

PLANNING JUSTIFICATION **REPORT**

OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT &
DRAFT PLAN OF VACANT LAND CONDOMINIUM

Hidden Valley
City of Kitchener

Date:

May 2023

Prepared for:

Evaya Developments Inc.

Prepared by:

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)

540 Bingemans Centre Drive, Suite 200

Kitchener, Ontario

T: 519.576.3650

F: 519.576.0121

Our File 21221A

CONTENTS

1.0	INTRODUCTION	3
2.0	CONTEXT.....	5
2.1	Site & Surrounding Lands.....	5
2.2	Existing Planning Controls.....	6
3.0	PROPOSED DEVELOPMENT	7
4.0	PLANNING ACT APPLICATIONS.....	9
4.1	Official Plan Amendment.....	9
4.2	Zoning By-law Amendment.....	9
4.3	Vacant Land Condominium.....	10
5.0	PUBLIC CONSULTATION STRATEGY	11
6.0	POLICY ANALYSIS.....	12
6.1	Provincial Policy Statement (2020).....	12
6.1.1	Settlement Areas.....	12
6.1.2	Housing.....	13
6.1.3	Public Spaces, Recreation, Parks, Trails and Open Space	13
6.1.4	Sewage, Water and Stormwater	14
6.1.5	Transportation.....	14
6.1.6	Natural Heritage.....	14
6.1.7	Summary	14
6.2	Growth Plan for the Greater Golden Horseshoe	14
6.2.1	Housing.....	15
6.2.1	Delineated Built-up Areas.....	15
6.2.2	Designated Greenfield Area	15
6.2.3	Summary	16
6.3	Planning Act Section 51(24).....	16
6.4	Region of Waterloo Official Plan.....	18
6.4.1	Intensification.....	18
6.4.2	Designated Greenfield Area	18
6.4.1	Transportation.....	19
6.4.2	Airport Zoning Regulations.....	19
6.4.3	Environmental Considerations	20
6.4.4	Summary	20
6.5	City of Kitchener Official Plan	20
6.5.1	Urban Structure.....	20
6.5.2	Low Rise Residential Designation	21
6.5.3	Urban Design.....	21
6.5.4	Natural Heritage & Environmental Considerations	22
6.5.5	Transportation.....	22
6.5.6	Servicing and Utilities.....	23
6.5.7	Hidden Valley Specific Policy Area	23
6.5.8	Summary	24
6.6	Hidden Valley Land Use Master Plan	24
6.6.1	Low Density Residential – Large Lot.....	25
6.6.2	Summary	25

7.0	CITY OF KITCHENER ZONING BY-LAW	26
7.1.1	Zoning By-law 85-1 (In-force).....	26
7.1.2	Zoning By-law 2019-051.....	27
8.0	REVIEW OF TECHNICAL REPORTS	28
8.1	Functional Servicing and Stormwater Management.....	28
8.2	Urban Design Brief.....	28
8.2.1	City of Kitchener Urban Design Manual.....	29
8.2.2	Compatibility and Connectivity.....	29
8.2.3	Summary.....	30
8.3	Geotechnical Investigation Report.....	30
8.4	Sustainability Statement.....	30
8.4.1	SUSTAINABLE DEVELOPMENT (7.C.4).....	31
8.4.2	WATER CONSERVATION (7.C.5).....	31
8.4.3	ENERGY CONSERVATION AND GENERATION (7.C.6)	32
8.4.4	AIR QUALITY (7.C.7)	32
8.4.5	WASTE REDUCTION AND MANAGEMENT (7.C.8)	33
8.4.6	SUMMARY AND RECOMMENDATION	33
9.0	SUMMARY & CONCLUSIONS.....	34

Figures

- Figure 1 – Subject Lands
- Figure 2 – Site Context
- Figure 3 – Draft Plan of Condominium
- Figure 4 – ROP – Designated Greenfield Area
- Figure 5 – City of Kitchener OP – Land Use
- Figure 6 – Hidden Valley Land Use Master Plan
- Figure 7 – Existing Zoning (By-law 85-1)
- Figure 8 – Proposed Zoning (By-law 85-1)

Appendices

- Appendix A – Preliminary Site Plan
- Appendix B – Pre-Submission Consultation Comments and Responses Matrix

1.0 INTRODUCTION

MHBC has been retained by Evaya Developments Inc. (“the owner”) to provide planning services related to the development of unaddressed lands (Lot 7 Plan 1519, being Parts 1, 2 & 3 on 58R-15977; Plan 58M-422 Block 59) with access onto Hidden Valley Road and River Birch Street as well as the lands addressed as 1018 Hidden Valley Road, in the City of Kitchener (the “subject lands”). In order to permit the development of the subject lands, amendments to the City of Kitchener Official Plan and City of Kitchener Zoning By-law are required as well as an application for a Vacant Land Condominium.

Planning applications for the aforementioned unaddressed lands were submitted to the City of Kitchener in August 2022. Following the submission, MHBC requested that the City of Kitchener pause their review as the owner was exploring the acquisition of the property addressed as 1018 Hidden Valley Road. This Planning Justification Report has been revised to include the additional lands (1018 Hidden Valley Road) that are located continuous to the unaddressed lands subject to the original proposal.

The subject lands are located in the southeast part of the City of Kitchener, south of Highway 8 and north and west of the Grand River. The subject lands, located in the Hidden Valley community, are situated south of Hidden Valley Road and have an area of 3.315 hectares. The majority of the subject lands are currently vacant, except for the property municipally addressed as 1018 Hidden Valley Road, which is developed with a single-detached dwelling.

The proposal includes the creation of 26 lots (units) on the subject lands with common elements. Detailed building design is not available at this time and will be confirmed at the Building Permit stage. It is intended that the proposed development will comply with the proposed zoning provided in this Report. Access to the residential units will be provided through a private condominium road with two points of vehicular connection to Hidden Valley Road and pedestrian connection to both Hidden Valley Road and River Birch Street.

A Preliminary Site Plan is attached as **Appendix ‘A’**. The details included in the Preliminary Site Plan are provided to assist staff in understanding the proposed development, including the conceptual location of the private roads, sidewalks and curbing. As determined with City of Kitchener staff, a formal Site Plan Application will be submitted following the Official Plan Amendment, Zoning By-law Amendment, and Vacant Land Condominium approval.

This report supports the required Official Plan Amendment, Zoning By-law Amendment and Vacant Land Condominium applications and assesses the proposal in the context of the applicable planning framework. In support of the applications, this planning report includes:

- An introduction and general description of the subject lands, surrounding uses and existing conditions, to provide an understanding of the locational and policy context;

- An overview of the proposed development including a description of the overall land use planning and design elements of the proposed development;
- A description of the proposed Official Plan Amendment;
- A description of the proposed Zoning By-law Amendment;
- A review of existing policy framework in relation to the proposed development and assessment of consistency with the Provincial Policy Statement and conformity with the Growth Plan, Region of Waterloo Official Plan and the City of Kitchener Official Plan; and
- Consideration and integration of recommendations from the supporting studies and reports.

MHBC has been responsible for the overall coordination of the applications. All required reports have been prepared and submitted with the planning applications. A pre-consultation meeting was held with City of Kitchener Staff on July 15, 2021. A summary of the comments received from staff, and how the applications respond to staff comments is attached as **Appendix 'B'**.

2.0 CONTEXT

2.1 Site & Surrounding Lands

The subject lands are located in the southeastern part of the City of Kitchener in the Hidden Valley Community. The subject lands are located southeast of the Goodrich Drive and Wabanaki Drive intersection and south of Hidden Valley Road. The Grand River is located approximately one kilometer to the east and 450 metres south of the subject lands. The location of the subject lands is shown on **Figure 1**.

The subject lands contain an area of 3.315 hectares and are presently vacant with the exception of the single detached dwelling located on the property addressed as 1018 Hidden Valley Road. The subject lands generally slope down from west to east. The subject lands are covered mostly in meadow perennials and small deciduous shrubs. Trees are generally located along the periphery of the subject lands, on adjacent properties within 6 metres of the property boundary of the subject lands, and/or are shared boundary trees located on property lines.


The surrounding area is characterized by a range of uses consisting of existing and emerging residential development to the west; open space uses to the north; residential, commercial and industrial uses to the west; Grand River, Deer Ridge Golf Club and residential to the south. The surrounding context is described in detail below and illustrated on **Figure 2** of this report:

- NORTH:** Immediately north of the subject lands is an open space area. Highway 8 is located approximately 900 metres north of the subject lands, beyond the open space area.
- EAST:** East of the subject lands is a residential subdivision comprised of detached dwellings on estate-style lots (Hidden Valley Crescent). These lots have generous setbacks from adjacent dwellings and the subject lands. Further east is the Grand River and Grandview Woods North/South. Highway 8, a residential community, and the Sportsworld commercial plaza are located further east.
- SOUTH:** South of the subject lands is an existing residential subdivision (River Birch Park). The Grand River is located approximately 450 metres south of the subject lands. South of the Grand River is the Deer Ridge Golf Club and an existing residential subdivision comprised of detached dwellings.
- WEST:** West of the subject lands are residential uses comprised of existing and under-construction detached dwellings. Commercial and industrial uses are located further west of Wabanaki Drive. Fairview Park Mall and several commercial and retail uses are located approximately 1.7 kilometers to the northwest.



**Figure 1
Location Map**

LEGEND

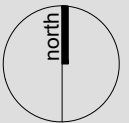
 Subject Lands

DATE: January 2023

SCALE: 1:10,000

FILE: 21221A

DRAWN: PL



K:\21221A-Hidden Valley Road Kitchener\RP\T\F1_Location-Jan2023.dwg

Hidden Valley Rd
City of Kitchener
Region of Waterloo

Source: 2022 Aerial Imagery, City of Kitchener

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9
P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM



Figure 2
Context Map

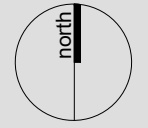
Hidden Valley Rd
City of Kitchener
Region of Waterloo

LEGEND

- Subject Lands
- Municipal Boundary
- 5 & 10 Minute Walking Distance
- Parks
- Existing Trails
- CPR Railway
- Queen-River Route #1
- Bridge-Courland Route #6
- King Route #7
- Weber Route #8
- Pioneer Route #10
- Westmount Route #12
- Idlewood Route #23
- Chicopee Route #27
- Franklin North Route #28
- College Express Route #110
- iXpress Coronation Route #206
- ION LRT Route #301
- ION BUS Route #302
- GRT Bus Stop
- iXpress Bus Stop
- ION Station

Source: Contains information licensed under the Open Government licence - City of Kitchener and Region of Waterloo 2022 Aerial Imagery, City of Kitchener

Date:	January 2023
Scale:	1:7,500
File:	21221A
Drawn:	PL



K:\21221A-HIDDEN VALLEY ROAD KITCHENER\PT\F2_CONTEXT-JAN2023.DWG

The subject lands have convenient access to the regional road network (Wabanaki Drive, Fairway Road South and Highway 8) via Hidden Valley Road and are well connected to the existing sidewalk network. River Birch Street includes sidewalks with connections to River Valley Drive, Hidden Valley Road (between River Valley Drive and Wabanaki Drive), and finally to Wabanaki Drive (which has sidewalks and bicycle lanes). Fairview Park Mall and the existing Fairview Light Rail Transit (LRT) transit station are located approximately 1.7 kilometers from the subject lands and are accessible via sidewalk connections (2.3 kilometers via sidewalks from River Birch Street).

In summary, the subject lands are located in a residential area proximate to a range of non-residential uses including commercial and natural areas. The subject lands are well connected to the regional road network and provide access to transit options in the surrounding area.

2.2 Existing Planning Controls

The following provides an overview of the regional and local planning controls that apply to the subject lands:

Regional Official Plan (ROP):	The subject lands are located within the Urban Area and are designated Urban Designated Greenfield Area (unaddressed lands) and Built-Up Area (1018 Hidden Valley Road) as per Map 2 of the ROP (Regional Official Plan Amendment No. 6). Lands within the Urban Designated Greenfield Area are intended to function as “15-minute neighbourhoods” with a broad mix of uses in close proximity and are to meet or exceed a minimum density of 65 residents and jobs per hectare. Lands within the Built-Up Area are intended to accommodate 60% of the Region’s new residential growth through intensification.
Kitchener Official Plan:	The subject lands are designated Low Rise Residential by the City of Kitchener Official Plan. The Low Rise Residential designation accommodates lands within the Hidden Valley Residential Community that have limited access to municipal sanitary services. The maximum residential density is 4 units per hectare. Estate Lots are to be compatible with the existing estate lots in the Hidden Valley Community.
Hidden Valley Land Use Master Plan:	The subject lands are located within the Hidden Valley Land Use Master Plan and are designated Low Rise Residential – Large Lot. Single detached dwellings and secondary dwelling units are permitted.
Kitchener Zoning By-law 85-1	The subject lands are presently zoned R-1. The R-1 Zone permits single detached dwelling. The minimum lot area permitted is 0.4 hectares and the minimum lot width is 24 metres.
Kitchener Zoning By-law 2019-051	The subject lands are not subject to the emerging By-law; however a discussion on the subject lands and their compliance with the emerging By-law is provided.

3.0 PROPOSED DEVELOPMENT

The Vacant Land Condominium includes the creation of 26 residential units (lots) on the subject lands; each unit will permit a single detached dwelling. Access to the proposed units will be through the creation of an internal private condominium road network in the form of a crescent road (Horseshoe Bend Crescent). Access is proposed from two vehicular and pedestrian points on Hidden Valley Road and pedestrian access to River Birch Street. Hidden Valley Road is a public road which provides access to the Hidden Valley Community and connects to Wabanaki Drive. River Birch Street provides access to Hidden Valley Road via River Valley Drive.

The proposed development is illustrated on the Draft Condominium Plan included as **Figure 3** to this Report and is described as follows:

- 26 units are proposed. Each unit is intended to contain a single-detached dwelling. The minimum lot area is 929 square metres and the minimum frontage on the internal road is 24 metres;
- The common elements include an internal private road (shown as Horseshoe Bend Crescent) with two vehicular connections from Hidden Valley Road and one pedestrian connection to River Birch Street to provide access to units; and
- A street parking space, sidewalks, snow storage, an infiltration gallery and landscaped areas adjacent to the private road are included as common elements.

Municipal water, sanitary and storm sewer connections are planned via River Birch Street. A Functional Servicing and Stormwater Management Report (MTE Consultants Inc.) has been prepared and is included as part of this application and is summarized in **Section 8.1** of this Report.

Access to the municipal road system and active transportation networks will be via the private road network (Horseshoe Bend Crescent) which represents an efficient path of travel and minimizes the impact on the regional road network. A single-loaded sidewalk is proposed along the private condominium road to provide pedestrian connections to the surrounding neighbourhood.

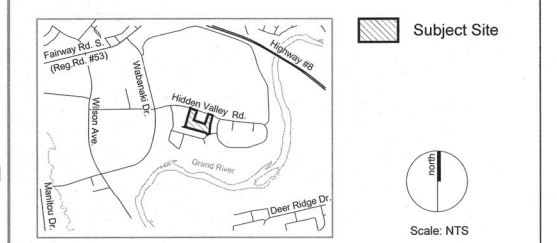
Detailed building design is unknown at this time and will be confirmed at the Building Permit stage. It is intended that the proposed development will comply with the proposed zoning noted in this Report. The objective of the proposed development is to introduce a compact urban form that complements surrounding residential development. The proposed development represents gentle density and has been designed to accommodate sufficient setbacks from adjacent development and respect the existing development pattern along Hidden Valley Road. Moreover, lot depths along the south property line (which have the greatest potential for overlook) have generous rear



Legal Description
 LOT 5 AND LOT 7, REGISTRAR'S COMPILED PLAN 1519 AND
 BLOCK 59 AND BLOCK 60, PLAN 58M-422
 CITY OF KITCHENER
 REGIONAL MUNICIPALITY OF WATERLOO

Owner's Certificate
 I CERTIFY AUTHORIZE MACNAUGHTON HERMISEN BRITTON CLARKSON PLANNING LIMITED TO
 SUBMIT THIS PLAN FOR APPROVAL
 DATE: April 14, 2023
 Damian Jaworski - COO
 Evaya Developments Inc.

Surveyor's Certificate
 I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR
 RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN
 DATE: April 14, 2023
 J. Patrick Haramis - OLS
 JD Barnes Limited



**Additional Information Required Under Section 51(17) of the Planning Act
 R.S.O. 1990, c.P.13 as Amended**

A. As Shown	B. As Shown	C. As Shown
D. Residential	E. As Shown	F. As Shown
G. As Shown	H. Municipal Water Supply	I. Gravelly Loam
J. Not Shown	K. All Services As Required	L. As Shown

Area Schedule

	UNITS	AREA (ha)
UNITS (Residential - Single Detached)	26	2.729
COMMON ELEMENT AREA (Private Road, Emergency Access, Snow Storage, Landscaped)	--	0.581
ROAD WIDENING	--	0.005
TOTAL	26	3.315

- Notes**
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.
 - SURVEY INFORMATION FROM PLAN 58R-777 PREPARED BY JD BARNES LIMITED (??? 2023).
 - TOPOGRAPHICAL BASE PLAN INFORMATION FROM MTE, 2022 AND 2023.
 - ADJACENT PARCEL FABRIC IS APPROXIMATE.
 - LOT WIDTHS/DIMENSIONS TAKEN AT 6.0m SETBACK.
 - GARBAGE/RECYCLING WILL BE BY PICKED UP BY PRIVATE CONTRACTOR.

1.	April 14, 2023	For Submission of VLC to City;	DGS
Rev. No.	Date	Issued / Revision	By

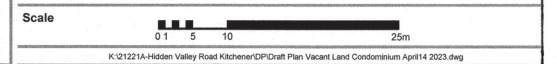
PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
MHBC
 200 SAG BINGEMANS CENTRE DR. FLOOR 406, CN. N2B 3P9 | P: 519.576.3500 | F: 519.576.0121 | WWW.MHBCPLAN.COM

Approval Stamp	Date	April 14, 2023
	Drawn By	DGS
	Plan Scale	1:500
	File No.	21221A

Project
Hidden Valley VLC
 Hidden Valley Road
 Kitchener, Ontario

Client
 Evaya Developments Inc.
 76 Evenstone Avenue
 Kitchener, ON N2R 1N9

File Name
**DRAFT PLAN OF VACANT LAND
 CONDOMINIUM**



yards to minimize potential impacts. The existing tree edge will be maintained and enhanced (where possible) through additional plantings to minimize the potential for overlook.

4.0 PLANNING ACT APPLICATIONS

In order to permit the proposed development, Official Plan Amendment, Zoning By-law Amendment, and Vacant Land Condominium Applications are required. Full Site Plan Approval is also required and will be submitted following the Official Plan Amendment, Zoning By-law Amendment, and Vacant Land Condominium approval. As detailed further in **Section 6.6** of this Report, the Hidden Valley Land Use Master Plan is intended to provide the basis of the creation and implementation of a Secondary Plan for the Hidden Valley Residential Community, which includes the subject lands. Both the Official Plan Amendment and Zoning By-law Amendment implements the form of development contemplated by the Master Plan for the subject lands.

4.1 Official Plan Amendment

A site-specific Official Plan Amendment is required to permit the proposed net residential density of 8 units per net hectare, whereas a maximum of 4 units per hectare is currently permitted. The proposed density of 8 units per hectare is compatible with the surrounding community and provides for the development of single-detached dwellings on lots with a minimum lot area of 929 square metres. Adequate setbacks are provided from adjacent residential uses and the proposal maintains the existing character of the area.

4.2 Zoning By-law Amendment

The City of Kitchener Zoning By-law (“By-law 85-1”) was approved in 1985 and has since been amended. The City is in the process of undertaking a Comprehensive Review of the Zoning By-law (CRoZBy) in order to implement the City’s Official Plan. The new zoning by-law is being prepared in stages. Stage 1 was approved in April 2019, as By-law 2019-051, and included non-residential zones. Stage 2 includes proposed zoning for residential zones and was recently approved and implemented as an amendment to By-law 2019-051. By-law 2019-051 does not include the Hidden Valley area; therefore, By-law 85-1 remains in-effect for the subject lands.

A Zoning By-law Amendment is requested as the proposed development does not comply with the in-effect zoning for the subject lands. The proposed Zoning By-law Amendment seeks to rezone the subject lands from Residential One (R-1) to Residential Two (R-2) under Zoning By-law 85-1. **Section 7.1.1** of this Planning Justification Report outlines the proposed Amendment. **Section 7.1.2** of this Planning Justification Report outlines the proposed development’s compliance with Zoning By-law 2019-051 for discussion purposes.

4.3 Vacant Land Condominium

A Vacant Land Condominium Application is required to permit the condominium development form on the subject lands. This Application will allow for the sale of separate units and for the implementation of common elements (including the private roadway).

5.0 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.

The public consultation process for the proposed Official Plan Amendment, Zoning By-law Amendment and Vacant Land Condominium application is anticipated to follow the *Planning Act* statutory requirements. The following points of public consultation are proposed:

- 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 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 decision.

The consultation strategy proposed will provide members of the public with opportunities to review, understand and comment on the proposed Official Plan Amendment, Zoning By-law Amendment and Vacant Land Condominium 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.

6.0 POLICY ANALYSIS

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

6.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the “PPS”) applies to planning decisions made on or after May 1, 2020. As a result, the 2020 PPS is applicable to the proposed development.

The PPS outlines policy for Ontario’s long term prosperity, economic health, and social well-being. These directives depend on the efficient use of land and development patterns that support strong, sustainable, and resilient communities that protect the environment, public health and safety, and facilitate economic growth. The following is an analysis of the proposed development in the context of the policies in the PPS.

6.1.1 Settlement Areas

Policy 1.1.3.1 of the PPS states that Settlement Areas shall be the focus of growth and development and shall accommodate a mix of land uses. The subject lands are located within a settlement area given their location within the Urban Area Boundary pursuant to the Region of Waterloo Official Plan.

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).

The proposed development provides a low-density residential form of development that efficiently uses underutilized lands. The development has been planned with consideration for the surrounding land uses and utilizes existing infrastructure. The proposed development includes sidewalk connections to the surrounding network and is located just outside of the Major Transit Station Area associated with Fairway Station (1.7 kilometers direct, 2.3 kilometers via sidewalks).

6.1.2 Housing

Policy 1.4.3 of the PPS provides 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 of the regional market area by:

- Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with housing and homelessness plans;
- Permitting and facilitating: all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements; and all types of residential intensification and redevelopment;
- Directing the development of new housing to locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- Promoting densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed;
- Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations; and,
- Establishing development standards for residential intensification, redevelopment and new residential development which minimizes the cost of housing and facilitates compact form, while maintaining appropriate levels of public health and safety.

The proposal is intended to accommodate a gentle infill and intensification development with compact single-detached dwellings that will contribute to the range and mix of housing types offered in the City of Kitchener and the local community. The proposed development will result in the development of lands within a Designated Greenfield Area and Built-Up Area where infrastructure and public services are available as well as where active transportation and transit infrastructure exists or is planned. The proposed development will permit a density that is twice what is currently contemplated in the Official Plan but also ensuring that it is compatible with and complementary to surrounding residential neighbourhoods.

6.1.3 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, meeting the needs of pedestrians, fostering social interaction and facilitating active transportation and community connectivity.

The proposed development includes connections from the proposed units to the existing active transit infrastructure, including sidewalks, paths (Hidden Valley Low Lift) and bike lanes (Wabanaki Drive). Internally, the proposed development contains sidewalks along the private road with connections to both Hidden Valley Road and River Birch Street. River Birch Street includes sidewalk

connections which will provide future residents access to several amenity areas located within the nearby area, including River Birch Park.

6.1.4 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 (MTE Consultants Inc.) prepared in support of the proposed development assesses the feasibility of servicing the subject lands. The Functional Servicing and Stormwater Management Report confirm municipal infrastructure capacity to accommodate a connection to the proposed development.

6.1.5 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, densities and a 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 subject lands are located in proximity (1.7 kilometers) to existing Grand River Transit (GRT) bus and LRT service located at Fairview Park Mall (2.3 kilometers via sidewalks). The subject lands have convenient access to the regional road network (Wabanaki Drive, Fairway Road South and Highway 8) via Hidden Valley Road and are well connected to the existing sidewalk network. River Birch Street includes sidewalks with connections to River Valley Drive, Hidden Valley Road (between River Valley Drive and Wabanaki Drive), and finally to Wabanaki Drive (which has sidewalks and bicycle lanes).

6.1.6 Natural Heritage

Policy 2.1.1 of the PPS provides that natural features and areas shall be protected long-term. The subject lands are not located within or contiguous to any natural heritage features of regional, provincial or federal significance.

6.1.7 Summary

Based on the above, the proposed Official Plan Amendment, Zoning By-law Amendment, and Vacant Land Condominium applications are consistent with the policies of the Provincial Policy Statement.

6.2 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 in 2019 and was amended effective August, 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.

Policy 1.2.1 of the Growth Plan 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 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 investment in infrastructure and public service facilities and providing for different approaches to manage growth that recognize the diversity of communities in the Greater Golden Horseshoe.

6.2.1 Housing

Section 2.2.6 of the Growth Plan 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; planning to diversify the overall housing stock across the municipality

The proposed redevelopment will assist the Region of Waterloo and City of Kitchener in achieving the minimum intensification target set out in Growth Plan through the development of the subject lands with residential development. The proposed single-detached dwellings will contribute to the range and mix of housing options in the Region and City while maintaining compatibility with the surrounding built neighbourhood. 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.

6.2.1 Delineated Built-up Areas

The parcel municipally known as 1018 Hidden Valley Road, which forms part of the subject lands, is within the Built-Up Area as delineated in the Region of Waterloo Official Plan. In accordance with Policy 2.2.2(a), a minimum of 50 per cent of all residential development occurring annually within the Region of Waterloo will be within the delineated built-up area.

The proposed development will assist the Region of Waterloo and City of Kitchener in achieving the minimum intensification target set out in Growth Plan through the redevelopment and intensification of the subject lands (specifically the parcel municipally known as 1018 Hidden Valley Road within the Built-Up Area) with residential development.

6.2.2 Designated Greenfield Area

The majority of the subject lands (unaddressed parcel between Hidden Valley Road and River Birch Street) are located within the Designated Greenfield Area, as delineated in the Region of Waterloo Official Plan. In accordance with Policy 2.2.7 of the Growth Plan, a minimum density target of not less than 50 residents and jobs combined per hectare is required for lands within the Designated

Greenfield Area within the Region of Waterloo. It is noted that this density target is to be measured over the entire Designated Greenfield Area of the Region, including Urban and Township Designated Greenfield Areas.

In accordance with Policy 2.2.7.2, development is encouraged in the Designated Greenfield Area that supports the achievement of complete communities; supports active transportation; and, encourages the integration and sustained viability of transit services.

6.2.3 Summary

The subject lands are located within a settlement area on lands designated for residential development. The proposal will provide an efficient development on otherwise underutilized lands. The proposed development will support the achievement of complete communities through the provision residential dwelling units that are in proximity (approximately 1.7 kilometers) to a central transit hub and that have convenient access to a range of uses, including retail, employment and recreation uses. Connections to existing active transportation infrastructure are provided through sidewalk and bicycle lane networks (Wabanaki Drive) within the Hidden Valley community.

Based on the above, it is concluded that the proposed Official Plan Amendment, Zoning By-law Amendment and Vacant Land Condominium conform to the policies of the Growth Plan.

6.3 Planning Act Section 51(24)

Section 51(24) of the *Planning Act* outlines criteria that shall be regarded in the consideration of a draft plan of subdivision application. Part II, Section 9(2) of the *Condominium Act*, 1998, provides that the provisions of Sections 51, 51.1 and 51.2 of the *Planning Act* that apply to a plan of subdivision apply with necessary modifications to a description or an amendment to a description of a condominium. Therefore, Section 51(24) of the *Planning Act* is relevant to the proposed Vacant Land Condominium.

This section analyzes the proposed Vacant Land Condominium's conformity with these criteria:

- a) the effect of the proposal on matters of Provincial interest;
 - The proposed development has regard for the applicable matters of Provincial interest as outlined in Section 2 of the *Planning Act*.
- b) whether the subdivision is premature or in the public interest;
 - The subject lands are designated for residential use by the City of Kitchener Official Plan. Adjacent lands are developed and servicing capacity is available. The proposed development is not premature and is in the public interest.
- c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
 - The application conforms to the intent of the City of Kitchener Official Plan as the subject lands are located in a settlement area and designated Low Rise Residential which permits the use of single-detached dwellings. Adjacent existing and proposed development has been considered in the design of the proposed Vacant Land Condominium.

- d) the suitability of the land for the purposes for which it is to be subdivided ;
- The proposed development area is suitable to be subdivided into units for the use of single-detached dwellings. The proposed development has considered the subject land's topography and does not negatively impact significant environmental features and functions.
- e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- The proposed internal private road network connects to Hidden Valley Road for vehicular and pedestrian access and to River Birch Street for pedestrian access. The lands are in close proximity to arterial roads with connections to Highway 8.
- f) the dimensions and shapes of the proposed lots;
- All dimensions and shapes of proposed units are appropriate for the intended use of the subject lands and have consideration for their context. Units abutting Hidden Valley Road have appropriate depths (flankage) and will have enhanced architectural treatments on their northerly elevations which face the public right-of-way.
- g) the restrictions or proposed restrictions, if any, on the land to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- The residential development is proposed in an area that is appropriate for development. No development is proposed within natural features or setback areas.
- h) conservation of natural resources and flood control;
- There are no significant natural features or hazards on the subject lands. An Environmental Impact Statement was not identified as a requirement for a complete application. The stormwater management has been designed in accordance with the applicable standards, regulations, and guidelines.
- i) the adequacy of utilities and municipal services;
- The site can be fully serviced with existing municipal infrastructure and utilities as determined in the Functional Servicing and Stormwater Management Report (MTE Consultants Inc.).
- j) the adequacy of school sites;
- Given the number of units proposed, it is anticipated that existing schools in southern Kitchener can adequately serve the proposed development. Relevant school boards will be circulated the proposal during the approval process.
- k) the area of land, if any, exclusive of highways, to be conveyed or dedicated for public purposes;
- No lands are proposed to be dedicated for public purposes aside from the required road widening dedication along Hidden Valley Road.
- l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy;

- The Draft Plan of Vacant Condominium has been designed to encourage active transportation through the inclusion of a sidewalk that connects to adjacent streets. The proposed form of development is compact and will facilitate energy conservation. The road network will facilitate the efficient movement of vehicles and pedestrians.
- m) the interrelationship between the design of the proposed subdivision and site plan control matters relating to any development of the land, if the land is also located within a site plan control area designated under subsection 41 (2) of the Planning Act;
- Site Plan Approval is required and will be submitted following the Official Plan Amendment, Zoning By-law Amendment, and Vacant Land Condominium approval.

6.4 Region of Waterloo Official Plan

The Regional Official Plan (“ROP”) was approved by the Ministry of Municipal Affairs and Housing with modifications on December 22, 2010, and approved, with amendments by the Ontario Municipal Board on June 18, 2015. Amendment No. 6 to the Regional Official Plan was approved on April 11, 2023 by the Ministry of Municipal Affairs and Housing. The ROP outlines a vision for growth and development within the Region and establishes a number of general policies to plan and manage growth and implement provincial land use policy.

The subject lands are located within the Designated Greenfield Area and Built-Up Area on Map 2 of the Region of Waterloo Official Plan, as amended (**Figure 4**).

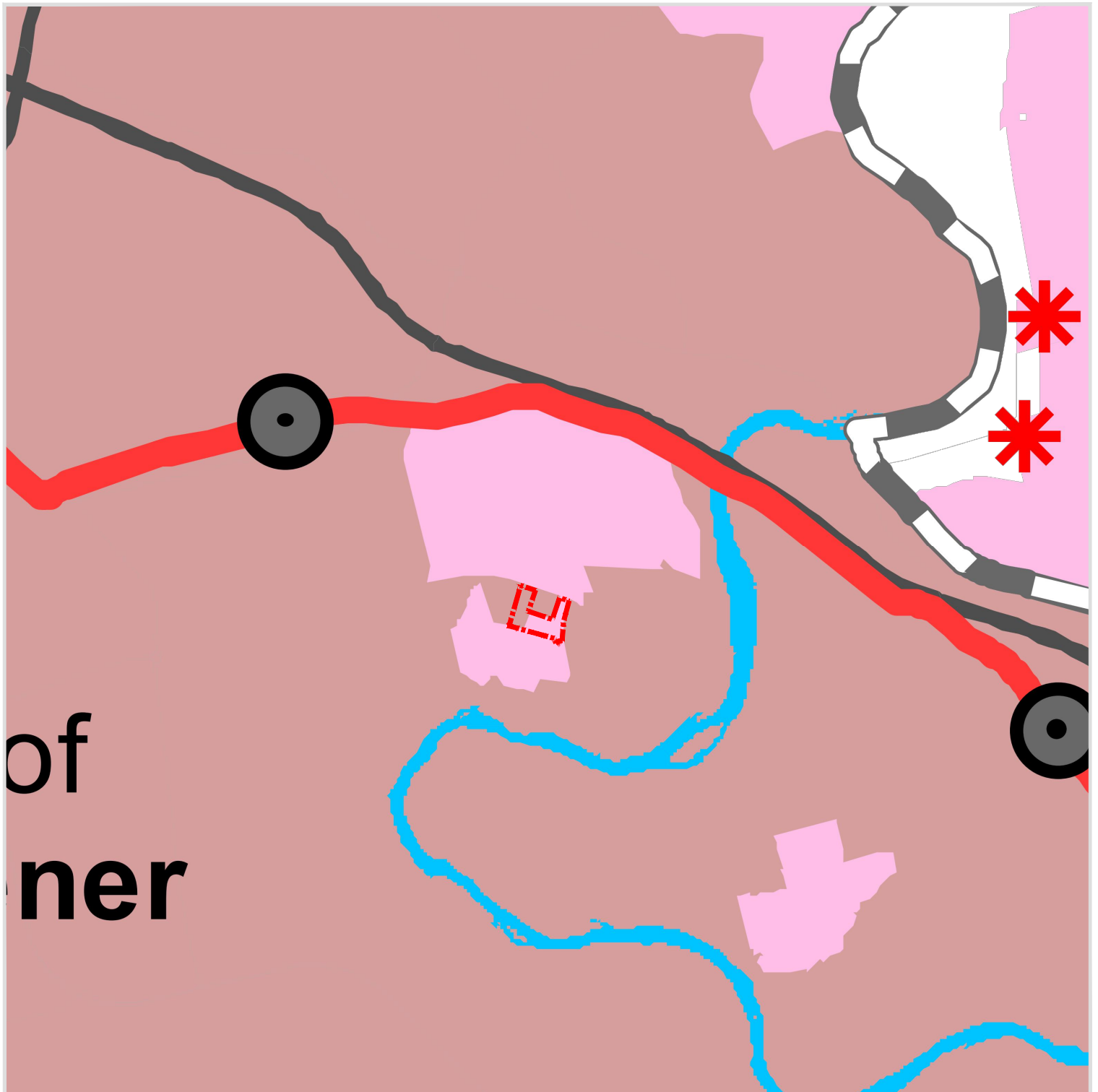
6.4.1 Intensification

Section 2.B of the ROP, as amended on April 11, 2023, provides that over 60% of the region’s new residential growth is to occur within the delineated built-up areas of the cities and townships through intensification. The majority of this growth will be directed to strategic growth areas serviced by transit and the rest will occur in existing neighbourhoods through gentle density and a broader range of missing middle housing.

The proposed development will assist the Region of Waterloo and City of Kitchener in achieving the minimum intensification target through the intensification of the subject lands (specifically the parcel municipally known as 1018 Hidden Valley Road within the Built-Up Area) with residential development in an established neighbourhood.

6.4.2 Designated Greenfield Area

Section 2.G of the ROP provides the policy for lands within the Designated Greenfield Area. This section provides that gentle density in the form of infill, missing middle housing and addition residential units will contribute to greenfield communities becoming “vibrant 15-minute neighbourhoods” that feature a diverse mix of uses. In this sense, people are expected to be able to meet their daily needs for goods, services and employment within a 15-minute trip by walking,




of
ner

Figure 4
Region of Waterloo
Official Plan
Amendment 6 Map 2
Urban System

Hidden Valley Rd
 City of Kitchener
 Region of Waterloo

LEGEND

 Subject Lands

Strategic Growth Areas

 Urban Growth Centre*

 Regional Intensification Corridors

 Major Transit Station Area*

Urban Area / Township Urban Area

 Delineated Built-Up Area

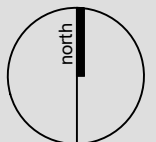
 Designated Greenfield Area

DATE: April 2023

SCALE: 1 : 25,000

FILE: 21221A

DRAWN: PL



K:121221A-HIDDEN VALLEY ROAD KITCHENER\RP\T\FROPA MAP2-APR2023.DWG

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE

200-540 BINGEMANS CENTRE DR. KITCHENER, ON. N2B 3X9
 P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

cycling and rolling, and where other needs can be met by using direct, frequent and convenient transit.

Table 4 of the ROP, as amended, provides that the minimum density target for Greenfield Areas in the Region is 59 residents and jobs per gross hectare of land and is 65 residents and jobs combined per gross hectare of land in the City of Kitchener. Further, Policy 2.G.1.3 provides that this target is to be calculated over the entire designated Greenfield Area of the Region and respective municipality.

Lastly, Policy 2.G.1.5 provides that area municipalities will establish policies in their official plans or other planning documents that support the gradual transition of existing designated greenfield areas to become vibrant 15-minute neighbourhoods through gentle density in the form of infill, missing middle housing and additional residential units.

The proposed development (particularly on the unaddressed parcel between Hidden Valley Road and River Birch Street within the Greenfield Area) responds to these policies by providing a compact infill development form that respects the surrounding context, as directed by local policy.

6.4.1 Transportation

Maps 5a-5c of the ROP identify the following transportation networks proximate to the subject lands:

- Fairway Road South, east of Manitou Drive/Courtland Avenue East, is identified as an Existing Transit Corridor (Map 5a);
- Manitou Drive, south of Fairway Road and north of Bleams Road, is identified as an Existing Transit Corridor (Map 5a);
- Bleams Road, east of Manitou Drive and west of Wabanaki Drive, is identified as a Planned Regional Road (Map 5b); and
- Wabanaki Drive and Hidden Valley Road are identified as a Planned Cycling Route (Map 5c).

The proposed development will benefit from access to an integrated regional transportation network which includes regional roads, cycling facilities and public transit. Fairview Park Mall is a central transit terminus for the ION LRT system and provides connections throughout the Region and City. GRT bus routes provide further connections throughout the Region to lands beyond the LRT route area. The proposed development has been designed with access to the existing and planned transportation network including vehicular, pedestrian and cyclist access to Wabanaki Drive.

6.4.2 Airport Zoning Regulations

The Region of Waterloo International Airport is located to the northeast of the subject lands. Transport Canada regulates zoning around airports. Airport zoning regulations (AZR) restrict the heights of buildings, structures and objects on regulated lands. The AZR value for the subject lands is 356.5 metres above sea level ("ASL"). The proposed residential development will not impact the operation of the Region of Waterloo International Airport.

6.4.3 Environmental Considerations

The subject lands are partially within a Wellhead Protection Sensitivity Area (WPSA-8) as per Map 6a of the ROP. As per Policy 8.A.18 of the Official Plan, Category 'A' uses are not permitted. These uses include waste treatment and disposal facilities, salvage yards, and bulk storage of hazardous chemicals and substances. The proposal does not contemplate these uses and the policies of the Grand River Source Protection Plan do not apply, as per the Region of Waterloo Source Water Protection Mapping Tool.

The subject lands are not within an area with Core Environmental Features or contiguous to such features. It is noted that two regionally designated Environmentally Sensitive Policy Areas (ESPAs) are located in proximity to the subject lands. These ESPAs are identified as ESPA 27 (Hidden Valley / Bird Ridge), located on the north side of Hidden Valley Road, and ESPA 28 (Petrifying Spring), located to the south of the subject lands, beyond the Kruse subdivision. The Functional Servicing and Stormwater Management Report (MTE Consultants Inc.) provides that the proposed development will be designed to meet the City of Kitchener Integrated Stormwater Management Mater Plan (October 2016) for water retention requirements and that the grading design will respect the natural topography of the Site and match existing grades along property boundaries. Further, the proposal incorporates clean (rooftop) stormwater infiltration to respect the down gradient ESPA.

6.4.4 Summary

The proposed development conforms to the Region of Waterloo Official Plan and no amendment is required. The proposed development contributes to the gentle density objectives established for the Designated Greenfield Area and to the intensification targets of the Built-Up Area.

6.5 City of Kitchener Official Plan

The City of Kitchener Official Plan (the "Official Plan") was approved by the Region of Waterloo in November 2014 and the Local Planning Appeal Tribunal in March and July 2019. The following provides an assessment of the proposed applications in the context of the Official Plan.

6.5.1 Urban Structure

The subject lands are located within the Designated Greenfield Area and the Built-Up Area as per Map 1 – City Urban Area and Countryside, in the City of Kitchener Official Plan. The Designated Greenfield Area and Built-Up Area correspond to the Designated Greenfield Area and Built-Up Area in the ROP. Section 3.C.1.6 provides that the City of Kitchener will contribute to achieving the Region's minimum annual residential intensification target for the Built-Up Area. Table 2 provides a 55% intensification target for the 2021-2026 timeframe. Section 3.C.1.14 provides that the City will contribute to meet the Region of Waterloo's minimum density target of 50 residents and jobs combined per hectare for Designated Greenfield Areas. The City will assist in achieving this target for the entire Designated Greenfield Area by requiring areas serving primarily a residential function to meet or exceed a minimum average density of 55 residents and jobs combined per hectare.

The subject lands are within Community Areas as identified on Map 2 – Urban Structure and just outside of the Major Transit Station Area associated with Fairview Park Mall. Section 3.C.2.50-52 provides that the planned function of Community Areas is to provide for residential uses as well as non-residential supporting uses intended to serve the immediate residential areas. Limited intensification may be permitted within Community Areas. The proposed development must be sensitive to and compatible with the character, form and planned function of the surrounding context.

The proposed development will contribute to the intensification target for the Built-Up Area and the density target of the Urban Designated Greenfield lands, and support the planned function of the urban structure. The proposed development has been designed to be compatible with the surrounding context and integrate with the existing road and transportation network. The Preliminary Site Plan proposes a low-density residential form that is compatible with the context and can accommodate sufficient setbacks to mitigate impacts and provide an appropriate transition to adjacent properties. Detailed compatibility considerations are contained in **Section 8.2** of this report.

6.5.2 Low Rise Residential Designation

The subject lands are designated Low Rise Residential on Map 3 of the Official Plan (**Figure 5**). Section 15.D.3.8 – 15.D.3.14 provides that the Low Rise Residential designation will accommodate a full range of low density housing types, including single-detached dwellings. The maximum net residential density for lands designated Low Rise Residential is 30 units per hectare. A maximum Floor Space Ratio of 0.6 will apply to all development and redevelopment. No building will exceed three storeys or 11 metres in height.

6.5.3 Urban Design

Section 11 of the Official Plan contains urban design policies related to community design, neighbourhood design and site and building design. Below is an analysis of how the relevant design objectives and policies of the City's Official Plan have been considered.

Section 11.1 outlines the objectives for urban design in the City of Kitchener. The proposal supports the City's overarching design objectives of the Official Plan by proposing a residential development that will reflect a high standard of design excellence; has an identifiable sense of place; and is human-scaled, safe, secure and walkable.

Moreover, Section 11.C.1.1 of the Official Plan notes that the City will require high quality urban design in the review of all development applications through the implementation of the policies of this Plan and the City's Urban Design Manual. Relevant policies from the City's Urban Design Manual are discussed below. The Neighbourhood Design and Site Design policies are most relevant to the proposed development.

Section 11.C.1.27 of the Official Plan provides that the City will, through neighbourhood design, aim to achieve walkability, variety, place making, conservation, connectivity, transit-supportive and safety of all neighbourhoods. The proposed development includes a private sidewalk that provides

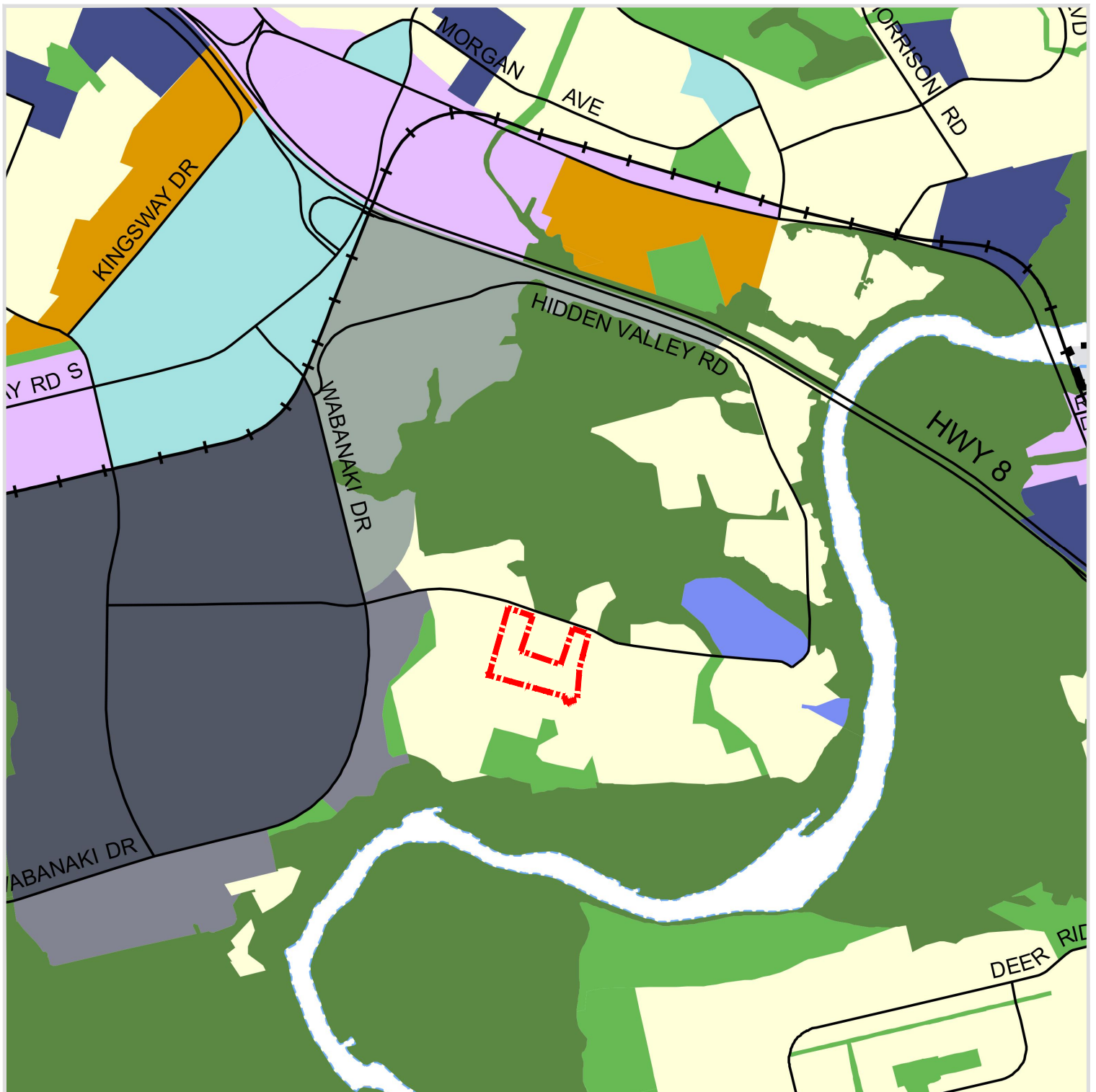










Figure 5
City of Kitchener
Official Plan Map 3
Land Use

Hidden Valley Rd
 City of Kitchener
 Region of Waterloo

LEGEND

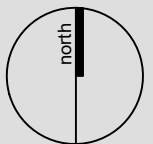
-  Subject Lands
-  Low Rise Residential
-  High Rise Residential
-  Mixed Use
-  Commercial
-  Heavy Industrial Employment
-  General Industrial Employment
-  Business Park Employment
-  Institutional
-  Natural Heritage Conservation
-  Open Space
-  Major Infrastructure and Utilities

DATE: January 2023

SCALE: 1 : 15,000

FILE: 21221A

DRAWN: PL



K:12121A-HIDDEN VALLEY ROAD KITCHENER\RP1TF6-7OP SCHS-JAN2023.DWG

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE

200-540 BINGEMANS CENTRE DR. KITCHENER, ON. N2B 3X9
 P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

access to surrounding sidewalk and cycling networks. Existing transit service connections located at Fairview Park Mall provide transit connectivity throughout the City and Region. The proposed development is therefore well connected to the surrounding neighbourhood.

Section 11.C.1.29 of the Official Plan provides that the City will ensure that new sites are designed, existing sites are redeveloped, and community infrastructure is planned to enhance the site, buildings, open spaces and the streetscape. The proposed development represents the development of vacant lands that have been designed to enhance the site through the orientation of the proposed lots and the increased connectivity.

The proposed development achieves the intent of the urban design policies outlined in the Official Plan. Further Urban Design discussion is provided in **Section 8.2** of this report.

6.5.4 Natural Heritage & Environmental Considerations

The subject lands are partially within a Wellhead Protection Sensitivity Area (WPSA-8) as per Map 8 of the Official Plan. As per Policy 7.C.1.1 of the City's Official Plan, Source Water Protection Areas are identified and protected as per the policy of the ROP. As per the discussion in **Section 6.4.3** of this Report, the proposal does not contemplate restricted uses and the policies of the Grand River Source Protection Plan do not apply, as per the Region of Waterloo Source Water Protection Mapping Tool.

It is noted that two regionally designated Environmentally Sensitive Policy Areas (ESPAs) are in proximity to the subject lands. These ESPAs are identified as ESPA 27 (Hidden Valley/Bird Ridge), located on the north side of Hidden Valley Road, and ESPA 28 (Petrifying Spring), located to the south of the subject lands, beyond the Kruse subdivision. Engineering design considerations have been reviewed to ensure clean stormwater infiltration respects the water balance and the down gradient ESPA. The Functional Servicing and Stormwater Management Report (MTE Consultants Inc.) prepared in support of the proposed development provides further information regarding stormwater management.

6.5.5 Transportation

The proposed development provides support for the existing and planned integrated transportation system in the City.

Active Transportation

The subject lands are located in proximity to existing and planned multi-use pathways.

A Secondary Multi-use Pathway presently extends easterly from River Birch Park to the south and extends to Hidden Valley Road and Wabanaki Drive. The Secondary Multi-use Pathway connects to a City Arterial Street Trail on Wabanaki Drive that provides connections to Fairview Park Mall. Furthermore, a future Regional Road Corridor is proposed to the north of the subject lands and will include a planned Regional Road Trail.

The subject lands have convenient access to the existing and planned active transportation network. As previously stated, the proposed development has been designed to be integrated with the surrounding residential development and road network. A number of connections to the active

transportation network for pedestrians and cyclists exist in the vicinity, including connections to Wabanaki Drive, which features bike lanes and a sidewalk connection.

Road Network

Map 11 of the Official Plan identifies Wabanaki Drive as a City Arterial Street, Fairway Road South as a Regional Road, and contemplates the extension of River Road East through the lands to the north with connection to Wabanaki Drive.

Section 13.C.4.1b) of the Official Plan provides that the City will collaborate with the Region to regulate the number of access points to regional roads. The proposed development will utilize and optimize an existing access to the regional road. Site access to Hidden Valley Road (vehicular and pedestrian) and River Birch Street (pedestrian) will provide connection to Wabanaki Drive.

6.5.6 Servicing and Utilities

Section 14 of the Official Plan contains policies related to servicing and utilities. The City will direct and accommodate growth and development in manner that promotes the efficient use and optimization of existing municipal water services and municipal sanitary services. Stormwater management facilities will be designed to manage stormwater quality and quantity, at an appropriate level, as defined by the most current targets and standards set out by the Province, City and the Grand River Conservation Authority.

A Functional Servicing and Stormwater Management Report (MTE Consultants Inc.) has been prepared for the proposed development which concludes that the proposed development can be serviced by municipal infrastructure for water, sanitary, and storm along River Birch Street.

6.5.7 Hidden Valley Specific Policy Area

Section 15.D.12.2 of the Official Plan provides specific policies regarding the Hidden Valley area. Specific policies are provided for lands designated Low Rise Residential. Section 15.D.12.2 a)ii) identifies that where municipal wastewater collection systems are available, only single detached and duplex dwellings are permitted to a maximum net residential density of 4 units per hectare. It is intended that development in the Hidden Valley Residential Community be developed as estate lots. Section 15.D.12.2 a) iii) notes that: all lots fronting onto Hidden Valley Road will have a minimum lot width of approximately 30 metres and comprise approximately 0.4 hectares of land above the Regulatory Floodline. The City will review and approve whether lots can utilize individual septic systems or whether they must connect to a municipal wastewater system.

An Official Plan Amendment is required to permit the proposed net residential density of 8 units per hectare. It is noted that Units 1 and 26 have frontage on Hidden Valley Road, which will be accessed from the private condominium road (proposed as Horseshoe Bend Crescent). A minimum lot flankage of 34.27 metres (Lot 1) is provided along the frontage of Hidden Valley Road.

The proposed development will be serviced by municipal water and waste water infrastructure. The proposal for 8 units per hectare represents gentle density and intensification that is compatible with the surrounding community. The proposal is intended to provide for the development of single-

detached dwellings on lots (units) with a minimum lot area of 929 square metres. The lot sizes and configurations are intended to accommodate adequate setbacks from adjacent residential uses and maintain the existing privacy and character of the area. **Section 8.2** provides additional design related justification regarding the proposed development and the compatibility with the surrounding residential community.

The proposed development will provide for an additional mix and choice of housing as contemplated in the Official Plan. A density of 8 units per hectare is considered to be compatible with the area and makes efficient use of lands within the Urban Boundary. **Section 6.6** of this report provides an analysis of the proposed development in the context of the Hidden Valley Land Use Master Plan.

6.5.8 Summary

Based on the foregoing, the proposed development:

- Represents appropriate development within the Built-up Area and Designated Greenfield Area on lands designated for residential development.
- The proposed development represents the logical extension of adjacent development and the redevelopment of underutilized land, and has been designed to be compatible with emerging residential development and existing development on Hidden Valley Road.
- The proposed development is conveniently located in proximity to various transportation options and has been designed to accommodate opportunities for active transit.
- The existing character of the Hidden Valley residential community is maintained.
- An Official Plan Amendment is required to permit the proposed net residential density of 8 units per hectare.
- The proposed development achieves the objectives of the Hidden Valley Land Use Master Plan, as described in **Section 6.6** of this report.

The proposed development generally conforms to the City of Kitchener Official Plan. An Official Plan Amendment is required to permit the proposed net residential density of 8 units per net hectare, whereas a maximum of 4 units per hectare is permitted.

6.6 Hidden Valley Land Use Master Plan

The Hidden Valley Land Use Master Plan (the “Master Plan”) was approved by City of Kitchener Council on June 24th, 2019. The Master Plan applies to the lands generally bounded by the Grand River, Wabanki Drive, Fairway Road South, and Highway 8. The Master Plan is intended to provide for the basis of the creation and implementation of a Secondary Plan for the Hidden Valley Residential Community.

The subject lands are subject to a ‘Residential Community Plan’ that was approved in 1989-90. The Hidden Valley Land Use Master Plan recommends repealing the Community Plan after the Official Plan Amendment and Secondary Plan for Hidden Valley are in-effect. The following provides a review of key policies and direction provided in the Hidden Valley Land Use Master Plan.

6.6.1 Low Density Residential – Large Lot

The subject lands are within the Low Density Residential – Large Lot designation in the Hidden Valley Land Use Master Plan (**Figure 6**). Permitted development within the Low Density Residential – Large Lot designation includes single-detached dwellings. Developments within this designation are to have a minimum width of 24 metres and a minimum lot area of 929 square metres. A maximum lot coverage of 55% and a maximum building height of 11 metres provides further direction for the desired development of the Low Density Residential – Large Lot designation.

The proposed development includes 26 units (lots) intended to accommodate single detached dwellings on a private road (proposed as Horseshoe Bend Crescent). The subject lands are irregularly shaped with an area of 3.315 hectares and approximately 116.74 metres of frontage on Hidden Valley Road in two locations and approximately 30.78 metres of frontage on River Birch Street.

The proposed development provides for a minimum lot width of 24 metres and a minimum lot area of 929 square metres. A maximum lot coverage of 55% is intended to be provided. The proposed development complies with the provisions of the Low Density Residential – Large Lot designation. The proposed density of 8 units per hectare, although higher than the currently permitted density of 4 units per hectare in the City of Kitchener Official Plan, is within the range contemplated in the Hidden Valley Land Use Master Plan given its conformity with the provisions of the designation.

6.6.2 Summary

The proposed development has been designed with consideration for the direction contained in the Master Plan. As noted at the beginning of this Section, the intent of the Master Plan is to provide the basis for the creation and implementation of a Secondary Plan for the Hidden Valley Residential Community. One of the recommendations from the Secondary Planning process is to remove the density policy for the Large Lot Residential designation where serviced. The subject lands are serviced and both the Official Plan Amendment and Zoning By-law Amendment implements the form of development contemplated by the Master Plan for the subject lands.

Figure 6 Hidden Valley Land Use Master Plan

Hidden Valley Rd
City of Kitchener
Region of Waterloo

LEGEND

Subject Lands

Land Use

- Low Rise Residential - Estate
- Low Rise Residential - Large Lot
- Medium Rise Residential
- High Rise Residential
- Mixed Use
- Commercial
- Business Park Employment
- Major Infrastructure & Utilities
- Natural Heritage Conservation
- Open Space

Site Specific Policy Area

- 1. Community and Institutional uses also allowed
 - 2A. and 2B. Subject to regulation and further study
 - 3. Some neighbourhood commercial uses also allowed
 - 4. Compatibility of sensitive uses
- Land Use Master Plan Boundary

Community Gateway

5 Minute Walking Distance from Centre

450m

Potential Trailhead Locations

Proposed Parkland

Neighbourhood Park

Urban Green

Proposed Roads

Hidden Valley Road Realignment

Local Street

Heritage Corridor

Priority Street

SWM Facility

Existing

Potential (Location to be determined)

Notes:

1. Portions of River Rd extension, Wabanaki Dr and Goodrich Dr may be renamed
2. Development limits and setbacks to be determined

Sources:

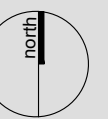
Hidden Valley Land Use Master Plan (2019)

DATE: January 6, 2023

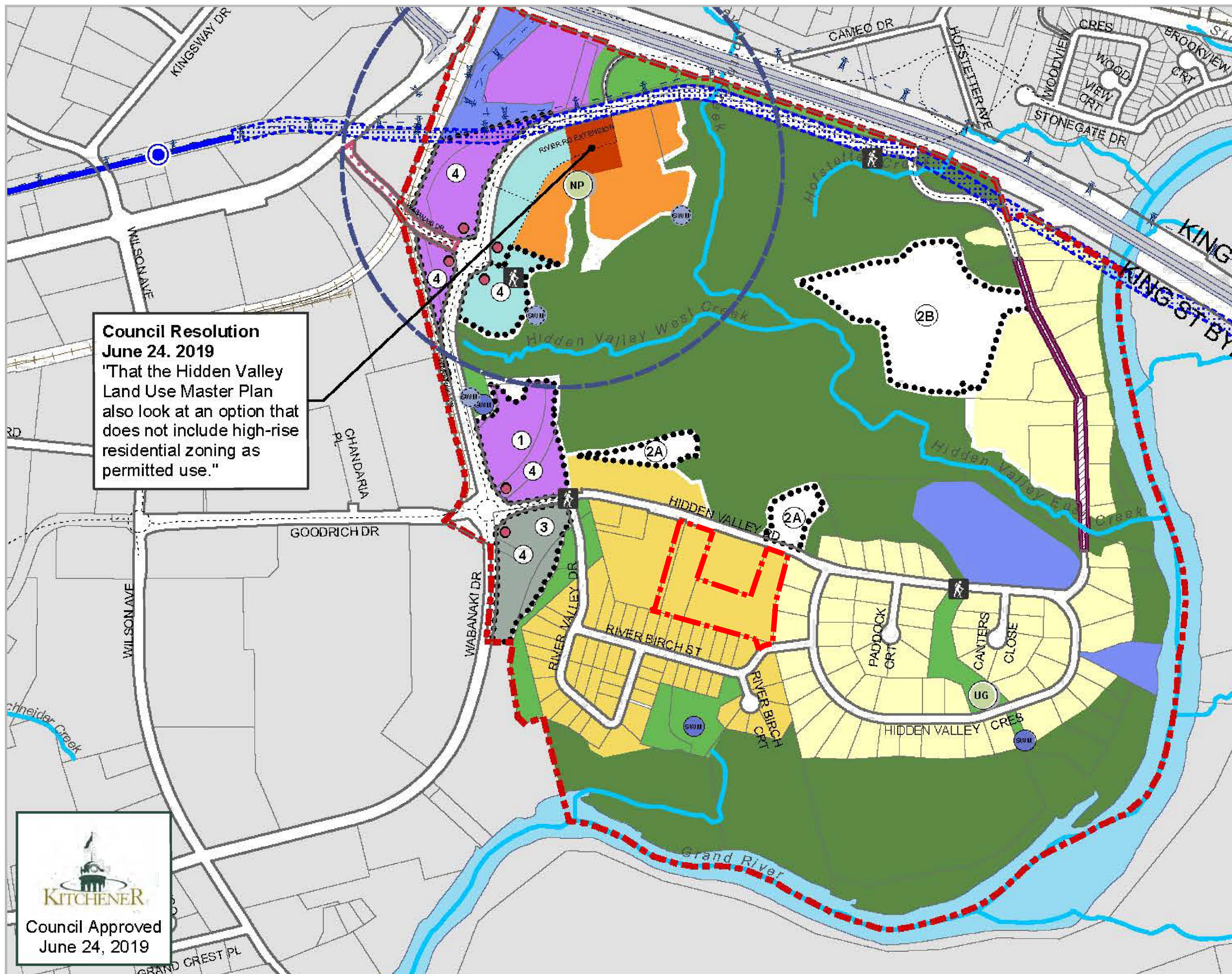
SCALE: 1:7,500

FILE: 21221A

DRAWN: PL



K:\21221A-Hidden Valley Road Kitchener\RPT\F8_Master Plan-Jan2023.dwg



**Council Resolution
June 24, 2019**
"That the Hidden Valley
Land Use Master Plan
also look at an option that
does not include high-rise
residential zoning as
permitted use."

**Council Approved
June 24, 2019**

7.0 CITY OF KITCHENER ZONING BY-LAW

A review of both the in-force Zoning By-law (By-law 85-1) and the emerging zoning by-law (By-law 015-2019) has been included. As Zoning By-law 85-1 remains the in-effect By-law for the subject lands, the Zoning By-law Amendment is proposed under By-law 85-1. **Section 7.1.2** outlines the proposed development’s compliance with Zoning By-law 2019-051 for discussion purposes only.

7.1.1 Zoning By-law 85-1 (In-force)

The subject lands are zoned Residential One (R-1) in the Kitchener Zoning By-law (85-1). The R-1 zone permits low density residential development, including single-detached dwellings. The existing zoning is illustrated on **Figure 7** to this report. The R-1 zone requires a minimum lot area of 4,000 m² and a minimum lot width of 30 m. The proposed development does not comply with these regulations, therefore, a Zoning By-law amendment is required.

Zoning By-law Amendment Request

The proposed Zoning By-law Amendment seeks to re-zone the subject lands from Residential One (R-1) to Residential Two (R-2) to permit the proposed development, as illustrated on **Figure 8**. The R-2 Zone permits single-detached dwellings with a reduced area and frontage requirement in comparison to the R-1 Zone.

Relevant regulations under Section 6 and 36 of the Zoning By-law are provided in **Table 2** below; the table also provides an analysis of the proposed development’s compliance.

TABLE 2. PROPOSED ZONING (R-2)			
Requirement	Required	Provided	Compliance
Minimum lot area	929 sq. m	929 sq. m	Yes
Minimum lot width	24.0 m	24.0 m	Yes
Minimum Font Yard / Minimum Side Yard Abutting a Street	4.5 m except no part of any building used to accommodate off-street parking shall be located closer than 6.0 metres to the street line.	<i>Unknown*</i>	-

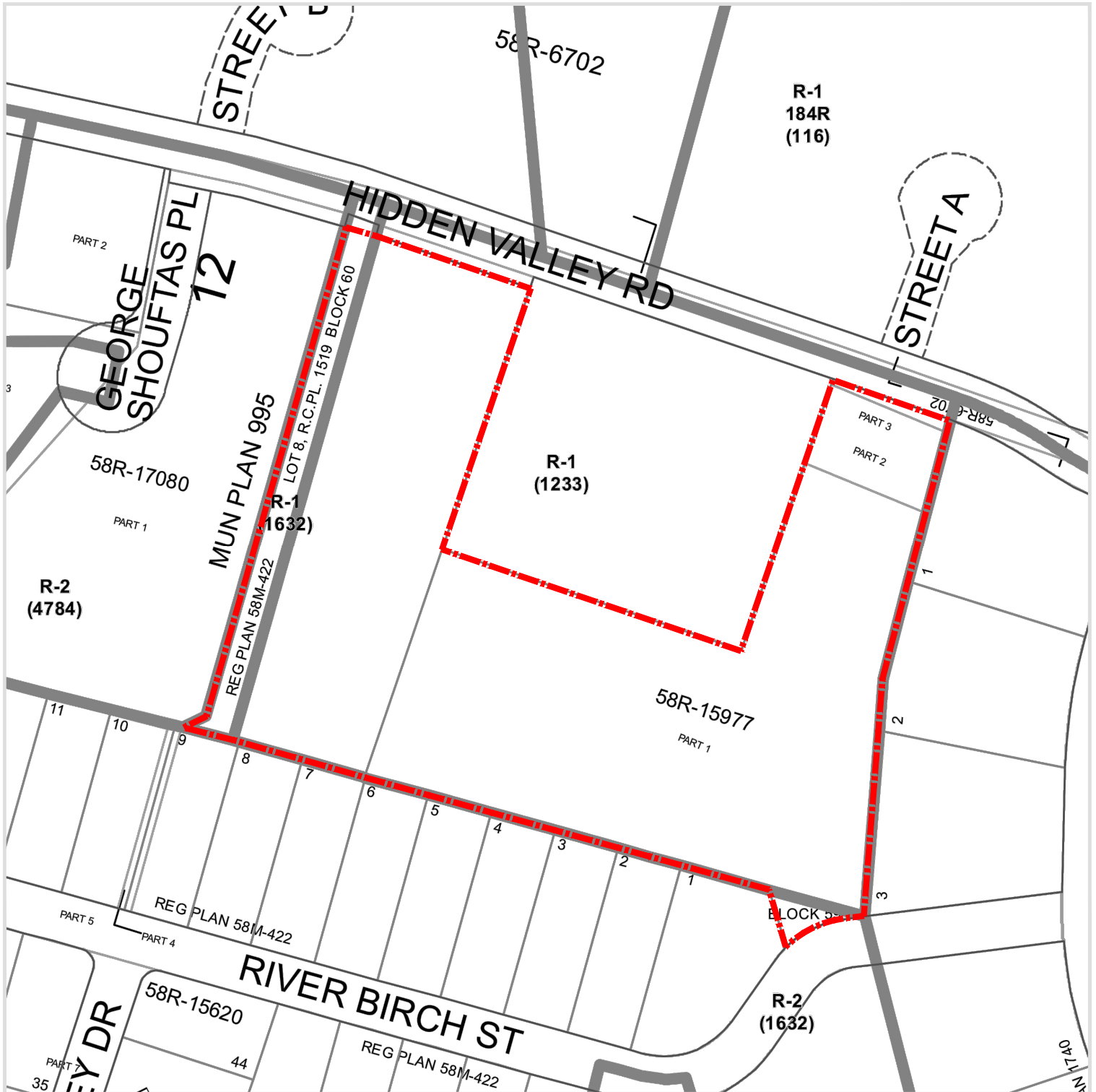


Figure 7
City of Kitchener
Zoning By-law 85-1

LEGEND

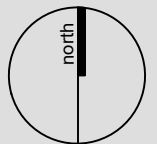
- Subject Lands
- (134) Zoning By-law Index Number
- 7 Property Detail Schedule Number

DATE: January 2023

SCALE: 1:2,000

FILE: 21221A

DRAWN: PL



K:\21221A-HIDDEN VALLEY ROAD KITCHENER\RP\TF4-5ZBL-JAN2023.DWG

Hidden Valley Rd
 City of Kitchener
 Region of Waterloo

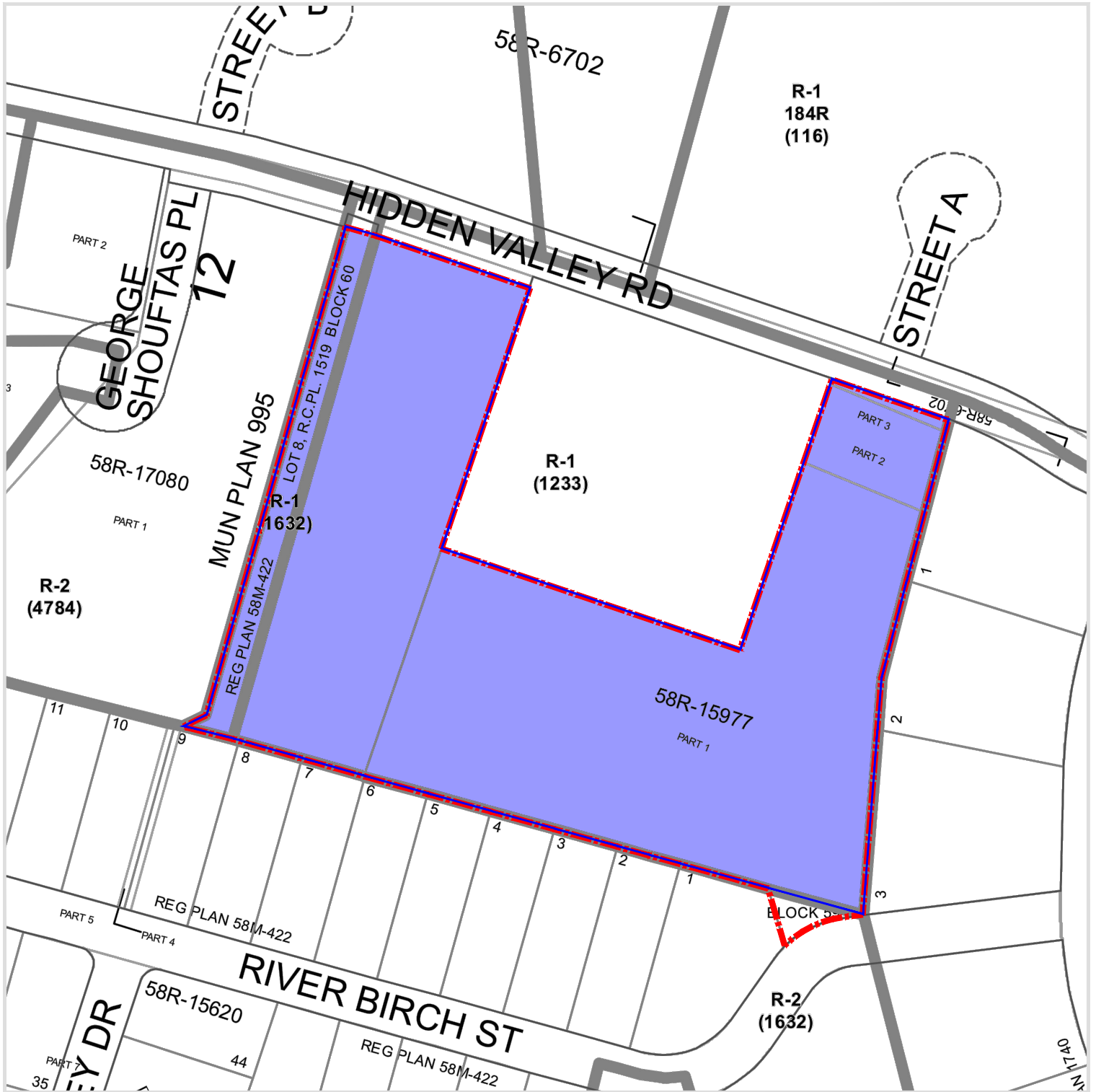


Figure 8
Proposed Zoning
By-law Amendment

LEGEND

- Subject Lands
- Area proposed to be rezoned from Residential One (R-1) to Residential Two (R-2)

(134) Zoning By-law Index Number

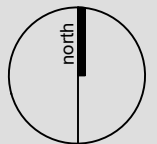
7 Property Detail Schedule Number

DATE: January 2023

SCALE: 1:2,000

FILE: 21221A

DRAWN: PL



K:\21221A-HIDDEN VALLEY ROAD KITCHENER\RP\TF4-5ZBL-JAN2023.DWG

Hidden Valley Rd
 City of Kitchener
 Region of Waterloo

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE

200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9
 P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Minimum Side Yard	1.2 m except in the case of a driveway leading to a required parking space situated between the dwelling and the side lot line in which case one side yard shall be 3.0 metres.	<i>Unknown*</i>	-
Minimum Rear Yard	7.5 m	<i>Unknown*</i>	-
Maximum Building Height	10.5 m	<i>Unknown*</i>	-
Maximum Lot Coverage	55%	<i>Unknown*</i>	-
Parking (Single Detached Dwelling)	1 per dwelling unit	<i>Unknown*</i>	-

* Detailed building design is to be provided at the Building Permit stage. It is intended that proposed development will comply with the proposed R-2 Zoning.

No site-specific permissions are requested with the Zoning By-law Amendment.

7.1.2 Zoning By-law 2019-051

The following section is provided for discussion purposes only, given that Zoning By-law 85-1 remains the in-effect by-law. The RES-1 zone would be appropriate under Zoning By-law 2019-051 as RES-1 zoning is intended to accommodate limited dwelling types in areas with an estate character and/or limited municipal services in low rise areas. Single-detached dwellings are permitted in the RES-1 Zone.

The regulations under RES-1 zoning (Table 7-2 of the Zoning By-law 2019-051) are provided in **Table 3** below with consideration of the proposed development's compliance.

TABLE 3. PROPOSED ZONING (RES-1)			
Requirement	Required	Provided	Compliance
Minimum lot area	929 sq. m	929 sq. m	Yes
Minimum lot width	24.0 m	24.0 m	Yes
Minimum corner lot width	24.0 m	24.51 m	Yes
Minimum front yard / exterior side yard	6.0 m	<i>Unknown*</i>	-
Minimum interior side yard	3.0 m	<i>Unknown*</i>	-
Minimum rear yard	7.5 m	<i>Unknown*</i>	-
Maximum lot coverage	55%	<i>Unknown*</i>	-
Maximum building height	11.0 m	<i>Unknown*</i>	-
Maximum number of storeys	3	<i>Unknown*</i>	-

* Detailed building design is to be provided at the Building Permit stage.

8.0 REVIEW OF TECHNICAL REPORTS

A significant amount of fieldwork, monitoring and analysis has occurred and has informed the content of the Official Plan Amendment, Zoning By-law Amendment and Vacant Land Condominium. This work has been summarized in a number of reports that have been relied upon in evaluating consistency/conformity with the land use planning framework. An overview of findings and conclusions of the various reports is summarized below.

8.1 Functional Servicing and Stormwater Management

MTE Consultants Inc. was retained to prepare a Functional Servicing and Stormwater Management Report for the proposed development. The report includes the following findings and conclusions:

- Municipal infrastructure for water, sanitary, and storm is available along River Birch Street;
- A fire flow analysis has been completed and demonstrates that adequate flow and pressure is available from the proposed on-site hydrants;
- The water supply needs of the proposed development will not exceed what is available in the existing municipal water distribution system;
- The proposed grading design will respect the natural topography of the Site to achieve a reasonable cut/fill balance where possible and match into existing grades along all property boundaries;
- The SWM criteria can be satisfied with the implementation of on-site controls for water quantity and water quality; and
- Minimum stopping sight distance is achieved for the existing design speed (70 km/hr) on Hidden Valley Road, for a vehicle approaching the intersections of Hidden Valley Road and the proposed driveway accesses to the development.

8.2 Urban Design Brief

Given the scope of the proposed development, the Urban Design Brief has been included as part of this Planning Justification Report below. As described in **Section 6.5.3**, the proposed development achieves the intent of the urban design policies outlined in the Official Plan.

8.2.1 City of Kitchener Urban Design Manual

Part A, Section 1.0 of the Urban Design Manual provides City-wide design guidelines for new development in Kitchener. Guidelines specific to inclusive design, design for sustainability, street design, compatibility, built form, and site function are particularly relevant to the proposed development.

The proposed development responds to these guidelines by providing:

- A sidewalk located on one side of the internal road which provides a clear, continuous, highly visible pathway that connects the proposed condominium units to the surrounding network;
- Multi-modal access to the proposed development;
- Condominium units intended to be development with single-detached homes which respect and compliment the scale of surrounding development and creates a similar and coherent streetscape; and
- Consideration for priority lotting for those units which front Hidden Valley Road.

Part A, Section 4.0, of the Urban Design Manual provides guidelines for New Neighbourhoods which direct development to create diverse, attractive, walkable neighbourhoods that contribute to complete communities. Guidelines specific to Creating Walkable Neighbourhoods, Lotting Patterns, Inclusive Design, Design for Sustainability, Compatibility, and Site Function are relevant to the proposed development.

The proposed development responds to these guidelines by providing:

- Linkages to adjacent development;
- Sufficient rear yards with liveable and useable space;
- Driveways for each property that will be designed as a clear, straightforward pathway to and from each proposed building envelope;
- Respect for the built form of the surrounding neighbourhood by proposing similar development and having consideration for priority lotting; and
- Private amenity spaces in the form of private yards (both back and front) that will allow for flexible use to suit the user's needs.

Additional information on sustainability is provided in **Section 8.4** of this report and matters related to the specific design of dwellings will be considered at the Building Permit stage.

8.2.2 Compatibility and Connectivity

The objective of the proposed development is to introduce a compact urban form in the Hidden Valley community that complements surrounding residential development. Single detached dwellings are intended to be accommodated which is the predominant built form in the community. The proposed 26 condominium units (lots) have been sized to provide an appropriate transition to adjacent lots while introducing gentle density. Architectural style and building materials will compliment adjacent development and will be considered at the Building Permit

stage.

The existing tree edge will be maintained and enhanced (where possible) through additional plantings to minimize the potential for overlook. The proposed units (lots) have generous depths to minimize potential overlook impacts. The single-detached homes will have entrances oriented towards the street to create an active street frontage. Units 1 and 26 will be given special consideration as priority lots given their frontage and flankage on the private condominium road and Hidden Valley Road, respectively. An enhanced elevation for both units will be provided along Hidden Valley Road. A privacy fence will not be provided along the Hidden Valley frontage to maintain the rural-like setting along this corridor.

The private condominium road has been designed to connect future residents to Hidden Valley Road. A sidewalk is provided along the condominium road which also includes a connection to River Birch Street to the south. The condominium road has considered fire and waste access requirements.

8.2.3 Summary

The proposed development has been designed to be compatible with surrounding development while balancing the need for more compact development. The proposed development has considered the intent of the urban design policies of the Kitchener Official Plan and the applicable Design Guidelines from the City of Kitchener Urban Design Manual.

8.3 Geotechnical Investigation Report

MTE Consultants Inc. were retained to prepare a Geotechnical Investigation Report for the proposed development. The purpose of this Report is to determine the soil and groundwater conditions in the area of the proposed condominium development and provide geotechnical engineering recommendations for site grading, site servicing, foundations, basements, floor slabs, pavement design and sub-drainage requirements, and preliminary infiltration rates. The Report notes that based on the results of this geotechnical investigation that the site is suitable for the proposed condominium development with various grading requirements.

8.4 Sustainability Statement

Please find a review of the sustainable development policies from Section 7.C of the City of Kitchener's Official Plan as they relate to the proposed development below.

8.4.1 SUSTAINABLE DEVELOPMENT (7.C.4)

Compact Development and Efficient Built Form

The proposed condominium units have been designed to efficiently utilize the subject lands through the provision of gentle density and the intensification of otherwise underutilized lands. The increased density will contribute to the range of housing options existing in the neighbourhood.

Environmentally Responsible Design

The proposed development is supportive of a more sustainable form of living by providing for gentle density within range of various uses and transit options that support the daily needs of residents. Environmentally friendly and recyclable building materials will be considered.

Conservation of Natural Heritage Features

There are no natural heritage features identified on the subject lands; however, it is noted that as many trees as possible will be preserved during site development.

Reduction of Resource Consumption with Development

The proposed development provides for a dense form of single-detached housing development that efficiently uses the subject lands. The location of the subject lands and proximity to transit, sidewalks, and active transportation options will encourage active and public transportation while minimizing reliance on personal vehicles.

Transit – Supportive Development and Active Transportation

The subject lands are located in proximity (1.7 kilometers) to existing GRT bus and LRT service located at Fairview Park Mall. Sidewalk connections from River Birch Street, River Valley Drive, Hidden Valley Road (between River Birch Drive and Wabanaki Drive) and Wabanaki Drive (also includes bicycle lanes) provide a connection to the existing transit hub (approximately 2.3 kilometers via sidewalks). A sidewalk within the proposed development will provide direct pedestrian access to these connections.

8.4.2 WATER CONSERVATION (7.C.5)

Alternative Water Supply and Demand Management Systems

The proposed units are of a sufficient size to accommodate landscaping, rain barrels or small, residential rainwater cisterns if desired by homeowners. The use of single-detached units allows for additional pervious area for infiltration compared to other forms of development such as townhouses.

Alternative water supply and management options such as low-flush toilets and low-flow shower heads will be considered at the time of dwelling design and construction. Dwellings will be individually metered to ensure each unit is accountable for their individual water consumption.

Control Stormwater on Property

Stormwater control will be provided for the proposal, as detailed in the Functional Servicing and Stormwater Report (MTE Consultants Inc.). Stormwater activities include water retention on site, quality control and erosion and sediment control measures.

8.4.3 ENERGY CONSERVATION AND GENERATION (7.C.6)

Building Design and Orientation

The heat island effect will be mitigated through the encouragement the use of vegetation throughout the site.

Consideration of Alternative Energy Systems

At the time of dwelling design, consideration will be given to designing roof structures to accommodate potential installation of solar panels.

Additional consideration will be given to achieving Energy Star requirements, exceeding 5-R insulation standards, and achieving high efficiency air exchange where possible. Dwelling designs may consider providing for the potential establishment of electrical vehicle charging stations should residents wish to install them at a later date.

8.4.4 AIR QUALITY (7.C.7)

Landscaping

The proposed development will be mindful of existing biodiversity by preserving as many trees during development as possible. Where new vegetation is planted, bird and bee friendly shrubs and trees will be considered.

Homeowners of the proposed development will be encouraged to implement outdoor gardens which utilize native species. Species that consider seasonal offerings and tolerances such as shade availability, drought tolerance, and salt tolerance to ensure the landscape is efficiently improving community air quality throughout all four seasons will be encouraged.

Transportation Demand Management

The private street and pedestrian connections are designed to be well lit and in compliance with AODA standards. The private street network will offer convenient connections to the existing pedestrian network in the surrounding neighbourhood.

Indoor Air Quality

Low or no volatile organic components will be considered for all indoor building materials to minimize indoor air pollutants and smells.

8.4.5 WASTE REDUCTION AND MANAGEMENT (7.C.8)

Reuse and Recycling of Building Materials

Environmentally friendly and recyclable building materials will be considered. The single-detached homes will implement the use of recycled timber beams where possible.

On Site Waste Management

Ongoing site waste management such as garbage, recycle, and organic food waste disposal will be provided individually by each dwelling.

8.4.6 SUMMARY AND RECOMMENDATION

In conclusion, the proposed development of the subject lands has been designed to include sustainable elements in building design, site orientation, stormwater management, and landscape design. The proposed development maximizes the use of vacant and underutilized parcels within the City's Designated Greenfield and Built-up Areas. The development provides active transportation connections to the existing sidewalk system. This increased connectivity reduces vehicular reliance which positively effects air quality, active transportation, and connectivity.

9.0 SUMMARY & CONCLUSIONS

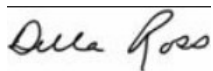
The purpose of this Planning Justification Report is to evaluate the proposed Official Plan Amendment, Zoning By-law Amendment and Vacant Land Condominium applications in the context of existing land use policies and regulations. The analysis contained in this report demonstrates that the proposed Official Plan Amendment, Zoning By-law Amendment and Vacant Land Condominium represents good planning.

- I. The proposed development is consistent with the Provincial Policy Statement;
- II. The proposed development conforms to the Growth Plan for the Greater Golden Horseshoe and represents intensification of the Built-up Area and infill development in the Designated Greenfield Area;
- III. The proposed development conforms to the Region of Waterloo Official Plan and contributes to the intensification targets of the Regional Built-up Area and the density targets of the Urban Designated Greenfield Area;
- IV. The proposed development provides for intensification and gentle density in an area intended for residential use that is supported by a mix of uses and transit options;
- V. The proposed development contributes to the range of housing options as contemplated in the City of Kitchener Official Plan;
- VI. The proposed development implements the form of development contemplated in the Hidden Valley Land Use Master Plan;
- VII. The proposed development is intended to provide a compact form that is compatible with the surrounding community and integrates with the existing Hidden Valley Road streetscape; and,
- VIII. The proposed development will optimize the use of available infrastructure and can be adequately serviced through connections to existing infrastructure.

Based on the forgoing, the proposed Official Plan Amendment, Zoning By-law Amendment and Vacant Land Condominium applications should be accepted for processing and deemed complete.

Yours truly,

MHBC

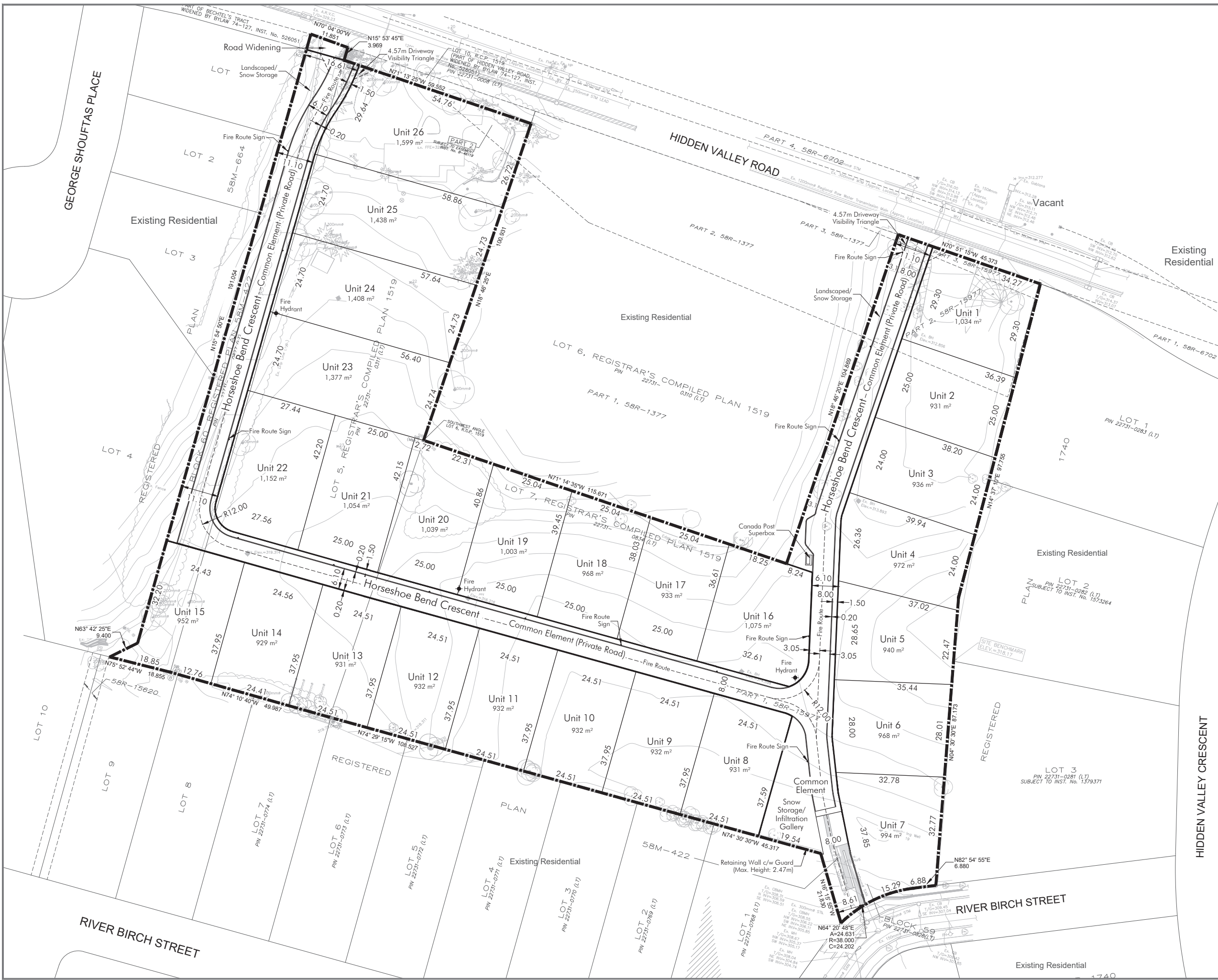


Della Ross, M.A., MCIP, RPP
Associate

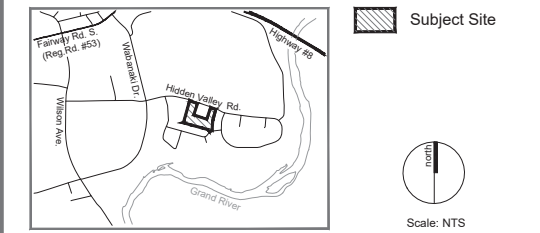


Rachel Neiser, MSc
Planner

Appendix **A**



Legal Description
 LOT 5 AND LOT 7, REGISTRAR'S COMPILED PLAN 1519 AND
 BLOCK 59 AND BLOCK 60, PLAN 58M-422
 CITY OF KITCHENER
 REGIONAL MUNICIPALITY OF WATERLOO



Site Statistics

Zoning Summary (R-2) Single Detached Condominium Units City of Kitchener Zoning By-law 85-1		
	Required (min.)	Provided
Lot Area	929.0 m ²	929.0 m ² (Unit 14)
Lot Width	24.0 m	24.0 m (Unit 3)
Front Yard and Side Yard Abutting a Street	4.5 m (Building) 6.0 m (Garage)	
Side Yard ¹	1.2 m	
Rear Yard	7.5 m	
Lot Coverage ²	55% (max.)	
Building Height	10.5 m (max.)	
Parking	1 space per dwelling unit	
TOTAL - 26 UNITS		

- 1.2 metres except in the case of a driveway leading to a required parking space situated between the dwelling and the side lot line in which case one side yard shall be 3.0 metres.
- A total of 55 percent, of which the habitable portion of the dwelling shall not exceed 45 percent and the accessory buildings or structures, whether attached or detached, shall not exceed 15 percent (By-law 2003-163, S.38).

- Notes**
- All dimensions are in metres unless otherwise noted.
 - Driveways and aisles to be defined by 0.20m raised concrete curbing or sidewalks as shown.
 - Fire route to be designated by by-law.
 - All site plan drawings are fully coordinated with Landscape and Engineering drawing submissions.
 - The property Owner is responsible for right-of-way replacement or repair costs to City Standards.
 - All site lighting shall not result in any glare or spill over to surrounding properties or public view.
 - All snow storage shall be stored on-site. Surplus snow storage shall be removed off-site at Owner's expense by private removal service.
 - Rear yard lot level infiltration galleries to be constructed on all units.
 - Survey information from Plan 58R-15977 and plan 58M-422 prepared by ACI Survey Consultants.
 - Topographical base plan information from MTE, 2022.
 - Adjacent parcel fabric is approximate.
 - Garbage/recycling will be by picked up by private contractor.

Rev. No.	Date	Issued / Revision	By
1.	April 14, 2023	For Submission of VLC to City;	DGS


**PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE**
200-540 BINGEMAN CENTRE DR. KITCHENER, ON N2B 3X9 | P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Approval Stamp	Date
	April 14, 2023
Drawn By	DGS
Plan Scale	1:500
File No.	21221A

Project
 Hidden Valley VLC
 Hidden Valley Road
 Kitchener, Ontario

Client
 Evaya Developments Inc.
 76 Evenstone Avenue
 Kitchener, ON N2R 1N9

Checked By
 CW/DR

File Name
PRELIMINARY SITE PLAN



Appendix **B**

Hidden Valley Road Vacant Land Condominium

Item	Commenter	Regarding	Comment	Response / Action Taken
1	Michelle Drake	Heritage Planning	Unit 1 should be oriented to face Hidden Valley Road	Unit 1 and 26 are planned to front the private condominium road. An enhanced elevation will be provided along Hidden Valley Road for these units. No access from Unit 1 and 26 to Hidden Valley Road will be provided.
2	Michelle Drake	Heritage Planning	A 1.5 metre sidewalk, and/or cash-in-lieu, on the south side of Hidden Valley Road is required	Heritage Staff comments noted the intent of design along Hidden Valley Road is to maintain the current rural-like setting and character. The installation of an urban cross section including a sidewalk is contrary to the Heritage Staff comments. Furthermore, the sidewalks would terminate at the site boundaries unless the City intends to install a continuous sidewalk along the entire frontage of Hidden Valley Road.
3	Michelle Drake	Heritage Planning	The installation of regulatory signage and speed humps is required	The length of the private condominium road and number of units in the proposed development does not warrant speed humps. The road is not a through-street and will only be used by residents. Further, vehicles will be moving at a slow speed due to the width of the private road.
4	Michelle Drake	Heritage Planning	Vegetation within the road right-of-way adjacent to Unit 1 shall be conserved and enhanced with appropriate new plantings and fencing	Vegetation within the road right-of-way will be conserved as reasonably practical.
5	Michelle Drake	Heritage Planning	The minimum lot width shall be at least 24 metres	The proposed minimum lot width is 24 meters.
6	Michelle Drake	Heritage Planning	A priority lotting plan for Unit 1 and associated design brief shall be prepared to address:	Units 1 and 26 which abut Hidden Valley Road have been given special consideration in the Design Brief, which is included as part of the Planning Justification Report.
7	Michelle Drake	Heritage Planning	To support the orientation and connection of the elevation facing Hidden Valley Road, traditional architectural elements such as entry doors, wrap around porches of a useable dimension, fenestration and other elements which suggest an "eyes on the street" design, shall be used	Architectural style and building materials will compliment adjacent development and will be considered at the building permit stage. Enhanced architectural treatment will be provided along the elevations of Unit 1 and 26 which face Hidden Valley Road.
8	Michelle Drake	Heritage Planning	Attached garages shall be architecturally integrated into the massing of the dwellings to reduce its negative visual impact on the appearance of the dwellings, including methods to soften the visual impact of garages, such as using two single doors rather than one oversized double garage door	Architectural style and building materials will compliment adjacent development and will be considered at the building permit stage.
9	Michelle Drake	Heritage Planning	Solid fencing shall not be permitted in a front or side yard between a building elevation facing Hidden Valley Road and the street itself; however, low fences or other treatments may be permitted where they are used as a landscape feature rather than a privacy wall	A privacy fence will not be provided along the Hidden Valley frontage to maintain the rural-like setting along this corridor. If noise attenuation measures are required, a landscaped berm can be provided or a combination of a low berm with decorative fencing that is in keeping with the rural character.
10	Michelle Drake	Heritage Planning	Vegetation may also be used as privacy	Noted.
11	Michelle Drake	Heritage Planning	Landscaping shall be used to soften the appearance of permitted fences and screening	Noted.
12	Brain Bateman	Planning Division	No major concerns with the layout of plan; however, there are several key technical matters for consideration:	-
13	Brain Bateman	Planning Division	Servicing	Municipal water, sanitary and storm sewer connections are planned via River Birch Street. A Functional Servicing and Stormwater Management Report has been submitted with the Applications.
14	Brain Bateman	Planning Division	Unit size & transition to existing lots on Hidden Valley Crescent	The proposal of 26 condominium units sized for single detached dwellings has been designed to provide a compact form that is appropriate for the context and is able to accommodate an appropriate transition to adjacent lots.
15	Brain Bateman	Planning Division	Grades	The proposed grading design will respect the natural topography of the Site to achieve a reasonable cut/fill balance where possible and match existing grades along property boundaries. A Functional Site Grading Plan has been provided to support the Applications.
16	Brain Bateman	Planning Division	Overlook to existing residential	The existing tree edge will be maintained where possible should grading permit. Additional plantings will be considered to minimize overlook. Lot depths are generous to minimize potential overlook impacts. Additionally, surrounding lots have substantial depth.
17	Brain Bateman	Planning Division	Consideration of and/or opportunity to tie in with adjacent lands located immediately to the east?	The proposal has been revised from the former August 2022 submission to include adjacent lands (1018 Hidden Valley Road).
18	Brain Bateman	Planning Division	Sidewalks	A sidewalk is proposed along the private condominium road to provide connections to the surrounding neighbourhood.
19	Brain Bateman	Planning Division	Access sight lines (Hidden Valley Road/Riverbirch)	Sight Line Analyses are included as part of Functional Servicing and Stormwater Management Report.
20	Brain Bateman	Planning Division	Heritage considerations	Unit 1 and 26 have frontage on Hidden Valley Road. An enhanced elevation is provided facing the public realm and the rural character of the street will be maintained through various site design items, including the exclusion of privacy fencing along the frontage.
21	Brain Bateman	Planning Division	Implementation requires OPA from Estate to Large Lot Residential and from R-1 to RES-2 zoning of By-law 2019-051	The subject lands are within the large lot designation; a site specific OPA is proposed which would permit a higher density. Additionally, we are proposing a Zoning By-law Amendment to R2 zoning under By-law 85-1 as Zoning By-law 2019-051 does not include the Hidden Valley area.

Hidden Valley Road Vacant Land Condominium

Item	Commenter	Regarding	Comment	Response / Action Taken
22	Brain Bateman	Planning Division	Sections 51(24), (25e) & 26 of Planning Act apply	A discussion of Section 51(24) has been provided in the Planning Justification Report. Sections 25e and 26 are not applicable to the proposed development.
23	Brain Bateman	Planning Division	A Site Plan is required for road layout and to enter into a Section 41 Agreement with City	A Preliminary Site Plan is provided for information purposes in the Planning Justification Report to demonstrate the current design approach. A Site Plan Application will be initiated once the OPA, ZBA and VLC are approved.
24	Brain Bateman	Planning Division	Private Street name	To be addressed though conditions of draft approval.
25	Brain Bateman	Planning Division	Early public engagement and preferably in advance of application is encouraged and welcomed	There will be ample opportunity for public engagement once the Applications are submitted.
26	Brain Bateman	Planning Division	Additional design and heritage considerations are provided in Urban Design and Heritage comments	-
27	Brain Bateman	Planning Division	PJR will be required to address matters of land use, compatibility, design, heritage, servicing and other technical considerations	The Planning Justification Report includes the noted considerations.
28	Pegah Fahimian	Urban Design	Preliminary detailed site plan should be provided to demonstrate how the proposed 7.1 m common element will accommodate the required sidewalk connection, street plantings and lighting.	A Preliminary Site Plan is provided in the Planning Justification Report for information purposes only. This will be addressed at the Site Plan stage.
29	Pegah Fahimian	Urban Design	Due to the existing grade changes, there may be overlook concerns to adjacent properties. Further considerations should be given to mitigate overlook and privacy issues.	The Planning Justification Report notes that lot depths have been designed to reduce potential overlook and privacy concerns. Additionally, vegetation will be retained where possible to provide a natural buffer and new vegetation will be planted. It should be noted that the proposed use is for single detached dwellings which are compatible with the surrounding land uses. The existing homes within the surrounding neighbourhood are situated side by side and there are views between rear yards.
30	Pegah Fahimian	Urban Design	Advise how the garbage storage will be handled on the site. Adequate on-site truck circulation should be provided for garbage pick-up.	Similar to a subdivision with detached dwellings, site waste management such as garbage, recycle, and organic food waste disposal will be managed and provided individually by each dwelling.
31	Pegah Fahimian	Urban Design	Additional information should be provided regarding the location of shared facilities such as mailboxes and bike storage.	Similar to a subdivision with detached dwellings, bike storage will be provided in individual dwellings. A community mailbox is noted on the Preliminary Site Plan.
32	Pegah Fahimian	Urban Design	Adequate pedestrian sidewalk connections to City of Kitchener standards should be incorporated into the proposed design e.g. sidewalks continuous through the drive aisles; 1.8m width adjacent to parking and AODA compliant grades.	A sidewalk is proposed along the private condominium road to provide connections to the surrounding neighbourhood and will be designed to be compliant with City of Kitchener Standards. See Preliminary Site Plan.
33	Pegah Fahimian	Urban Design	Design built form to encourage active frontage along Hidden Valley Road and River Birch Street by locating building entrances and windows towards public streets. The proposed unit #1 and unit #7 to be re-oriented to address Hidden Valley and River Birch Street and be identified as Priority Lots within the proposal	Unit 1 and 26 will include an enhanced elevation along Hidden Valley Road. Unit 7 remains oriented towards the private condominium street because the frontage on River Birch Street is too narrow and the grades are too steep to accommodate an orientation towards River Birch Street.
34	Pegah Fahimian	Urban Design	Shared outdoor amenity space is to be provided at-grade where possible, to provide the most flexibility for the usage and programming of the space.	The condominium plan consists of 26 individual vacant land units intended to accommodate the use of single detached dwellings. As such, shared outdoor amenity space will not be provided as its anticipated that outdoor amenity space will be provided individually per unit.
35	Pegah Fahimian	Urban Design	All utility locations including meter room and transformer room to be shown on the layout. Building-mounted or ground-based AC units should be located away from public view and fully screened, Otherwise screen these elements visually with landscaping and architectural features that are integrated into the building design as a whole.	This comment appears to be applicable to multi-unit buildings. As noted, the application is for a vacant land condominium intended to accommodate single detached dwellings.
36	Pegah Fahimian	Urban Design	Consider a design that respects the character of adjacent houses. Extra care must be taken to maintain and enhance the neighbourhood characteristics such as front yard landscape and entrance design.	Urban design related matters related to the specific design of dwellings will be considered at the time of building permit application.
37	Pegah Fahimian	Urban Design	All building elevations visible to the public street should be designed with care and demonstrate a consistency of materials, quality, and details.	Urban design related matters related to the specific design of dwellings will be considered at the time of building permit application. An enhanced architectural treatment will be provided along the elevations of Units 1 and 26 which face Hidden Valley Road.
38	Steve Ryder	Transportation Services	A separate Truck Turning Movement Plan (TTMP) will be required as part of a complete application;	City staff have confirmed this can be submitted at a later date as part of a Site Plan Application.
39	Steve Ryder	Transportation Services	Ensure adequate circulation internal to the site on the private roadways as well as ensuring all vehicles can enter and exit the site in a forward motion (on to either Hidden Valley Drive or River Birch Street);	Noted. All private roads have been designed to accommodate adequate turning movements for all vehicle types, including service vehicles.
40	Steve Ryder	Transportation Services	Include design vehicle template(s);	-
41	Steve Ryder	Transportation Services	This can be done using software such as AutoTURN;	-

Hidden Valley Road Vacant Land Condominium

Item	Commenter	Regarding	Comment	Response / Action Taken
42	Steve Ryder	Transportation Services	Confirmation the private garbage removal will occur for this development;	Similar to a subdivision with detached dwellings, site waste management such as garbage, recycle, and organic food waste disposal will be managed and provided individually by each dwelling.
43	Steve Ryder	Transportation Services	Driveway Visibility Triangles (DVTs) shown on the plan;	Sight Line Analyses are included as part of Functional Servicing and Stormwater Management Report.
44	Steve Ryder	Transportation Services	At the driveway accesses at Hidden Valley and River Birch;	-
45	Steve Ryder	Transportation Services	A traffic signage and pavement marking plan be submitted as part of a complete application for the private internal driveways/roadways;	City staff have confirmed this can be submitted at a later date as part of a Site Plan Application.
46	Steve Ryder	Transportation Services	Stop signs and stops bars required at Hidden Valley and River Birch accesses for egress	These will be installed at Hidden Valley Road. River Birch Street accomodates pedestrian access only from the site.
47	Steve Ryder	Transportation Services	Stop sign and stop bar on the internal cul-de-sac at the intersection with the other internal roadway;	The need for this will be determined as a part of the Site Plan Application.
48	Steve Ryder	Transportation Services	Private road name blades will be required in order to differentiate between private and public roads;	-
49	Steve Ryder	Transportation Services	Any other additional signage that may be required (ie. No Parking – Fire Route) through the development process;	-
50	Steve Ryder	Transportation Services	If the grading of the site allows it, the re-aligning of the sidewalk along the River Birch Street frontage;	To be addressed through Site Plan approval.
51	Steve Ryder	Transportation Services	If a Community Mailbox is required from Canada Post to be internal to the site, the location is to be noted on the plan.	Canada Post box noted on Preliminary Site Plan included in Planning Justification Report.
-	-	-	Vacant Land Condominium:	-
52	Steve Ryder	Transportation Services	Common elements should include pedestrian sidewalks internal to the site, traffic signage and markings, street lighting and the area where a Community Mailbox is located.	To be addressed through Site Plan approval.
53	Steve Ryder	Transportation Services	Funds for a future 1.8m wide concrete sidewalk along the entire portion of the property that fronts Hidden Valley Drive be dedicated to Engineering Services;	We request this requirement be waived, as noted under Response 2, the installation of an urban cross section including a sidewalk is contrary to the heritage value and rural character associated with Hidden Value Road.
54	Steve Ryder	Transportation Services	This will be included as part of the Off-site Works process of the development application;	Noted.
55	Steve Ryder	Transportation Services	There is to be a concrete sidewalk on at least one (1) side of the internal roadways that will connection to existing (and future) sidewalks along Hidden Valley Drive and River Birch Street.	A sidewalk is proposed along the private condominium road to provide connections to the surrounding neighbourhood.
56	Steve Ryder	Transportation Services	A sightline analysis to be completed for the River Birch St access;	Access on River Birch Street is pedestrian only. A Sight Line Analysis for Hidden Valley Road access points is included as part of Functional Servicing and Stormwater Management Report.
57	Katie Wood	Development Engineering	Who owns the triangle parcel of land (0.03ha) off of River Birch St that is being used as an access to this site? This parcel should be under the same ownership.	This parcel is now under the ownership of the developer.
58	Carrie Musselman	Environmental Planning (Sustainability)	Energy consumption can be reduced through the development of an energy efficient urban form and building design. 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.	Noted, a Sustainability Statement has been included as part of the Planning Justification Report.
59	Carrie Musselman	Environmental Planning (Sustainability)	The subject lands are within the Hidden Valley Land Use Master Plan (approved by Kitchener Council June 24, 2019). The Master Plan has identified that:	-
60	Carrie Musselman	Environmental Planning (Sustainability)	Any new development in the Hidden Valley area should achieve a high standard of environmental sustainability in terms of energy, water and waste conservation / generation; transportation demand management, air quality, etc. to assist with achieving greenhouse gas emission reduction targets and to help mitigate an adapt to climate change.	Noted, a Sustainability Statement has been included as part of the Planning Justification Report.
61	Carrie Musselman	Environmental Planning (Sustainability)	Target net-zero energy development for the Urban Corridor area along the River Road extension. Study opportunities for distributed/district energy systems/shared infrastructure.	Noted, this doesn't appear to be applicable to the subject lands.
62	Carrie Musselman	Environmental Planning	The subject lands are within the Hidden Valley Land Use Master Plan (approved by Kitchener Council June 24, 2019). The Master Plan has identified the lands as Low Rise Residential – Large Lot.	Noted.
63	Carrie Musselman	Environmental Planning	No natural heritage features of Regional, provincial, or federal significance exist on, or immediately adjacent to, the subject properties.	Noted.

Hidden Valley Road Vacant Land Condominium

Item	Commenter	Regarding	Comment	Response / Action Taken
64	Carrie Musselman	Environmental Planning	The property does contain woody vegetation, the majority appear to be located along the property line, and some of the trees may be in joint ownership.	Noted. Vegetation will be retained where possible to provide a natural buffer.
65	Carrie Musselman	Environmental Planning	Two regionally designated Environmentally Sensitive Policy Areas (ESPAs) do exist in the community: one is ESPA 27 (Hidden Valley / Bird Ridge) which is north of this property and up gradient on the north side of Hidden Valley Road; and, one is to the south of this property separated from it by the still developing Kruse subdivision, and is ESPA 28, Petrifying Spring, which supports a deciduous forest along the north bank of the Grand River and habitat suitable for calcium-loving plants.	Noted.
66	Carrie Musselman	Environmental Planning	Maintaining surficial groundwater flow from up gradient areas—such as the subject property—towards the seeps supporting unusual plant communities in the Petrifying Spring ESPA has been a (storm)water management goal. Therefore, clean (rooftop) stormwater infiltration should be a design goal for engineering the site to keep water balance similar with respect to the down gradient ESPA.	Please see the Functional Servicing and Stormwater Management Report that has been submitted with the Applications.
-	-	-	Parkland Dedication:	-
67	Lenore Ross	Parks & Cemeteries	As a Site Plan Application will be required for this proposal, the parkland dedication requirement will be deferred at the OPA and ZBA applications and will be assessed at the future Site Plan application using taken as cash-in-lieu of land.	Noted.
68	Lenore Ross	Parks & Cemeteries	Dedication requirements are subject to the Parkland Dedication Policy current at the time of application	Noted.
69	Lenore Ross	Parks & Cemeteries	Should any further revisions be made to the plan or requested applications, a revised parkland dedication may be required.	Noted.
-	-	-	Street Trees:	-
70	Lenore Ross	Parks & Cemeteries	There is an existing Street Tree (#10044853) on the River Birch Street frontage that will be impacted by the proposed development. Financial arrangements for removal and replacement/compensation of this tree will be required at the Site Plan application.	To be addressed through Site Plan approval.
71	Lenore Ross	Parks & Cemeteries	New Street Trees will be required along both River Birch Street and Hidden Valley Road. Tree planting along both City street frontages shall conform to Section M of the Development Manual. Tree planting is to be approximately one large stature tree (LS) per 10 lineal meters of frontage with the intent of creating a continuous tree canopy. The number of proposed street trees is subject to available and/or proposed minimum soil volumes and will be assessed at the Site Plan application.	To be addressed through Site Plan approval.
-	-	-	Trails:	-
72	Lenore Ross	Parks & Cemeteries	Public access through the site should be accommodated by way of an easement on the common element portion of the lands identified as road and sidewalk for pedestrians and cyclists to travel between River Birch Street and Hidden Valley Road.	Hidden Valley Crescent, a public road, is located less than 80 m (approx.) east from the subject lands. The private condominium road and sidewalk are intended to be used by residents of the proposed development only.
73	Matthew Colley	Region of Waterloo	An Official Plan Amendment is requested to increase the maximum density from 4 units per hectare to 8 units per hectare in the Low Rise Residential designation. A Zoning By-Law Amendment is required to change the zoning from R-1 to R-2.	Noted, the Official Plan Amendment and Zoning By-law Amendments requested as part of these applications are consistent with this comment.
-	-	-	Community Planning:	-
74	Matthew Colley	Region of Waterloo	The subject lands are located in the 'Designated Greenfield Area' of the Regional official Plan.	Noted.
75	Matthew Colley	Region of Waterloo	As part of a complete application, the Region of Waterloo requires a Planning Justification Report.	Noted, a Planning Justification Report has been provided to support the Applications.
76	Matthew Colley	Region of Waterloo	The Planning Justification Report must address consistency and conformity with applicable policy including the Provincial Policy Statement (2020), Growth Plan (2020), and Regional Official Plan (2015). This must address relevant policies addressing that the subject development is on full municipal services in accordance with ROP policy 2.D.1 (b).	The Planning Justification Report includes a discussion of the noted Policies.
-	-	-	Airport Zoning:	-
77	Matthew Colley	Region of Waterloo	There are no airport specific concerns for the above application. However, the applicants must be advised that the subject lands are located within the 6km airport zoning regulated area and are subject to all provisions and restrictions of Airport Zoning regulations and Nav Canada.	Noted.

