please be advised the study may be subject to peer review at the applicant's expense.

Environmental Planning

The subject lands include and directly abut Core Environmental Features including a Significant Woodland and the Strasburg Creek Provincially Significant Wetland (PSW) Complex. The lands fall within the study area of the Strasburg Creek Master Watershed Plan (Paragon, 1991).

In accordance with ROP policy 7.C.10, development or site alteration will only be permitted on lands contiguous to Core Environmental Features where the proposed development would not result in adverse environmental impacts on the features and ecological functions of the Core Environmental Features, as demonstrated through an Environmental Impact Statement (EIS) prepared in accordance with ROP policies 7.G.

Accordingly, an EIS should be required as part of a complete application. The EIS may be scoped, based on a Terms of Reference developed in consultation with the City, GRCA and Region. The fee for review of a scoped EIS is currently \$2,300.00, which is payable at the time a complete application is made, or the EIS is submitted, whichever occurs first. An EIS submitted in support of the proposed development must be prepared in accordance with the ROP policies and the Region's Greenlands Network Implementation Guideline (GNIG), and with a Terms of Reference satisfactory to the Region in consultation with the GRCA and the City of Kitchener.

Please contact Environmental Planning staff (Jane Gurney, jgurney@regionofwaterloo.ca, 519-575-4500 Ext. 3454) to obtain agreement on, or additional information about, a Terms of Reference for an EIS, or to arrange a site visit to review the delineation the Core Environmental Feature(s) on the property.

Archaeology

The subject property located at the south west corner of Strasburg Road and Huron Road has undergone a previous Archaeological Assessment in the late 1980s. While the Region will not be requesting any further requirements related to archaeology, the applicant should be made aware that a large registered archaeological site, of the historical settlement of New Aberdeen was located on the western portion of this property. Furthermore, the applicant should know:

- If archaeological resources are discovered during future development or site alteration of the subject property, the applicant will need to immediately cease alteration/development and contact the Ministry of Heritage, Sport, Tourism and Culture Industries. If it is determined that additional investigation and

reporting of the archaeological resources is needed, a licensed archaeologist will be required to conduct this field work in compliance with S. 48(a) of the Ontario Heritage Act; and/or,

- If human remains/or a grave site is discovered during development or site alteration of the subject property, the applicant will need to immediately cease alteration and must contact the proper authorities (police or coroner) and the Registrar at the Bereavement Authority of Ontario in Compliance with the Funeral, Burial and Cremation Services Act, 2002 S. 96 and associated Regulations.

Housing

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.

Policy 3.A.5 in the ROP applies to this site. It states:

“Where a development application proposing residential uses is submitted for a site containing two hectares or more of developable land, the Region and Area Municipalities will require, wherever appropriate, a minimum of 30 per cent of new residential units to be planned in forms other than single-detached and semi-detached units, such as town homes and multi-unit residential buildings.”

This policy applies to this 3.4 ha site. From the preliminary documents provided it appears that this policy has been satisfied.

Affordability

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	\$357,200
--	-----------

which do not exceed 30 percent of gross annual household income for low and moderate income households	
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	\$456,000

*Based on the most recent information available from the PPS Housing Tables (2019).

In order for an owned unit to be deemed affordable, the maximum affordable house price is \$357,200.

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 households	\$1,430
A unit for which the rent is at or below the average market rent (AMR) in the regional market area	Bachelor: \$810 1-Bedroom: \$1,045 2-Bedroom: \$1,231 3-Bedroom: \$1,300 4+ Bedroom: \$1,300

*Based on the most recent information available from the PPS Housing Tables (2019)

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.

Please do not hesitate to contact Judy Maan Miedema directly by email at JMaanMiedema@regionofwaterloo.ca should you have any questions or wish to discuss in more detail.

Planning Fees

Pursuant to By-law 21-02, the current Regional application fees are as follows (fees subject to change) -

- Official Plan Amendment - \$5,750.00 to be submitted as part of a complete application
- Zoning By-law Amendment - \$1,150.00 to be submitted as part of a complete application
- Scoped EIS Review- \$2,300.00
- Road traffic noise study review - \$500.00 payable at time of traffic forecast request
- Stationary noise study review – actual cost plus 10% administrative fee (plus HST)

Regional Development Charges

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

Summary

The Region will require the following as part of the complete applications

- Planning Justification Report
- Functional Servicing Report
- Storm Water Management Report
- Salt Management Plan
- Scoped EIS
- Road Traffic Noise Study
- Stationary Noise Study
- Required fees

Contacts

Community Planning

Shilling Yip, MCIP, RPP

Principal Planner

519-575-4496

syip@regionofwaterloo.ca

Corridor Planning

Joginder Bhatia, C.E.T.

Transportation Planner

519-575-4757 ext. 3867

jBhatia@regionofwaterloo.ca

Please note: Comments and requirements are based on the information provided by the applicant during the pre-submission process. Should new details and/or information become available through the application process, requirements are subject to change.

City of Kitchener
PRE-SUBMISSION CONSULTATION COMMENT FORM

Project Address: Vacant Parcel Southwest Corner of Strasburg Road and Huron Road

Date of Meeting: March 30, 2021

Application Type: ZBA & OPA

Comments Of: Grand River Conservation Authority

Commenter's Name: Jenn Simons

Email: jsimons@grandriver.ca

Phone: 519-621-2763 x2330

Date of Comments: March 19, 2021

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

1. Site Specific Comments & Issues:

Information currently available at our office indicates that the subject lands contain slope erosion hazards and is immediately adjacent to Strasburg Creek Provincially Significant Wetland Complex and floodplain associated with the watercourses located on the neighbouring property. A copy of our resource mapping is attached.

Due to the presence of the features identified above, the GRCA regulates a portion of the property under Ontario Regulation 150/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation). Any future development within the regulated area (as shown in yellow on the attached map) will require a permit from the GRCA pursuant to Ontario Regulation 150/06.

The Regulatory Flood Elevations (RFE) at the property (refer to attached map) are:

- **Cross Section 201330** = 316.72 m CGVD 28
- **Cross Section 201340** = 317.42 m CGVD 28

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

Based on our review of the preliminary Plan, the GRCA the proposed development is within the GRCA regulated area.

As part of a complete Planning Act Application, we would request the following:

- Site plan showing the proposed development area outside the floodplain and appropriately setback from the wetland and slope erosion hazard.
- Geodetic survey to delineate the floodplain and demonstrate that all development will be located outside the floodplain. Please see RFEs noted above.
 - *Note: Please be sure to indicate the vertical datum used for the survey (CGVD28 or CGVD2013)
- Stormwater Management Report and Plan including:
 - details of any outlets to the GRCA regulated features (slopes, wetland, floodplain).
 - site and feature based (wetland) water balance (pre and post development) including annual and monthly feature water balance assessments
 - if infiltration galleries are proposed, please provide measurements of the seasonally high groundwater table and the elevation of the bottom of the infiltration gallery to ensure that the proposed infiltration galleries will function throughout the year
- Hydrogeology Study
- Environmental Impact Study (EIS to address any potential impacts to the wetland and watercourse. A Terms of Reference should be submitted to our office for review.
- Geotechnical Study, including a slope stability assessment to confirm the stable top of slope and appropriate setback.
- Functional Servicing Plan

General Comments

1. The GRCA recommends that the top of stable slope and recommended setback be appropriately zoned to prevent future development impacts.
2. The Strasburg Creek Master Watershed Plan (Paragon, 1991) must be used as guiding documents for development and stormwater management parameters.

3. Anticipated Requirements of full Site Plan Approval:

In addition to the requirements identified in Section 2, the following would be required for full Site Plan Approval:

- Final SWM, servicing, grading plans
- Erosion and sediment control plan
- GRCA Permit application

4. Policies, Standards and Resources:

The above information must demonstrate that the proposed development conforms to applicable Provincial and Municipal policies and GRCA's Policies for the Administration of Ontario Regulation 150/06.

This development will require prior written approval from the GRCA in the form of a permit pursuant to Ontario Regulation 150/06.

5. Anticipated Fees:

In accordance with GRCA's 2021 Plan Review Fee Schedule, it is anticipated that the Official Plan/Zoning Bylaw Amendment would be considered "Major" and the applicable fee will be \$2,335. The applicant will be invoiced upon formal submission of an Official Plan/Zoning Bylaw Amendment application.

Please be advised that an additional fee will be required upon submission of a GRCA permit application.

APPENDIX B

Proposed Site Plan Package



PERSPECTIVE

SITE DATA

Site Area: 34,163.5 sq.m.
MIX-3 Zone Area: 21,950.4 sq.m.
COM-2 Zone Area: 9,113.4 sq.m.

	Storeys	Units
Building #1	13	151
Building #2	17	226
Building #3	13	170
Total		547

BUILDING AREAS

Residential

	GFA
Building #1	14,981 sq.m.
Building #2	22,101 sq.m.
Building #3	17,058 sq.m.
Subtotal	54,140 sq.m.

Commerical

	GFA
Building A	576 sq.m.
Building B	465 sq.m.
Building C	436 sq.m.
Building D	465 sq.m.
Building E	465 sq.m.
Subtotal	2,407 sq.m.

Total 56,547 sq.m.

FSR (Applicable to MIX-3 Zone)

	GFA	
Building #1	14,981 sq.m.	
Building #2	22,101 sq.m.	
Building #3	17,058 sq.m.	
P1 (Bldg. #1)	634 sq.m.	
P1 (Bldg. #2)	973 sq.m.	
P1 (Bldg. #3)	347 sq.m.	
Building E	465 sq.m.	
Total	56,559 sq.m.	
FSR	56,559 sq.m. (GFA)	
	÷	
	21,950.4 sq.m. (MIX-3 Area)	
	2.6	



PARKING SUMMARY

	Underground	Surface
Building #1	59 Spaces	12 Spaces
Building #2+3	308 Spaces	224 Spaces
Building A-E	-	69 Spaces
Subtotal	367 Spaces	305 Spaces
Total		672 Spaces

RESIDENTIAL PARKING + DATA

	Units	Parking Required	Parking Provided
Building #1	151	151 Spaces	71 Spaces
Building #2	226	226 Spaces	266 Spaces
Building #3	170	170 Spaces	266 Spaces
Total	547	547 Spaces	603 Spaces
		(0.9+0.1 / Unit)	(1.1 / Unit)

Note:
Refer to "Zoning Information" for Detailed Minimum and Maximum Parking Requirements as per Zoning Bylaw

Overflow parking required in Building #1 (80 spaces) to be accommodated in Building #2+3 underground and/or surface

COMMERCIAL PARKING + DATA

	Use	GFA	Parking Required
Building A	Service Retail / Financial	576 m ²	69 Spaces
Building B	Service Retail	121 m ²	(1 / 35 m² GFA)
	QSR	344 m ²	
Building C	Restaurant	436 m ²	Parking Provided
Building D	Service Retail	465 m ²	69 Spaces
Building E	Service Retail	465 m ²	(1 / 35 m² GFA)
Total		2,407 m²	

DEVELOPMENT SUMMARY

MIX-3 Zone

Regulation	Required	Provided
Min. Lot Width	15 m	148.4 m
Min. Front Yard Setback	1.5 m	1.5 m (Bldg. E)
Min. Exterior Side Yard Setback	1.5 m	6.0 m
Min. Rear Yard Setback	7.5 m	32.9 m
Min. Interior Side Yard Setback	4 m	4.7 m
Min. Yard Setback Abutting a Residential Zone	7.5 m	N/A
Min. Ground Floor Building Height for Any Building w/ Street Line Facade	4.5 m (Site Specific Provision 120)	4.5 m (Bldg. 1) 11 m (Bldg. E)
Min. Building Height	11 m	11 m
Max. Building Height	32 m	52.5 m (Bldg. 2)
Max. Number of Storeys	10 Storeys	17 Storeys
Min. Number of Storeys in the Base of a Mid-Rise or Tall Building	3 Storeys	3 Storeys
Max. Number of Storeys in the Base of a Mid-Rise Building or Tall Building	6 Storeys	3 Storeys
Min. Street Line Stepback for Mid-Rise and Tall Buildings	3 m	3 m
Min. Stepback for Mid-Rise and Tall Buildings where the Base Abuts a Low-Rise Residential Zone	3 m	N/A
Min. Floor Space Ratio (FSR)	0.6	
Max. Floor Space Ratio (FSR)	2	2.6
Max. Total Retail GFA Within a Multi-Unit Building, Multi-Unit Development, Mixed-Use Building or Mixed-Use Development	10, 000 m ²	465 m ²
Min. Percent of Non-Residential GFA	20%	N/A (Site Specific Provision 120)
Min. Percent of Residential GFA	20%	N/A
Min. Ground Floor Street Line Facade Width as a Percent of the Width of the Abutting Street Line	50%	53% (Bldg. 1) 17% (Bldg. E)
Min. Percent Street Line Facade Openings	50%	80% (Bldg. 1) 50% (Bldg. E)
Min. Landscaped Area	15%	44%

Note:
Refer to "Development Summary" for Unit and/or Building Area Totals

Note:
All Zoning Regulation(s) Deficiencies Above Noted in **RED**

COM-2 Zone

Regulation	Required	Provided
Min. Lot Width	15 m	147.4 m
Min. Front Yard Setback	3 m	3 m
Min. Exterior Side Yard Setback	3 m	3 m
Min. Interior Side Yard Setback	7.5 m	N/A
Abutting a Residential Zone		
Min. Interior Side Yard Setback Abutting a Lot w/ a Zone Other Than a Residential Zone	3 m	70.7 m
Min. Rear Yard Setback	7.5 m	91.9 m
Min. Rear or Side Yard Setback for a Non-Residential Use Abutting a Rail Right-of-Way or Hydro Corridor	1.5 m	N/A
Max. Building Height	15 m	15 m
Min. Landscaped Area	20%	37%
Max. Total Retail GFA Within a Multi-Unit Building, Multi-Unit Development or Mixed-Use Building	10, 000 m ²	1, 942 m ²

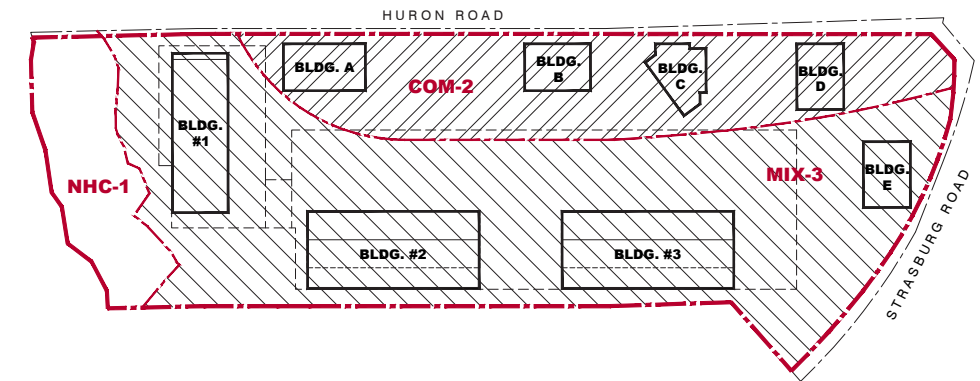
Parking Requirements (Residential)

Multiple Residential Buildings	MIX Zones	Required	Provided
Min. Parking Spaces	0.9 / Dwelling Unit	547 Spaces (1.0 / Unit)	
Min. Visitor Parking Spaces	0.1 / Dwelling Unit	56 Spaces (0.1 / Unit)	
Max. Parking Spaces (Including Visitor)	1.3 / Dwelling Unit	603 Spaces (1.1 / Unit)	
Min. Class A Bicycle Parking Stalls	0.5 / Dwelling Unit w/o a Private Garage	274 Stalls (Location TBD)	
Min. Class B Bicycle Parking Stalls	6 (>20 Dwelling Units on a Lot)	6 Stalls (Location TBD)	

Parking Requirements (Non-Res.)

Multi-Unit Parking Rate	All Other Zones	Required	Provided
Min. Parking Spaces	1 / 35 m ² GFA	See Max. Provided	
Max. Parking Spaces	1 / 24 m ² GFA	69 Spaces (1 / 35 m ² GFA)	
Min. Class A Bicycle Parking Stalls	1 / 1000 m ² GFA	3 Stalls (Location TBD)	
Min. Class B Bicycle Parking Stalls	1 / 333 m ² GFA	8 Stalls (Location TBD)	

ZONING KEY PLAN



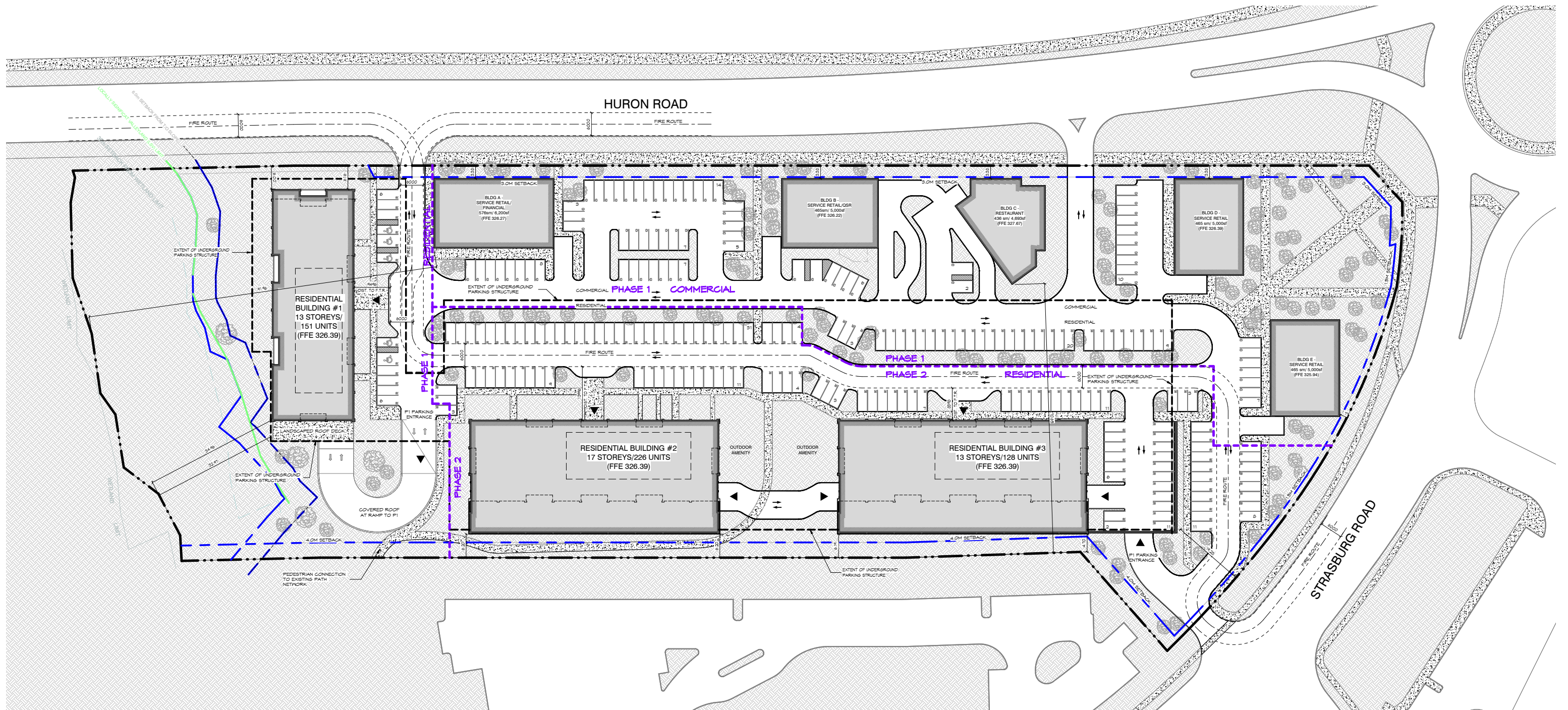
Electric Vehicle Parking Provisions

Use	Required	Provided
Residential	20% of Spaces Required (Future Installation)	98 Spaces (Location TBD)
Non-Residential	15% of Spaces Provided (Future Installation)	10 Spaces (Location TBD)
	5% of Spaces Provided (Dedicated EV Parking)	3 Spaces (Location TBD)

Barrier-Free Accessible Parking Requirements

Use	Required	Provided
Residential	13 Spaces (2 + 2% of Spaces Req.)	13 Spaces (Location TBD)
Non-Residential	3 Spaces (4% of Spaces Req.)	3 Spaces (Location TBD)

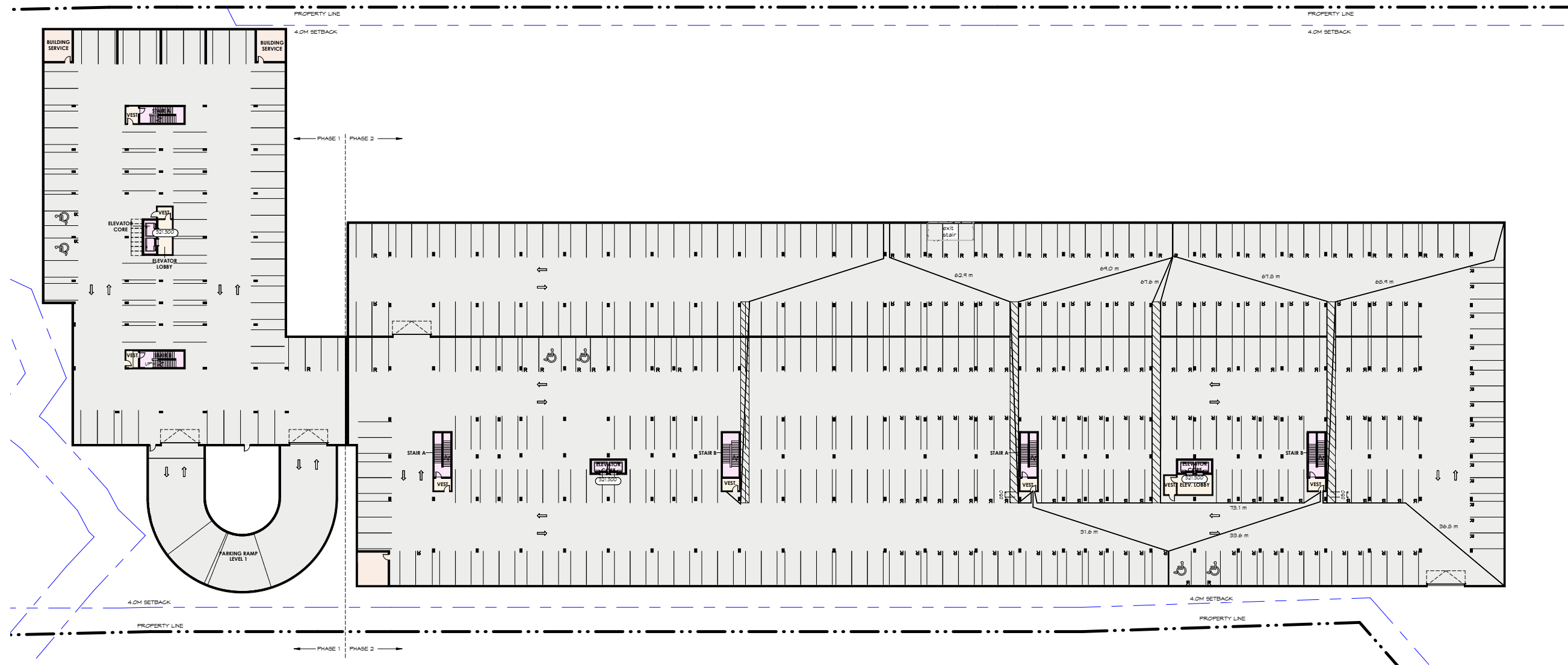
ZONING INFORMATION



SITE PLAN

Scale 1:1000

03/08/2022



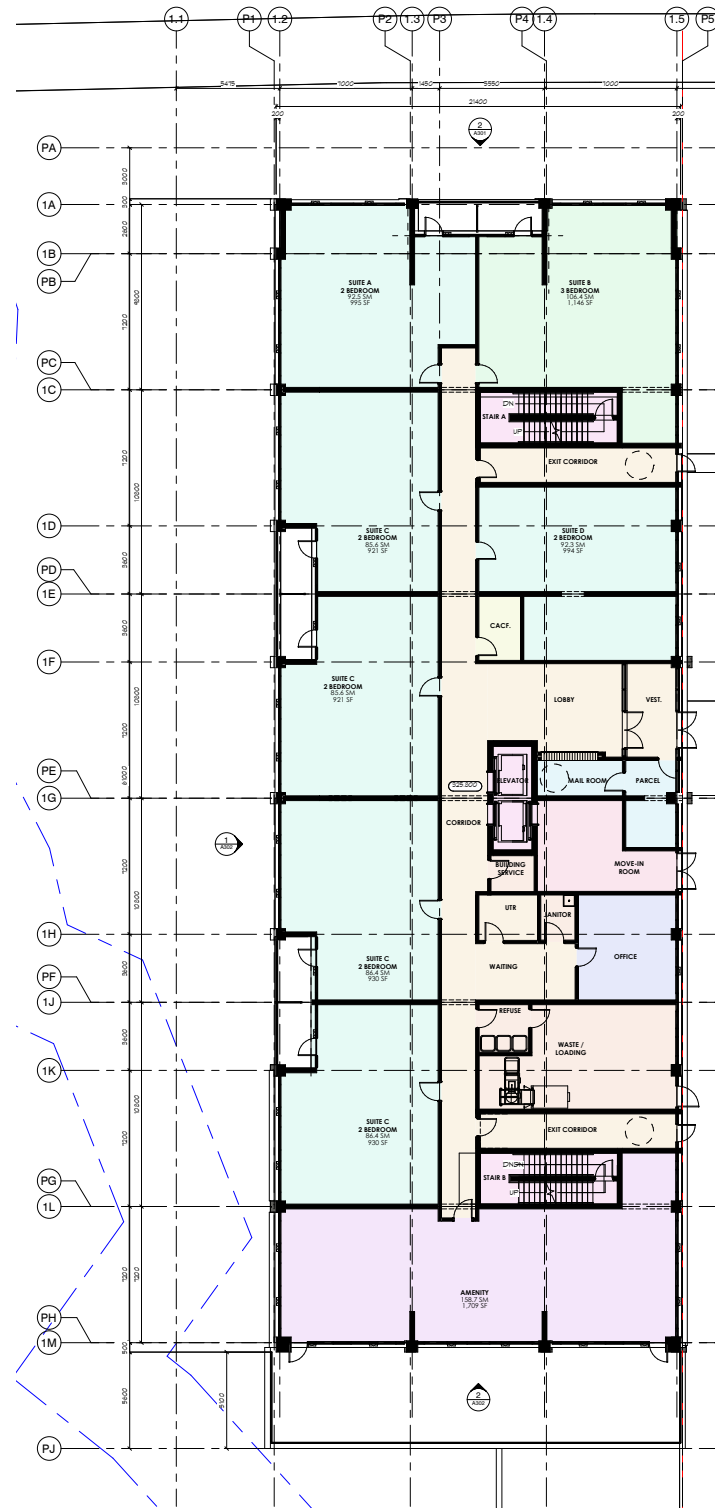
Underground Parking Level (P1)

MARTIN
SIMMONS
SWEERS

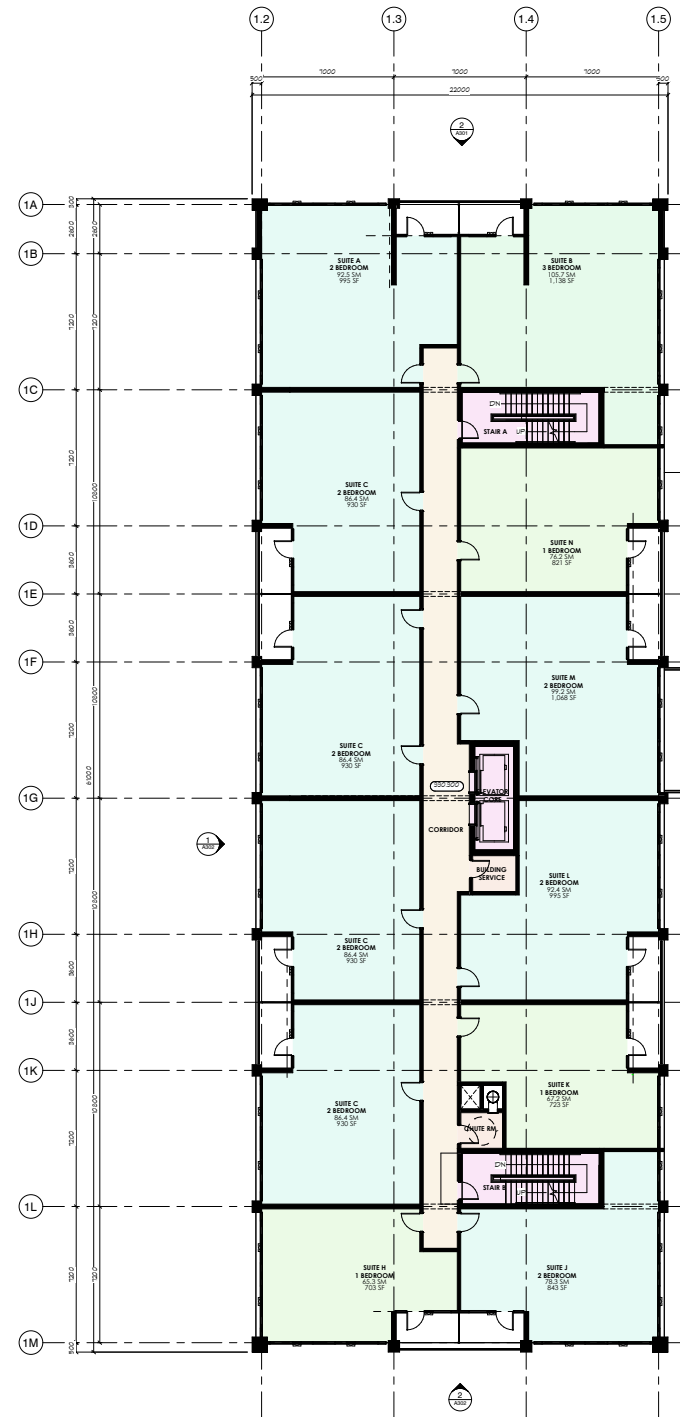


FLOOR PLANS

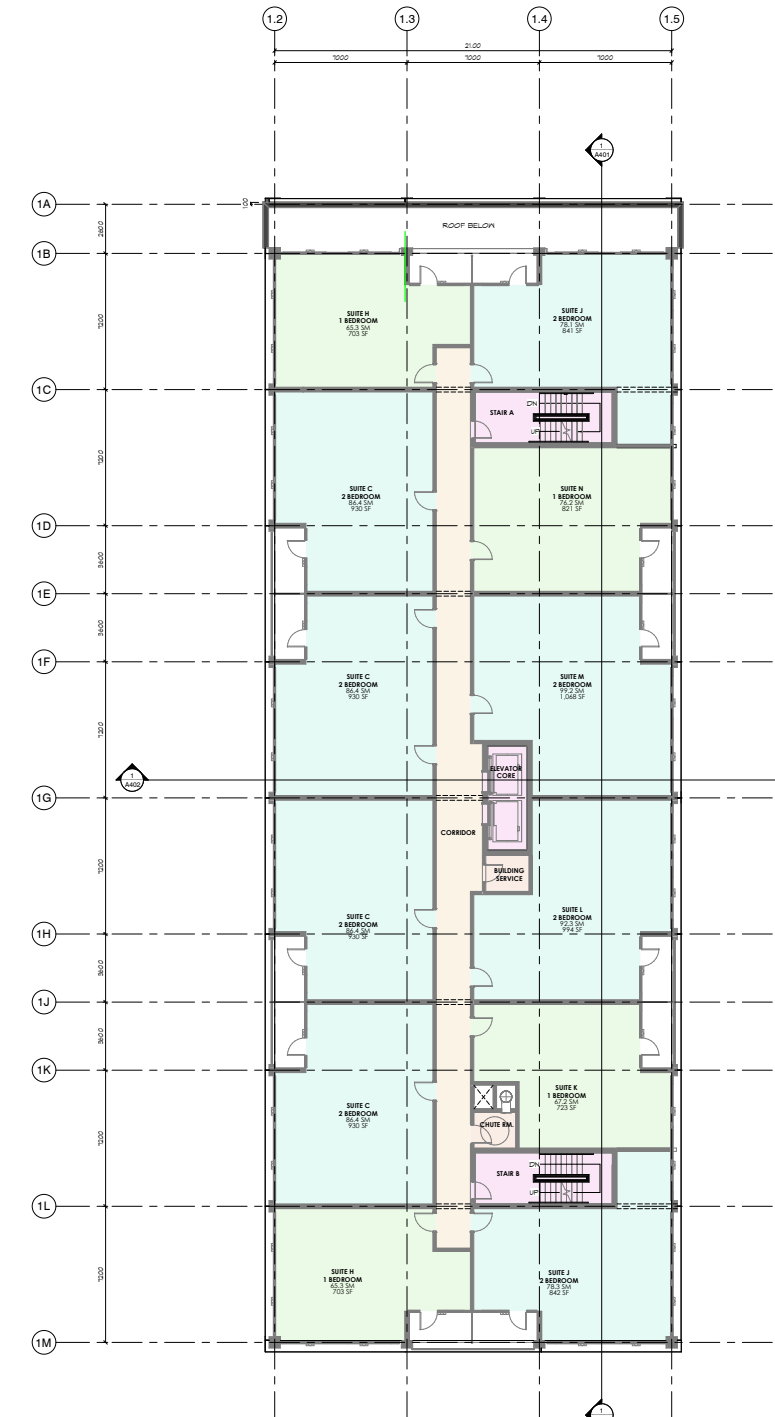
Building 1+2+3
Scale 1:750
03/08/2022



Ground Floor Plan

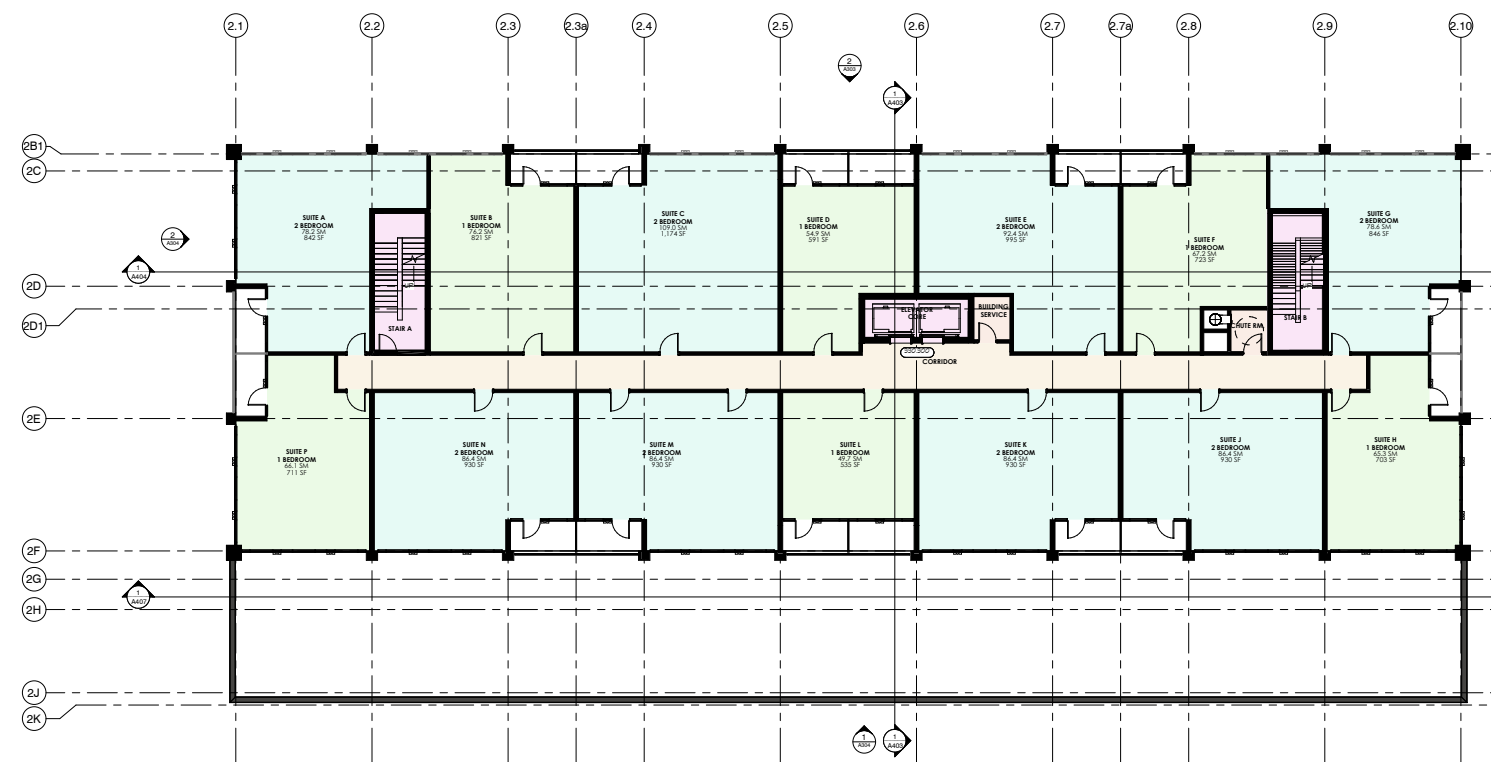
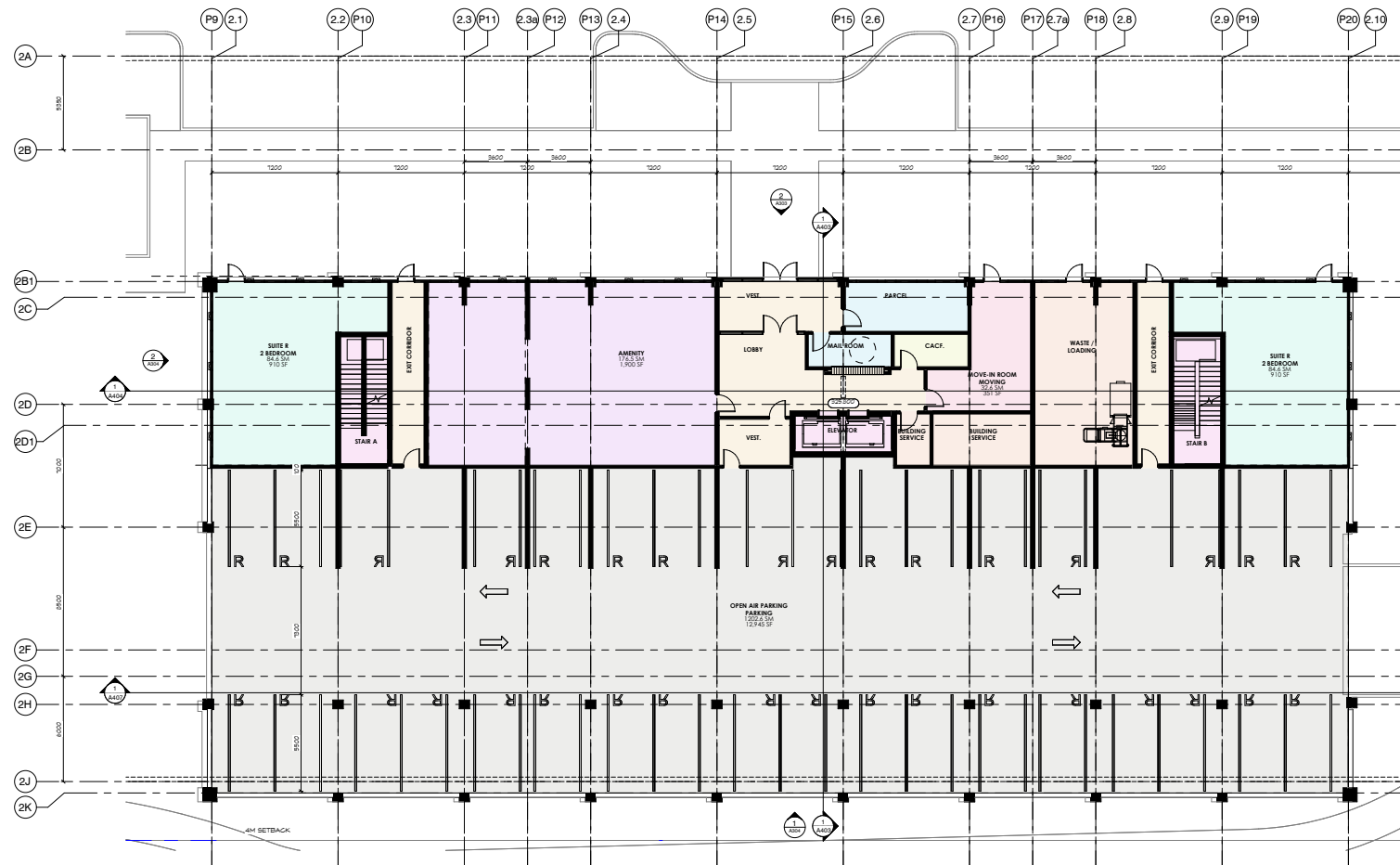


Typical Floor Plan (L2-3)



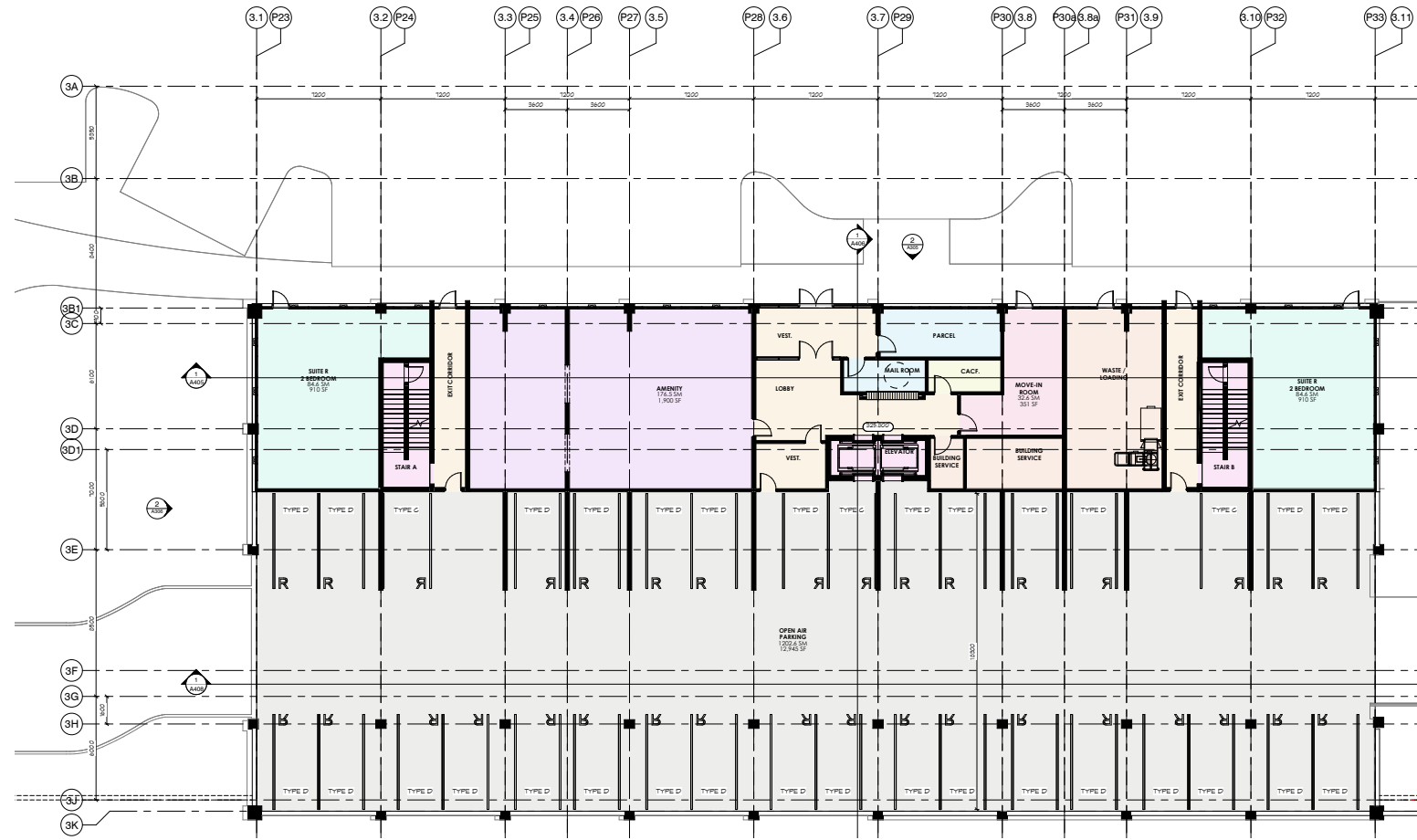
Typical Floor Plan (L4-13)



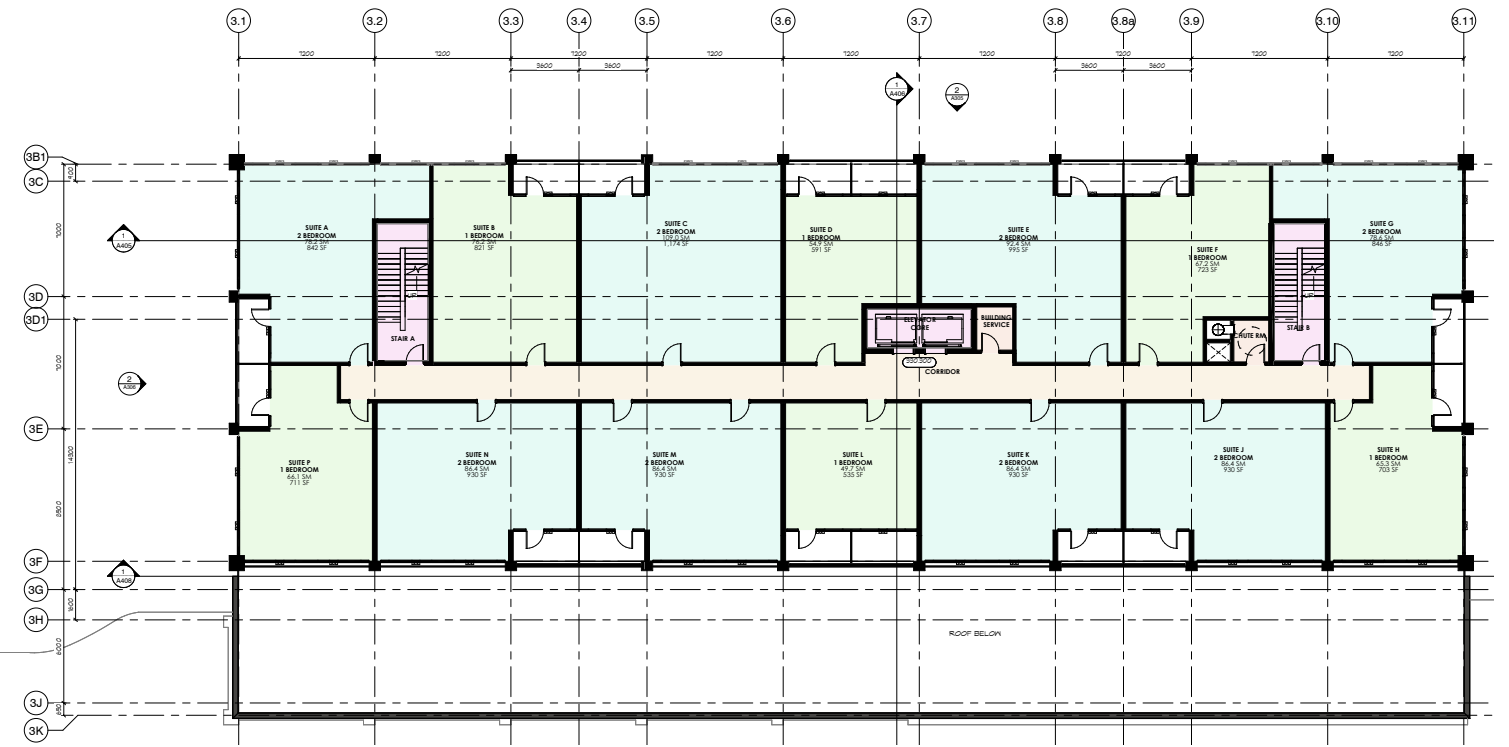


Ground Floor Plan

Typical Floor Plan (L2-17)

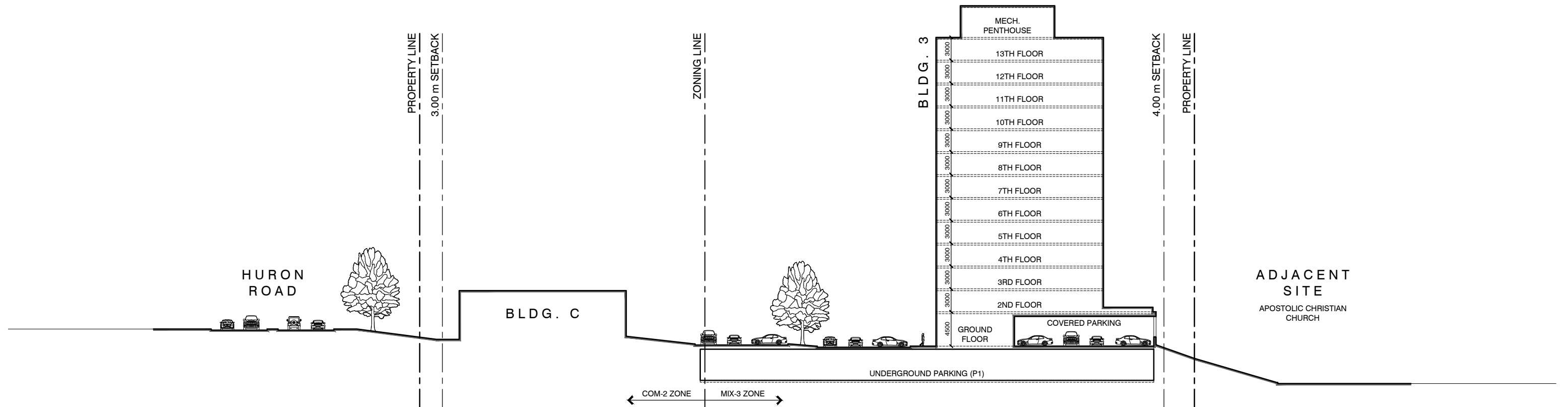


Ground Floor Plan



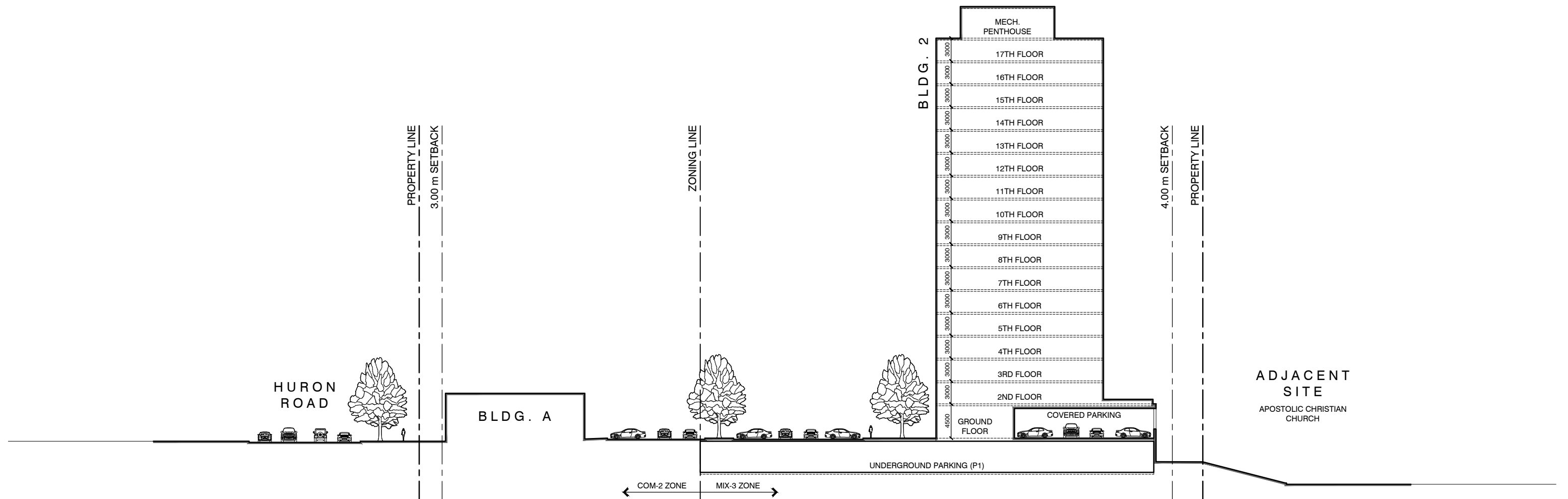
Typical Floor Plan (L2-13)





Section A-A

SITE SECTION



Section B-B

SITE SECTION

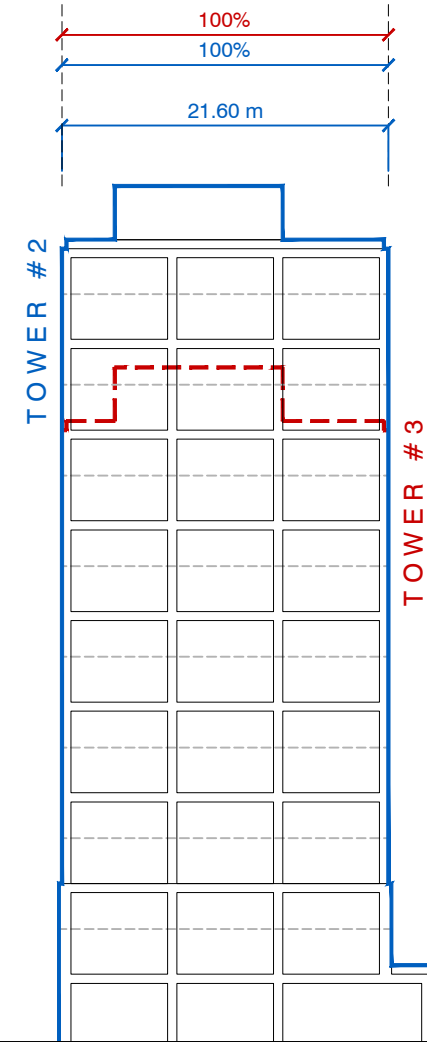
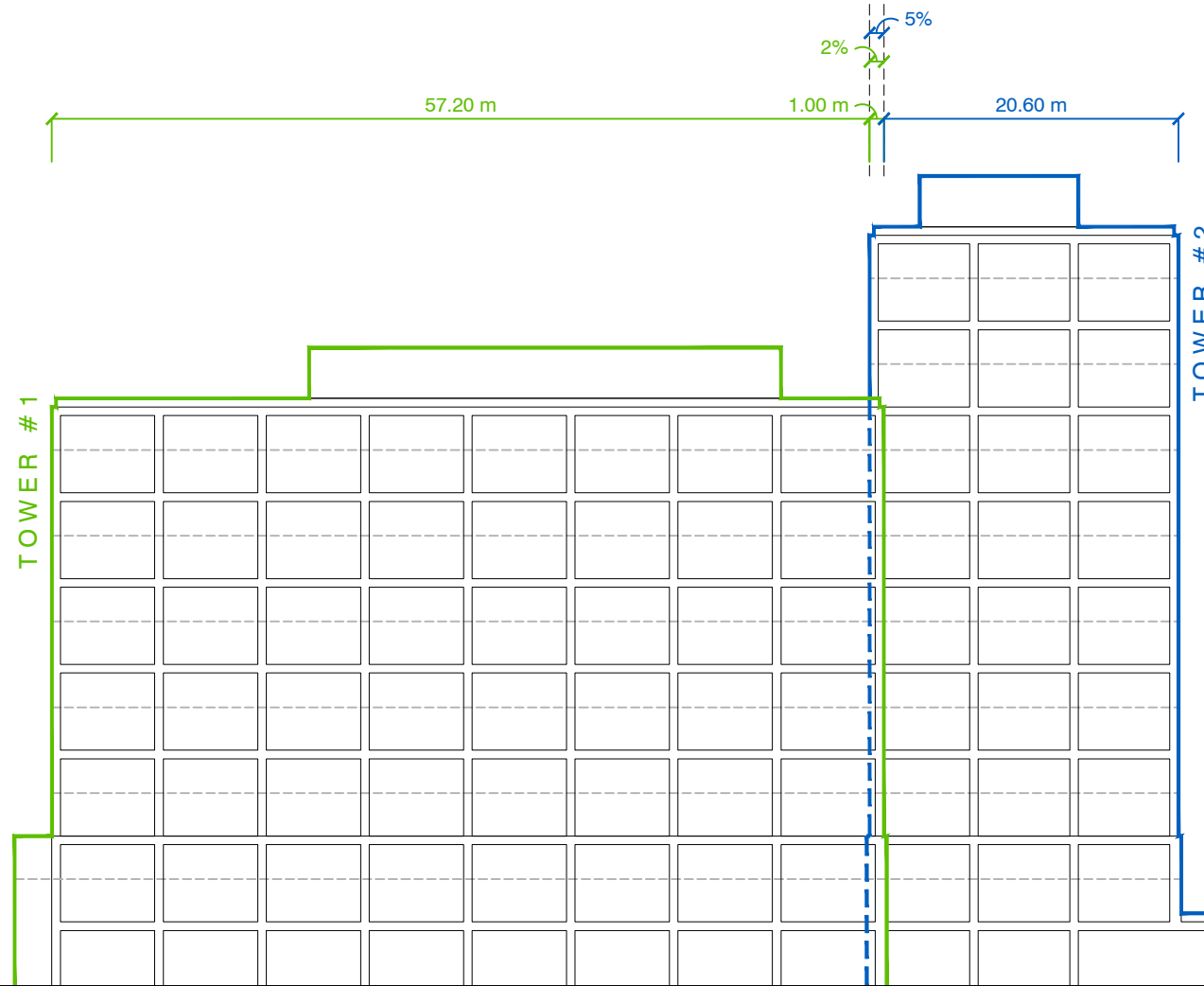
BUILDING (TOWER) #1			
Height	45.4 m	$(H \times L) / 200 =$	13.2 m Physical Separation
Length	58.2 m		
Width	21.6 m	$L / W =$	2.7 Proportion
Area	1,135 m ²		
	Large (>850)		Slab (>1.6)

BUILDING (TOWER) #2			
Height	57.4 m	$(H \times L) / 200 =$	18.8 m Physical Separation
Length	65.4 m		
Width	21.6 m	$L / W =$	3.0 Proportion
Area	1,262 m ²		
	Large (>850)		Slab (>1.6)

BUILDING (TOWER) #3			
Height	45.4 m	$(H \times L) / 200 =$	14.8 m Physical Separation
Length	65.4 m		
Width	21.6 m	$L / W =$	3.0 Proportion
Area	1,262 m ²		
	Large (>850)		Slab (>1.6)

TOWER #1+2 SEPARATION SUMMARY	
	Physical Separation
Tower #1	13.2 m
Tower #2	18.8 m
Total	32.0 m
Separation Recommended	32.0 m
Separation Provided	30.1 m

TOWER #2+3 SEPARATION SUMMARY	
	Physical Separation
Tower #2	18.8 m
Tower #3	14.8 m
Total	33.6 m
Separation Recommended	33.6 m
Separation Provided	30.8 m



Overlook Analysis b/w Tower #1 + 2

Overlook Calculation (Tower #1):

$$\text{Physical Separation} = \frac{H \times L}{200} = \frac{45.4 \times 58.2}{200} = 13.2 \text{ m} \rightarrow \text{Overlook} = 40\%$$

Overlook Calculation (Tower #2):

$$\text{Physical Separation} = \frac{H \times L}{200} = \frac{57.4 \times 65.4}{200} = 18.8 \text{ m} \rightarrow \text{Overlook} = 30\%$$

Tower #1

Overlook (Max. Recommended): 40%
Overlook Provided: 2%

Tower #2

Overlook (Max. Recommended): 30%
Overlook Provided: 5%

Overlook Analysis b/w Tower #2 + 3

Overlook Calculation (Tower #2):

$$\text{Physical Separation} = \frac{H \times L}{200} = \frac{57.4 \times 65.4}{200} = 18.8 \text{ m} \rightarrow \text{Overlook} = 30\%$$

Overlook Calculation (Tower #3):

$$\text{Physical Separation} = \frac{H \times L}{200} = \frac{45.4 \times 65.4}{200} = 14.8 \text{ m} \rightarrow \text{Overlook} = 30\%$$

Tower #2

Overlook (Max. Recommended): 30%
Overlook Provided: 100%

Tower #3

Overlook (Max. Recommended): 30%
Overlook Provided: 100%

Where a tower does not meet its target Overlook, mitigating design techniques should be employed, such as; exceeding its target for 'Physical Separation', maximizing perceived space between towers through creative tower 'Shape', 'Placement' and 'Orientation', creative balcony and unit layouts to maximize privacy and/or an increased difference in 'Relative Height'.

Overlook Mitigation Comments

In the case of the proposed development, those units impacted by overlook are located at the corners of their respective buildings with their main living areas oriented away from neighbouring towers, therefore, provide unobstructed views across the site and beyond in at least one direction. More than 90% of the recommended separation between adjacent towers has been achieved, in combination with an overlook of 5% or less between Tower #1 and Tower #2. A difference in the Relative Height of towers, varying up to 4 storeys, further contributes to maximizing views while providing a desired degree of privacy between units in adjacent towers.



PERSPECTIVE

APPENDIX C

Proposed Official Plan Amendment

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

CITY OF KITCHENER
Southwesterly Corner of Huron Road and Strasburg Road

**AMENDMENT NO. TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER
45-53 Courtland Avenue East**

INDEX

SECTION 1	TITLE AND COMPONENTS
SECTION 2	PURPOSE OF THE AMENDMENT
SECTION 3	BASIS OF THE AMENDMENT
SECTION 4	THE AMENDMENT

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

SECTION 1 – TITLE AND COMPONENTS

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

SECTION 2 – PURPOSE OF THE AMENDMENT

The purpose of this amendment is to amend existing Special Policy 15.D.12.40 to increase the maximum permitted height on the subject lands to 17 storeys.

SECTION 3 – BASIS OF THE AMENDMENT

The subject lands are located at southwesterly corner of Huron Road and Strasburg Road. The subject lands are located within a Community Node and are designated Commercial, Mixed Use and Natural Heritage Conservation in the Official Plan. The proposed amendment relates to the portion of the lands that is designated Mixed Use.

The Mixed Use designation allows for high density residential redevelopment with to a maximum Floor Space Ratio (FSR) of 4.0 (provided certain criteria is met). The existing policies also permit a maximum building height of 15 storeys for a mixed use building. The additional height and FSR permissions apply given the subject lands are also located within a Community Node, which is considered a primary intensification area.

The property is subject to Special Policy 15.D.12.40. An Official Plan Amendment is required to add an additional clause to the Special Policy to permit a maximum building height of 17 storeys. The additional height is required in order to implement the proposed development for the lands which includes three residential towers ranging from 13 to 17 storeys together with free standing commercial development along the Huron Road frontage. An increase in density (FSR) is not required in order to implement the proposed development.

The subject lands are located along an existing transit route and are adjacent to transit stops located at the intersection of Huron Road and Strasburg Road. A multi-use pathway has been constructed along the Huron and Strasburg frontages of the property. The multi-use pathway extends westerly to Fischer-Hallman Road. Huron Road is also identified as a planned cycling route. The proposed development includes multiple residential development at a density to support both transit usage and active transportation. The development will include indoor and outdoor bicycle parking in order to encourage the use of alternative modes of transportation including public transit.

The proposal is consistent with the Provincial Policy Statement, conforms to the Growth Plan and complies with the Regional Official Plan, as it promotes walkability, is transit-supportive, maximizes the use of existing infrastructure, and assists in development of this area as a compact and complete community through the broad range of uses. The proposed development implements the Mixed Use and Community Node designations prescribed in the Official Plan and is, therefore, good planning.

SECTION 4 – THE AMENDMENT

1. The City of Kitchener Official Plan is hereby amended as follows:
 - a) Site Specific Policy 15.D.12.40 is amended by adding new clause e) as follows:
 - e) *For the lands designated Mixed Use, the maximum permitted height shall be 17 storeys.*

APPENDIX D

Proposed Zoning By-law Amendment

BY-LAW NUMBER _____

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to amend By-law No. 2019-051, as amended, known as the Zoning By-law for the City of Kitchener – Southwesterly Corner of Huron Road and Strasburg Road)

WHEREAS it is deemed expedient to amend Zoning By-law 2019-051;

NOW THEREFORE the Council of The Corporation of the City of Kitchener enacts as follows:

1. Section 19 (120) of By-law 2019-051 is hereby amended by deleting provision c) and replacing with the following new provision:

“c) Regulation 8.1(1) shall not apply.”

2. Section 19 (120) of By-law 2019-051 is hereby further amended by adding the following new provisions:

“d) The maximum building height shall be 17 storeys and 53 metres and the maximum FSR shall be 3.0.

e) No minimum Ground Floor Street Line Façade Width as a Percentage of the Width of the Abutting Street shall apply.”

5. This By-law shall become effective only if Official Plan Amendment No. ___, related to the lands located at the southwestern corner of Huron Road and Strasburg Road comes into effect, pursuant to Section 24(2) of The Planning Act, R.S.O. 1990, c. P.13, as amended.

PASSED by Council this __ day of ____
2022.

Mayor

Clerk

APPENDIX E

Sustainability Statement

August 3, 2022

Carrie Musselman
City of Kitchener
Community Services Department
Planning Division, 6th Floor
200 King Street West, P.O. Box 1118
Kitchener, ON, N2G 4G7

Dear Ms. Musselman:

**RE: Sustainability Statement in Support of OPA and ZBA Applications
Lands Located at the Southwest Intersection of Huron and Strasburg Road
OUR FILE: 12105BL**

The purpose of this letter is to provide a brief summary of sustainability considerations for the subject property located at the southwest corner of Huron Road and Strasburg Road. The subject property is currently vacant and is primarily designated for commercial and mixed-use development. This sustainability statement has been prepared in support of the residential component of the development which includes three multiple residential buildings with surface and structured parking. The development proposal will consider the following design elements to address the sustainability policies of the City of Kitchener Official Plan.

The proposed multiple residential buildings represent the development of a vacant site within a designated node with access to existing infrastructure, services and transit. The proposed development will feature energy efficient building components, high quality site design, and sustainable landscaping features.

Sustainable Development (Section 7.C.4)

- 1) Compact Development and Efficient Built Form
 - The proposed development will be sustainable by providing a compact form of development within the City's Designated Greenfield Area and within a designated Community Node.
 - The site is surrounded by residential, institutional and employment uses, and has access to existing infrastructure and services, including local recreational trails, parks and the existing transportation network including transit.
 - The provision of three multiple dwellings will contribute to a compact form of development and provide a range of housing options in the area and along an existing transit route.

- The development provides a significant amount of underground parking along with Class A and Class B bicycle parking. EV ready parking spaces are also proposed.
- 2) Environmentally Responsible Design
- The compact building form and site design, will provide for a dense and compact form of development.
 - Storm water management will be accommodated within the existing SWM pond adjacent to the site, which was designed to accommodate development on the subject site.
 - Clean roof runoff will be captured from some of the buildings and directed to infiltration galleries. As a result of the proposed infiltration strategy the resulting total post-development infiltration will provide a 36% groundwater recharge surplus compared to pre-development conditions.
 - The proposed site plan and site grading respects natural heritage constraints / setbacks.
 - Provision of LED lighting for interior and exterior fixtures to reduce hydro usage.
- 3) Conservation of Natural Heritage Features
- Direct impacts to the Strasburg Creek valley (including the PSW) will be avoided with the proposed Site Plan. Grading limits will respect the 30 m setback from the PSW limit.
 - Enhancement of retained natural features will be provided via the establishment of a restored /enhanced ecological buffer where cultural meadow vegetation currently exists.
 - To protect against potential future occupancy-related impacts fencing will be installed at the development limit. This includes permanent fencing (e.g., chain link) and permanent wildlife exclusion fencing at the development limit. This will prevent wildlife from accessing the development envelope and direct any individuals to more suitable, retained habitat. Exclusion fencing will be designed per the requirements outlined in the Best Practices Technical Note: Reptile and Amphibian Exclusion Fencing (MNRFB; 2013).
 - "Sensitive Features Limit" signage will be installed at the interface between the proposed development and the nature feature.
 - Potential impacts to migratory birds and bats will be mitigated using appropriate construction timing windows and/or other measures to demonstrate compliance with the MBCA and ESA.
 - Erosion and sediment controls will be inspected regularly to ensure protection measures are functioning as intended, maintained and repaired and remedial measures are initiated where warranted.
- 4) Reduction of Resource Consumption
- The proposed development will provide for a dense form of development.
 - The location of the site will encourage other modes of transportation, and minimize reliance on private vehicles, as detailed in the following point.
- 5) Transit-Supportive Development and Active Transportation
- The subject lands are located along an existing transit route and transit stops are located immediately adjacent to the subject lands at the intersection of Huron and Strasburg Roads.
 - Existing multi-use trails are located along both the Huron and Strasburg frontages. These trails connect to the larger trail network existing and proposed in the broader area.
 - Indoor secure bicycle parking will be provided at a rate of 0.5 spaces per unit. Short term outdoor bicycle parking will also be provided.

- Sidewalks and pedestrian connections will be provided throughout the site to provide pedestrian connectivity.
- 6) Community / Common Gardens and Urban Agriculture
- No community gardens or urban agriculture is proposed for the development of this site.
 - There are opportunities to incorporate pollinator gardens within the proposed development.
 - The owner is exploring partnership opportunities to install beehives in association with above mentioned pollinator gardens (Alveole is an example of such a company).
 - Planting of new trees throughout the site.

Water Conservation (7.C.5)

- 1) Alternative Water Supply and Demand Management Systems
- An alternative water supply or demand management system is not proposed at this time.
 - Water conservation systems will be further explored through the detailed design of the development.
- 2) Low Water Use Landscaping Alternatives
- Low water use and native drought-tolerant plants will be encouraged for the proposed landscape design, to be detailed during the site plan process.
 - Permeable landscaped area on the site in excess of minimum zoning requirements is being proposed for the site.
 - Ecological enhancement of the buffer area will be provided through native species plantings (to supplement the existing CUM vegetation). Buffer plantings are designed to protect the edges of retained features and eventually to become a functional part of the natural features. Recommended enhancement plantings are comprised of clusters of deciduous trees and shrubs, with some native wildflowers.
- 3) Control Stormwater on Property
- A Stormwater Management Brief has been prepared by WalterFedy in support of this application.
 - The proposed storm sewer design will collect runoff at catch basins/area drains located at low points within the proposed asphalt parking area on top of the proposed underground parking area. Surface drainage will be piped mechanically in a separate system from the roof drainage (considered as clean water) and be directed to the existing site outlet along the southern property line, ultimately outletting to the existing SWM pond to the south. Peripheral landscaped areas will drain to the adjacent rights-of-way and creek block.
 - The design of the existing SWM facility to the south included the subject lands under fully-developed conditions.

Energy Conservation and Generation (7.C.6)

- 1) Building Design and Orientation
- The residential buildings are designed with a high performance building envelope.
 - The buildings have been located and oriented to ensure little to no shadow onto adjacent buildings, allowing for more sun exposure overall and reduced energy usage for heating.
 - High performance glazing units and balcony doors will be selected.
 - Provision of LED lighting.

- 2) Consideration of Alternative or Renewable Energy Systems
 - Mechanical and electrical systems are designed with current technology hooking into the city supplied grid and will be ready and able to run renewable or alternative energy systems if supplied through that grid.
- 3) Suitability of Roof Structure for Future Solar Panels
 - The roof structure has not been designed to support future PV installation.
 - Solar panels are not contemplated as part of this development.
 - A light or white roof will be considered to reduce heat build up.

Air Quality (7.C.7)

- 1) Landscaping/Building Design
 - Extensive landscaping efforts will be provided on site.
 - Low maintenance, drought tolerant species will be included in landscape plans.
 - The construction of the proposed units will minimize air pollutants in interior materials by using low or no VOC paints and finishes.
 - Landscaping will be used to break up surface parking in order to minimize heat island effect and to decrease the amount of impervious surface.
 - New native trees will be planted throughout the site.
- 2) Transportation Demand Management Measures (TDM)
 - Bus stops are located at the corner of Huron and Strasburg Roads.
 - More than 200 Bicycle parking spaces, including both indoor secure and short term outdoor bicycle parking will be provided for this development to encourage active transportation.
 - Direct connections will be provided from the development to the existing multi-use trails along Huron and Strasburg Roads.
 - EV ready spaces will be provided.

Waste Reduction and Management (7.C.8)

- 1) Reuse and Recycling of Building/Construction Materials
 - The developer is committed to best practices and will look for opportunities for the reuse and recycling of building materials..
- 2) On-Site Waste Management Facilities
 - This development will provide for on-site waste management facilities, including recycling which will be located in dedicated garbage/recycling areas.
 - The provision of composting facilities for future residents is not proposed for this development.

Summary and Recommendations

In conclusion, the proposed building has been designed to include elements of sustainable development. The proposed multiple residential built form creates a compact form of development, which inherently

results in a more sustainable development. As the building gets further developed the consultant team will be designing with sustainability in mind.

The building will follow current American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) standards, as it relates to thermal comfort and system performance. The project will meet or exceed the Ontario Building Code design standards.

We trust that this information meets the requirements to address the sustainability of the proposed redevelopment. Please contact the undersigned should you have any questions or require anything further.

Yours truly,

MHBC

A handwritten signature in black ink, appearing to read "Andrea Sinclair", with a long horizontal flourish extending to the right.

Andrea Sinclair, MUDS. MCIP, RPP
Partner

