

CITY OF KITCHENER

DEVELOPMENT AND TECHNICAL SERVICES DEPARTMENT

PD 97/16

DOON SOUTH COMMUNITY PLAN

CONSOLIDATION JANUARY 2003

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LIST OF SCHEDULES

SCHEDULE 1: Staging of Scenic Road Closures

INTRODUCTION

The Doon South Community is a large, mostly undeveloped of land located in the southernmost portion of the municipality. The community plan area encompasses three subwatersheds with the largest portion of developable land lying within the Doon South Creek subwatershed. However, sizeable amounts of land lie within the Strasburg Creek subwatershed to the north and west as well as to the Blair Creek subwatershed to the south and west. Together, the three creek valley systems contain an array of provincially significant wetlands providing both sensitive habitats and significant hydrologic functions. These creek and wetland systems are augmented by a number of significant upland natural areas on adjacent table lands. The Doon South Community Plan seeks to establish a continuous linked open space network comprising the above features, and to integrate this network within the future residential community in a sustainable manner.

In addition to the array of significant natural features, the Doon South Community is characterized ice stagnation topography and the presence of many cultural and heritage features associated with early settlement of the Kitchener (Doon) area. Among these cultural and heritage features are the adjacent village of Upper Doon (designated as a Heritage Conservation District) including various individual dwellings associated with pioneer settlers, the Stauffer Log Cabin on Tilt Drive, as well as a network of scenic roads. The preservation and integration of these cultural and heritage features is a primary objective of the Doon South Community Plan.

The Community Plan identifies two separate phases, based on development constraints and servicing issues. The first phase of the community is intended to develop with complete municipal services, at normal residential densities. The phase is presently designated by the City of Kitchener Community Plan for Limited Service Residential development. All development within the second phase is presently intended to develop on individual private septic systems and piped municipal water with recognition that other municipal services, including transit, may not be available.

Land use densities and servicing options for the second phase of the Doon South Community Plan will be explored by the City of Kitchener and the Regional Municipality of Waterloo in conjunction with the Blair, Bechtel and Baumen Creeks Subwatershed Study. Amendments to the City of Kitchener Community Plan and the Doon South Community Plan may be undertaken in the future in order to implement the recommendations of that subwatershed study.

RECOMMENDATIONS

The following policies will guide the development of the Doon South Community. They will provide the basis for the evaluation of proposals for the future development of the area.

1.0 GENERAL POLICIES

- 1.1 That the Doon South Community Plan shall conform to and implement the Regional Official Policies Plan and the City of Kitchener Municipal Plan.
- 1.2 That the Doon South Community Plan Land Use Map shall comprise the land use plan for the Community.
- 1.3 That development within the Doon South Community shall conform to all applicable development and implementation standards adopted by the City of Kitchener. Exceptions may be considered where feasible to implement specific urban design proposals which incorporate the unique topographic and cultural characteristics of the Doon South Community.
- 1.4 That as a condition of approval of applications for consent, site plan approval, or draft plan of subdivision, any alteration, filling or construction within a watercourse, flood plain, pond or wetland will require a "Fill, Construction and Alteration to Waterway Permit" from the Grand River Conservation Authority prior to any grading or construction and prior to the registration of plans of subdivision.
- 1.5 That the Net Residential Density be calculated by dividing the number of residential units by the area of residential land. Residential land excludes all E.S.P.A. areas and hazard lands but includes all internal roads, one half of bounding roads and one quarter of boundary intersections but does not include bounding trunk roads.
- 1.6 That through the Blair, Bechtel and Baumen Creeks Subwatershed Study, the City of Kitchener and Regional Municipality of Waterloo will explore alternative servicing options and increased residential densities for the lands designated Limited Service Residential within Phase 2 of the Doon South Community. However, the pending resolution of servicing and density issues for Phase 2 shall not preclude the processing of plans of subdivision on lands within the Blair Creek subwatershed but designated within Phase 1 of this Community Plan.
- 1.7 That buried services within Phase 1 shall be of sufficient capacity to accommodate Phase 2 lands should it prove necessary through the outcome of the Blair, Bechtel and Baumen Creeks Subwatershed Study.
- 1.8 That the widely recognized, publicly accessible and panoramic views obtained from the Neighbourhood Park located at the intersection of Street C with Street D

be considered in any decisions regarding the placement, height and massing of new buildings and structures within Doon South Community. Further, that new development give consideration to the creation of new views and vistas through road layout, use of natural topography, preservation of environmental, heritage and cultural features, and the strategic siting of new community landmarks.

DEFERRED

- 1.9 That notwithstanding the Low Density Residential designation given to the Caryndale settlement located east of Caryndale Drive and north of Street E, existing undeveloped lots and blocks of record may develop with private individual sanitary services subject to the approval of the Regional Medical Officer of Health.

2.0 RESIDENTIAL

DEFERRED

- 2.1 That the Low Density Residential category permit single detached, semi-detached, duplex, street townhouse and multiple dwellings at a maximum net residential density of 25 units per hectare.

- 2.2 That the Multiple Residential category permit street townhouse and multiple dwellings at a net residential density range of 26 to 60 units per hectare.

DEFERRED

- 2.3 That the Limited Service Residential category permit single detached, semi-detached and duplex dwellings with private septic systems and piped municipal water services as specified in the City's Municipal Plan on an individual site basis. The creation of new lots shall not be permitted within the Limited Service Residential designation until the completion of the Blair, Bechtel and Baumen Creeks Subwatershed Study and the resolution of density and servicing issues for Phase 2 of the Community.

- 2.4 That no new residential lots be created which require direct vehicular access to Stuaffer Drive or those portions of Tilt Drive, Groh Drive and Reidel Drive which are shown on Map 1 as part of the Scenic Road Community Trail Network and which are scheduled to be closed to vehicular traffic.

- 2.5 That multiple residential sites be encouraged where there is direct access to public transit service and where natural features such as topography, woodlots or recharge areas would be best accommodated or preserved by development with fewer buildings and minimal site coverage rather than development with one or two unit dwellings which require extensive site coverage.

- 2.6 That multiple residential uses, including street townhouse, be permitted within the Neighbourhood Commercial designation to a maximum density of 130 units per hectare and a maximum floor space ratio of 1.75. The maximum height shall be 18 metres or six storeys. Where development is proposed at or near the maximum height, consideration shall be given to maintaining views from the Neighbourhood Park located at the intersection of street C with street D as well as the preservation of visual skylines from the Upper Doon Heritage Conservation District.
- 2.7 That private home day care, home businesses and small residential care facilities shall be permitted within all residential land use categories.
- 2.8 That within the Limited Service Residential designation located south of New Dundee Road, passive recreational uses and facilities which are private or open to members only may be permitted provided that they are compatible with limited service residential uses and conserve the functions and features of E.S.P.A. 39 and the provincially significant wetlands. Permitted outdoor recreational uses shall include commercial riding stables, equine boarding services, tennis, lawn bowling, shuffle board, swimming pools, and horse shoe pits. Recreational uses which shall not be permitted include snowmobiling, trail biking, go-carting, arcades, miniature golf, golf driving ranges, water slides, wave machines, amusement parks and other similar uses.

All such development envisioned by this policy shall only be permitted subject to the approval of an Environmental Implementation report in accordance with the Doon South Greenspace Management Plan and will be subject to site plan or subdivision approval. Circulation and consultation with property owners within 500 metres shall occur on any recreational development proposal prior to consideration for approval by City Council.

3.0 INSTITUTIONAL

- 3.1 That Neighbourhood Institutional uses be located as shown on the Land Use Map. Permitted uses shall include elementary schools, religious institutions, day care facilities, small residential care facilities, single detached dwellings, semi-detached dwellings, duplex dwellings and street townhouse dwellings.
- 3.2 That a public elementary school site of approximately 3 hectares be located on the north side of street F adjacent to Tilt Drive. Should the designated school site be declared surplus in the future, alternate land uses will be restricted to other permitted Neighbourhood Institutional uses.

4.0 COMMERCIAL AND BUSINESS PARK

- 4.1 That Convenience Commercial facilities be located as shown on the Land Use Map.
- 4.2 That the Restricted Business Park category permit a full range of business uses together with accessory retail and office components. Those uses which benefit from the high exposure of this area to Highway 401 will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development. Uses considered to be incompatible with business park locations and adjacent residential areas, including those uses which emit noise, odour or other pollutants, shall be prohibited.
- 4.3 That any business park uses to be located adjacent to an existing or designated residential area shall be planned with adequate separation and buffering between the two uses.
- 4.4 That the Service Commercial category shall permit service commercial and office uses as well as computer, electronic or data processing businesses, research and development establishments, and scientific, technological or communications establishments. Those uses which benefit from the high exposure of this area to Highway 401 and Homer Watson Boulevard will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development.
- 4.5 That the Neighbourhood Commercial category shall permit a broad range of retail, commercial, office and institutional uses as well as multiple residential uses up to 130 units per hectare and a floor space ratio of 1.75. The Neighbourhood Commercial designation as shown on the Land Use Map shall function as a multi-use, community focal point to be planned and developed as a unit. It is recognized that while the Neighbourhood Commercial designation is comprised of three distinct land areas around the intersection of Street A and Street B, permitted uses may be mixed or developed independently within any of the three land areas. The amount of gross leasable commercial floor space for the entire designation shall range from a minimum of 1000 square metres to a maximum of 7,000 square metres and may be developed in phases.

5.0 NATURAL ENVIRONMENT AND PARKS

- 5.1 That park dedication in the amount of 5 percent of the total of all land being developed be required for development or subdivision of land for residential and institutional purposes.

- 5.2 That park dedication in the amount of 2 percent of the total of all land being developed be required for the development or subdivision of land for commercial purposes.
- 5.3 That where parks or eligible open space areas are to be provided on lands other than those subject to a particular development application, as determined by the Land Use Map, the City of Kitchener may require a cash in lieu dedication in the amount of 5 percent for residential and institutional development and 2 percent for commercial development.
- 5.4 That all hazard lands and wetlands, including specified buffers, shall be reserved from development. These lands shall not be accepted towards fulfilment of the required parkland dedication as set out above.
- 5.5 That open space linkages be established between the Strasburg Creek, Doon South Creek and Blair Creek subwatersheds to provide recreational opportunities for residents, visual amenities for communities, and to provide habitat and suitable movement corridors for small wildlife. These linkages shall, where feasible, make use of upland woodlots, Environmentally Sensitive Policy Areas, hedgerows, storm water management areas, and the vegetation within and adjacent to the Scenic Road Community Trail Network.
- 5.6 That a Neighbourhood Park of approximately 2 hectares be located at the southwest corner of Stauffer and Groh Drives in conjunction with the Ontario Hydro corridor as shown on the Land Use Map.
- 5.7 That a Neighbourhood Park of approximately 2.5 hectares be located at the northwest intersection of Street C with Street D as shown on the Land Use Map.
- 5.8 That a Neighbourhood Park of approximately 2 hectares be located in conjunction with the Ontario Hydro corridor at Street H, as shown generally on the Land Use Map.
- 5.9 That a tot lot of approximately 0.5 hectares be established in conjunction with the open space designation generally within the area located west of Tilt Drive and south of Strasburg Creek, as shown on the Land Use Map.
- 5.10 That play facilities and other recreational and/or sports facilities be developed in conjunction with the public elementary school site.

- 5.11 That the width of protective wetland buffer areas and specific implementation methods and management techniques for tributary enhancement, wetland and creek crossing mitigation, and terrestrial linkages, as identified in the Doon South Greenspace Management Plan, shall be determined through a scoped Environmental Implementation Report prepared by the development proponent and required during the development approval process.
- 5.12 That the scoped Environmental Implementation Report required by Policy 5.11 above, shall be completed for all development proposals within 120 metres of high constraint wetland edges, 30 metres for medium constraint wetland edges, and 15 metres for all wetland edges as specified in the Doon South Greenspace Management Plan.
- 5.13 That the requirements and content of any scoped Environmental Implementation Report shall be governed by the Doon South Creek Subwatershed Management Study and the Doon South Greenspace Management Plan and will be approved by the City of Kitchener Department of Planning and Development in consultation with the affected Agency.
- 5.14 That it be recognized that the Hallman Aberdeen lands west of Tilt Drive and the portion of the Chalon Estates land holdings north of Evenstone Avenue shall be serviced by municipal sanitary sewer and water connections in a westerly direction to existing trunk sewer and water main facilities. The exact alignment and any necessary mitigating measures shall be established through appropriate environmental study or studies.
- 5.15 That the cost of primary walk links and bridges providing direct links from residential areas to schools, parks and transit routes be funded by the development proponent. Such primary links will be identified through the subdivision review process.
- 5.16 That upland forest areas, excluding required wetland buffer areas, which are designated within the City of Kitchener Municipal Plan for urban development but designated on the Community Plan Land Use Map as Open Space in accordance with the Greenspace Management Plan, shall be considered eligible as part of the required parkland dedication provided all active park areas, as shown on the Land Use Plan, can be satisfied through the required parkland dedication for each respective subdivision.
- 5.17 That with the approval of Ontario Hydro, the hydro corridor be utilized as open space linkage to connect the Scenic Road Community Trail Network with park facilities and other designated community trails.

- 5.18 That where feasible and appropriate, the existing natural topography, vegetation, scenic vistas and historical features of Doon South be retained in their natural state to the greatest degree possible and incorporated into subdivision design and development.
- 5.19 That the Environmental Implementation Report submitted by the proponent at the time of submission of development applications includes an overview of treed areas. Further, prior to any site grading or tree removal, the proponent shall submit a Grading and Tree Management Plan in accordance with the City's Tree Management Policy and the Doon South Greenspace Management Plan. This plan will describe treed areas to be saved and methods by which treed areas will be protected.
- 5.20 That prior to grading or construction on any site, the development proponent shall prepare plans to illustrate how topsoil or silt will be prevented from entering any wetland or water body for the approval of the City's Department of Public Works in consultation with the Grand River Conservation Authority.
- 5.21 That development within or contiguous to any Environmentally Sensitive Policy Area shall be subject to the requirements of the Regional Official Policies Plan and the City's Municipal Plan. Accordingly, any Environmental Implementation Report required by the Doon South Greenspace Management Plan shall also satisfy the Regional policy requirements with respect to Environmentally Sensitive Policy Areas.
- 5.22 That the City may require the dedication of up to 5 metres of land adjacent to the designated Scenic Road Community Trail Network in order to protect and/or enhance significant existing vegetation located beyond the road right-of-way. Such land shall be considered eligible towards fulfilment of the required parkland dedication.
- 5.23 That, where feasible and appropriate, all terrestrial linkages/rehabilitation areas identified in the Doon South Greenspace Management Plan shall be designated as Open Space on the attached Land Use Map and shall be subject to the City's Tree Management Policy and specific management techniques as determined through the preparation of a scoped Environmental Implementation Report for abutting lands.
- 5.24 That the community trail network generally identified in the Doon South Greenspace Management Plan be implemented at the time of development of the lands in which the proposed community trail are located or at the time of development of lands immediately abutting the proposed community trail. Subject

to appropriate amendments to the Development Charges By-law being approved by City Council, if sufficient funds are not available to the City to construct such community trails at the time new development is underway, the development proponent may be required to front-end finance and construct such trails with credits to be granted through the provisions of the Development Charge By-law. Failing the approval of the required amendments to the Development Charge By-law, the community trail system shall be implemented by the City subject to the availability of sufficient funds.

- 5.25 That the Neighbourhood Park located at the northwest intersection of Street C with Street D be recognized for its provision of publicly accessible, distant panoramic views of the City and the Grand River valley.

6.0 TRANSPORTATION

- 6.1 That the planning, design and construction of all roads and walkways within the Doon South Community have regard to protection of existing environmental features and the creation of a continuous linked open space system.
- 6.2 That Homer Watson Boulevard be recognized as Regional Road No. 28 and be designated as a Primary Arterial Road with a right-of-way of 45.7 metres. It is recognized that Homer Watson Boulevard is further designated as a Controlled Access – Prohibited roadway by the Regional Municipality of Waterloo.
- 6.3 That New Dundee Road be recognized as Regional Road No. 12 and designated as a Primary Arterial Road with a right-of-way of 30.5 metres.
- 6.4 That all Major and Minor Collectors Roads be designed and constructed as front-lotted roads accommodating on-street parking and public transit and with standard right-of-way of 20 metres. The width of the carriageway within the right-of-way will be determined at the time of detailed road design.
- 6.5 That the rights-of-way for Street A and Street B be permitted to exceed the established width of 20 metres within the Neighbourhood Commercial designation at the developers cost in order to achieve urban design objectives and attractive streetscapes.
- 6.6 That Reidel Drive, with the exception of that portion designated as part of the Scenic Road Community Trail Network and proposed to be closed to vehicular traffic, shall be re-constructed as the future southward extension of Strasburg Road and shall be designated as a Secondary Arterial Road with a right-of-way of 26 metres.

- 6.7 That local roads be designed with a standard right-of-way of 20 metres. Reductions in accordance with Council policy will be considered for minor roads and cul-de-sacs.
- 6.8 That the portions of Tilt Drive, Stauffer Drive, Groh Drive and Reidel Drive identified on the Land Use Map as being part of the Scenic Roads Community Trail Network shall be closed to vehicular traffic and incorporated into the open space system as Community Trails. The closure of these roads will be staged in sequence with the development of abutting lands and the construction of the new collector road network as identified on the Land Use Map. The staging of such road closures will generally occur in conformity with sequence and requirements set out in Schedule 1, "Staging of Scenic Road Closures".
- 6.9 That the roadways within the Scenic Roads Community Trail Network identified in Policy 6.8 above may be used to access new subdivision development on a temporary basis until such time as a permanent collector and local road network is in place to access such development in accordance with City policy. Where access is permitted on a temporary basis, it is recognized that such roads will be maintained as close as possible to their existing state. With the exception of new tar and chip surface treatments in keeping with the scenic road designation, no engineering improvements shall be permitted. Developments proponents for abutting lands requiring temporary access to these roads shall submit a detailed road base assessment of the scenic road up to and including the intersection of Tilt Drive and Doon Village Road, for the approval of the General Manager of Public Works prior to issuance of draft plan approval. The number of new residential units may be limited until permanent alternative access is provided if in the opinion of the General Manager of Public Works, after a review of the required road base assessment, the existing roadways cannot accommodate the projected increase in traffic.
- 6.10 That, temporary vehicular access to the Hallman Aberdeen lands west of Tilt Drive and existing Doon Village Road subject to the approval of a road base assessment as identified in Policy 6.9 above. The primary permanent means of access to these lands shall be through a local road connection across Tilt Drive from the terminus of Street F. Further, a second temporary connection shall be permitted from the Hallman Aberdeen lands to Tilt Drive in order to provide a second means of access until such time as a permanent connection is achieved southward to connect with Street E.
- 6.11 That, through the review of subdivision applications for the lands west of Tilt Drive and north of Street E, the City shall seek to achieve a road system which provides an efficient and direct public transit link between Tilt Drive and Street E.

- 6.12 That at the time of the development of lands abutting the Scenic Road Community Trail Network, signage be erected at the developer's cost which clearly sets out the City's intention to close the affected road at some point in the future and include the right-of-way within the community trail network.
- 6.13 That through traffic be diverted around the village of Upper Doon by way of the diversion of Doon Village Road (Street A) southerly to cross Strasburg Creek and Tilt Drive to connect with extension of Doon South Drive (Street B). The exact location of the Doon Village Road Diversion crossing of Strasburg Creek will be determined by the Municipal Class Environmental Assessment process as outlined in the Environmental Assessment Act. Further, the construction of the portion of this road between Bechtel Drive and Tilt Drive will be considered as a high priority in the City's Ten Year Capital Forecast/Development Charge Fund.
- 6.14 That a local road crossing of Doon South Creek be permitted to the west of Tilt Drive and to the north of the Street E subject to the completion of a design study for mitigation and the preparation of suitable creek enhancements in accordance with the Doon South Greenspace Management Plan and the Doon South Creek Subwatershed Management Plan. The required design study shall emphasize the mitigation of expected impacts and not further review of alternatives.
- 6.15 That it be recognized that Street E is a proposed Major Collector Road acting to collect local traffic within Doon South as well as providing a direct link through the Doon South Community from Strasburg Road to New Dundee Road. The remainder of the collector road network shall be designed so as to discourage traffic cutting through the community while allowing route choices for internal traffic. Innovative local street networks which allow for diversity and choice of routes will be encouraged.
- 6.16 That portions of Pinnacle Drive, Groh Drive and Dodge Drive are recognized for their scenic qualities and shall, where feasible, be maintained with their existing alignment, width and surface treatment. Every effort will be made to maintain and conserve existing vegetation and landforms within and immediately adjacent to the right-of-way. Accordingly, new development proposals will be reviewed to ensure that impacts on these roads are minimized.
- 6.17 That the northernmost portion of Tilt Drive between the Doon Village Road Diversion (Street A) and existing Doon Village Road remain open to vehicular traffic in order to provide access to the village of Upper Doon. Any engineering improvements to this section of Tilt Drive will be in accordance with the Upper Doon Heritage Conservation District Plan.

- 6.18 That all planned new road crossings of the Scenic Road Community Trail Network be subject to specific design studies which recommend mitigating measures such as enhancement plantings, surface treatment, location of municipal services, maintenance, etc. Such studies shall be undertaken by the development proponent as part of the development approval process and will conform to the general recommendations of the Doon South Scenic Roads Study and Greenspace Management Plan.
- 6.19 That in the development of a transportation network, consideration be given to all forms of transportation including walking, cycling, public transit and the automobile. This will be accomplished through measures such as:
- The creation of street networks and pedestrian links suitable to alternate transportation modes.
 - The use of site planning and urban design techniques to foster attractive pedestrian streetscapes and environments.
 - Minimizing walking distances between housing, schools, transit stops, parks, open space and other local destinations.

7.0 PUBLIC TRANSIT

- 7.1 That public transit in Phase 1 of the Doon South Community be recognized as essential. Accordingly, community design shall consider the City's "Guidelines for the Design of New Residential Development with Respect to the Provision of Transit Service".
- 7.2 That future development in the area recognize the proposed future transit routing for Doon South as shown on Schedule 2, "Proposed Transit Service". Interim transit routes will be determined at the time of subdivision review until such time as the ultimate transportation system is constructed. Where feasible, land uses, local streets and primary walk links and bridges will be designed such that 95 percent of development is within 450 metres of transit service.
- 7.3 That the ultimate transit routing identified on Schedule 2, "Proposed Transit Service", be based on a community transit route within the Doon South area connecting to a timed transfer terminal.
- 7.4 That site design in Doon South have regard for convenient and safe pedestrian access between on street transit facilities and buildings, particularly within the Neighbourhood Commercial and multiple residential designations.

- 7.5 That land uses generating higher transit usage such as office, commercial or institutional uses be located adjacent to transit routes.
- 7.6 That local streets and walkways be designed to provide convenient and direct pedestrian access to transit routes.
- 7.7 That it is recognized that transit service will not be available to the area within Phase 2 currently designated for Limited Service Residential development.

8.0 SERVICING AND UTILITIES

- 8.1 That all new development within Phase 1 be serviced by municipal water, sanitary and storm sewers. Development within Phase 1 will be serviced by the Doon South Trunk Sanitary Sewer or the Strasburg Creek Trunk Sanitary Sewer as determined by the natural drainage shed boundaries.
- 8.2 That the level and type of sanitary services within Phase 2 shall be determined following the completion of the Blair, Bechtel and Baumen Creeks Subwatershed Study.
- 8.3 That the Doon South Creek Subwatershed Management Plan and the Strasburg Creek Master Watershed Study be the guiding documents for servicing, storm water management and environmental protection within Phase 1 of the Doon South Community.
- 8.4 That the Blair, Bechtel and Baumen Creeks Subwatershed Study become the guiding document for servicing, storm water management and environmental protection within Phase 2 of the Doon South Community and within those parts of Phase of Phase 1 which are located within the Blair Creek subwatershed.
- 8.5 That storm water management practices in the Doon South Community be in compliance with the “Interim Storm Water Management Guidelines for New Development” and “Storm Water Management Practices, Planning and Design Manual” documents published by the Ontario Ministry of Environment and Energy in 1994. The design of storm water management facilities shall also be in accordance with the City’s “Design Principles for Storm Water Management Facilities, August, 1996”.
- 8.6 That the exact location and detailed design of the Doon South Trunk Sanitary Sewer be determined in conjunction with the subdivision approvals process under the Planning Act or, if necessary, by the Municipal Class Environmental Assessment process under the Environmental Assessment Act.

- 8.7 That with the approval of Ontario Hydro and the City of Kitchener, the Ontario Hydro corridor be used in conjunction with adjacent uses in accordance with the attached Land Use Map.

9.0 HERITAGE RESOURCES

- 9.1 That recognition be given to the Upper Doon Heritage Conservation District, including the entire length of Tilt Drive, and consideration to these features be given in the design, siting and massing of development on abutting lands.
- 9.2 That properties listed on the municipal data base of heritage resources and identified on Schedule 3, "Heritage Structures" be subject to Policies 5.3.14 and 5.3.15 of the City of Kitchener Municipal Plan. Accordingly, a Heritage Impact Assessment shall be required to be approved prior to or concurrent with issuance of draft plan approval in conformity with the City's process dealing with the conservation of heritage resources within the plan of subdivision process. The required Heritage Impact Assessment shall be completed in accordance with the City of Kitchener Heritage Impact Assessment Guidelines and will identify a recommended strategy for the conservation of the heritage resource.
- 9.3 That in accordance with Policy 5.3.17 of the City of Kitchener Municipal Plan, consideration will be given to the effects of public works on all heritage resources, including the scenic road corridors identified on the Land Use Map.
- 9.4 That prior to the commencement of any grading or development activities in the immediate vicinity of the Fischer Residence on Oregon Drive and the Stauffer Long House on Tilt Drive, archaeological assessments shall be submitted for the review and approval of the Ministry of Citizenship, Culture and Recreation as a condition of approval of applications for consent or plans of subdivision.

10.0 NOISE

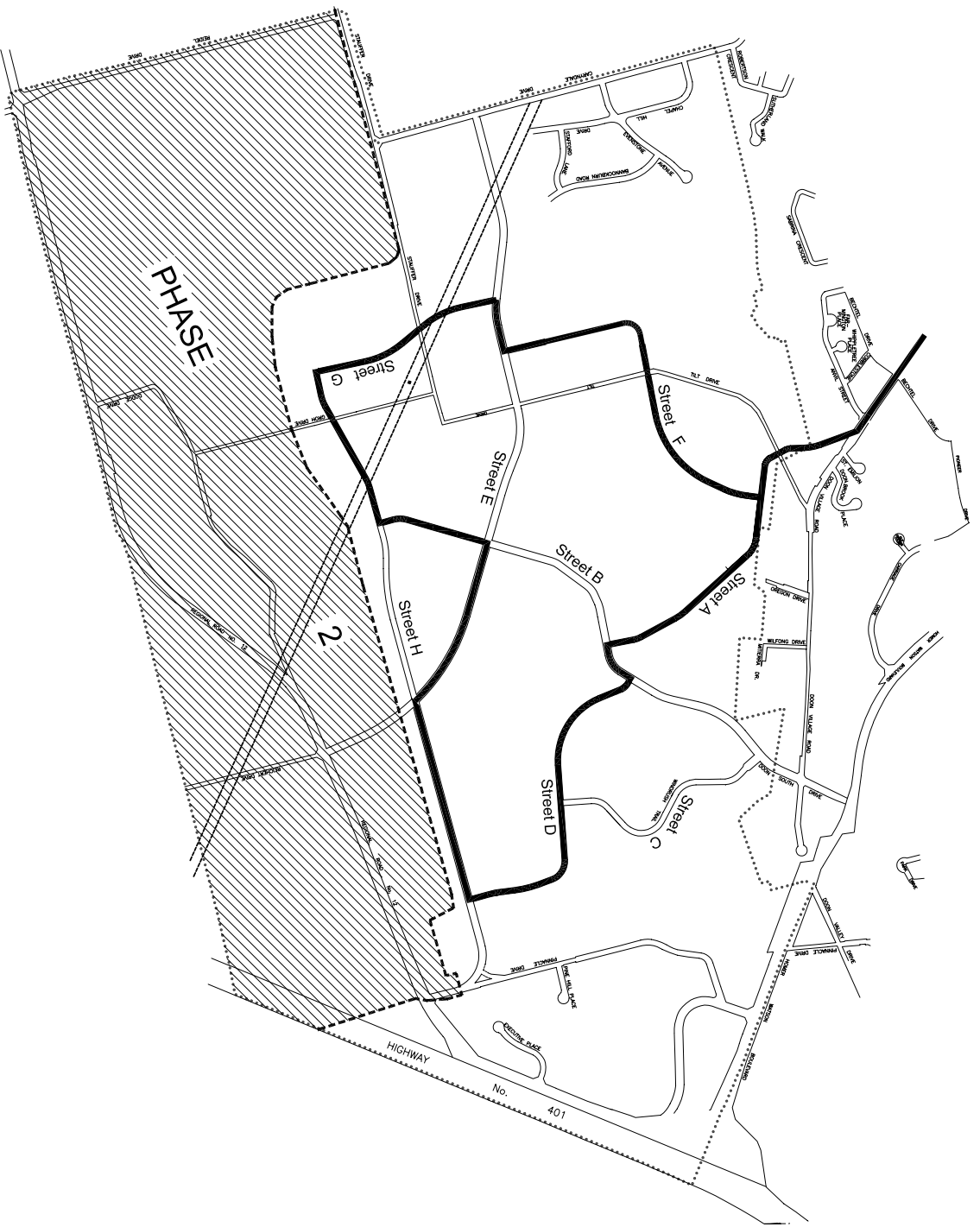
- 10.1 That Highway 401, Homer Watson Boulevard, Strasburg Road, Street E, and New Dundee Road be recognized as major traffic corridors potentially generating significant amounts of noise. Proponents of new residential development along these major corridors will be responsible for assessing future noise impacts, and if necessary, ensuring that any required noise attenuation measures are incorporated into the development proposal.
- 10.2 That noise attenuation walls/berms, building construction features, and passive noise control measures such as site design, building setbacks, architectural design, and noise warning clauses be used in attenuating noise impacts.

SCHEDULE 1

STAGING OF SCENIC ROAD CLOSURES

ORDER	SCENIC ROAD SEGMENT	CLOSURE REQUIREMENTS
1	Tilt Drive between Doon Village Road Diversion and Street F	Construction of Street F between Street A and Tilt Drive
2	Tilt Drive between Street F and Street E	Construction of Street E from Tilt Drive to and including the proposed Local Road crossing of Doon South Creek
3	Tilt Drive/Stauffer Drive between Street E and Groh Drive	Construction of Street E from Street B to Street G and construction of Street G from Street E to Stauffer Drive
4	Stauffer Drive between Groh Drive and Street G and Groh Drive between Stauffer Drive and Street H	Construction of Street G between Stauffer Drive and Street H and construction of Street H between Street G and Groh Drive
5	Stauffer Drive between Street G and Caryndale Drive	Construction of Street E between Street G and Caryndale Drive
6	Stauffer Drive/Reidel Drive between Caryndale Drive and future Strasburg Road	Construction of Strasburg Road from Brigadoon Community through to Reidel Drive alignment and Construction of Street E from Caryndale Drive to Strasburg Road

Doon South
Community Plan
Schedule 2
**PROPOSED
TRANSIT SERVICE**

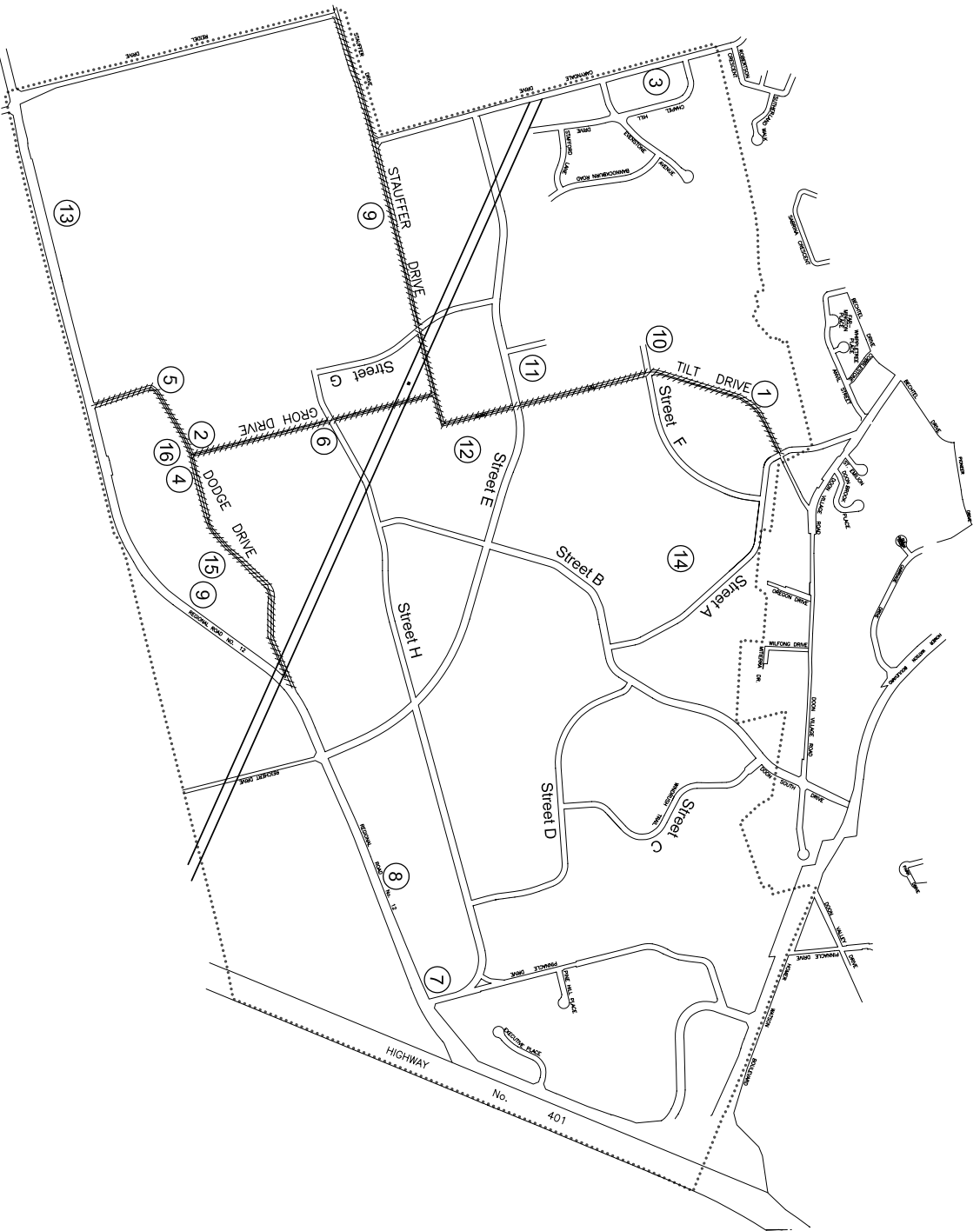


Legend

- Planning Community Boundary
- Ontario Hydro
- Phase Boundary
- Transit Service
- ▨ No Transit Service

Date Nov. 5, 1996
N.T.S.

Doon South Community Plan Schedule 3 HERITAGE RESOURCES



Legend

"HERITAGE STRUCTURES"

Designated Properties

1. Tilt Drive (Upper Doon Heritage Conservation District Plan)
2. 320 Dodge Drive (1879)

Listed on Municipal Data Base

3. 442 Canyrdale Drive (1870 circa)
4. Dodge Drive (scenic road)
5. 362 Dodge Drive (1870 circa)
6. Groh Drive (scenic road)
7. 398 New Dundee Road (1822 est)
8. 628 New Dundee Road (1879 circa)
9. Stauffer Drive (scenic road)
10. 234 Tilt Drive (1860 circa)
11. 374 Tilt Drive (1870 circa)
12. 393 Tilt Drive (1812 circa)
13. 1478 New Dundee Road
14. 1 Oregon Drive
15. 103 Dodge Drive
16. 321 Dodge Drive

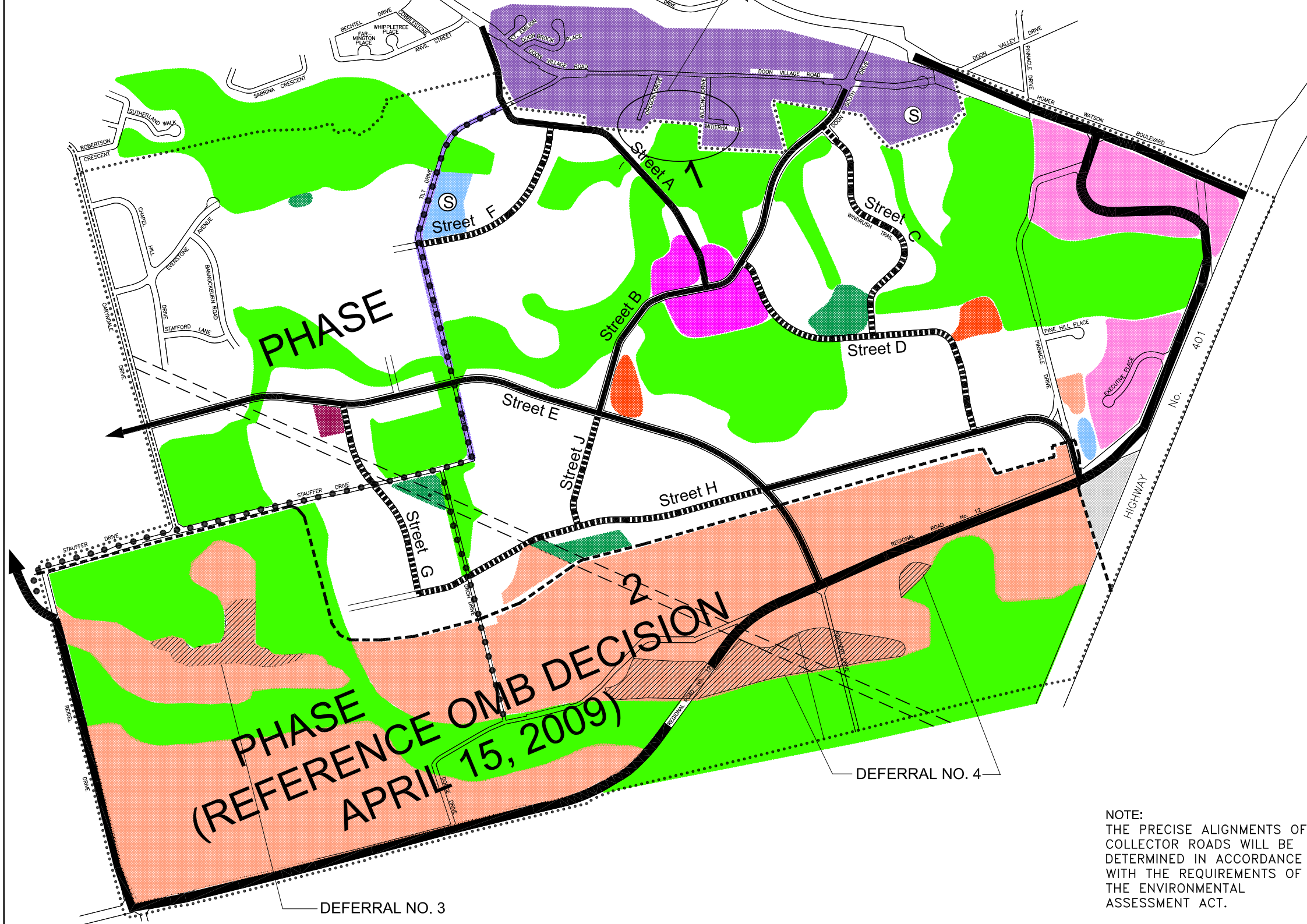
Date May 23, 1997

N.T.S.


















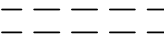

Doon South Community Plan

LAND USE MAP

FOR PRECISE BOUNDARY OF UPPER DOON HERITAGE CONSERVATION DISTRICT, REFER TO APPROVED HERITAGE IMPACT ASSESSMENT FOR DRAFT PLAN OF SUBDIVISION 30T-95018



Legend

-  Limited Service Residential
-  Low Density Residential
-  Multiple Residential
-  Convenience Commercial
-  Neighbourhood Commercial
-  Service Commercial
-  Restricted Business Park
-  Neighbourhood Institutional
-  Open Space
-  Active Park
-  Upper Doon Heritage Conservation District
-  Planning Community Boundary
-  Minor Collector Roads
-  Major Collector Roads
-  Primary Road
-  Scenic Road Network As Community Trails
-  School Site (Elementary)
-  Ontario Hydro
-  Phase Boundary

NOTE:
THE PRECISE ALIGNMENTS OF ALL COLLECTOR ROADS WILL BE DETERMINED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ENVIRONMENTAL ASSESSMENT ACT.

Date Revised November 28, 2005
Scale 1:15,000

CITY OF KITCHENER
DEVELOPMENT & TECHNICAL SERVICES DEPARTMENT

Doon South Community Plan

Appendix 1

GREENSPACE MANAGEMENT PLAN

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DOON SOUTH COMMUNITY

GREENSPACE MANAGEMENT PLAN

1. INTRODUCTION

The Doon South Community is a large, mostly undeveloped area of land located in the southernmost portion of the municipality. The community plan area encompasses three subwatersheds with the largest portion of developable land lying within the Doon South Creek subwatershed. However, sizeable amounts of land lie within the Strasburg Creek subwatershed to the north and west as well as to the Blair Creek subwatershed to the south and west. Together, the three creek valley systems contain an array of provincially significant wetlands providing both sensitive habitats and significant hydrologic functions. These creek systems are augmented by a number of significant upland natural areas on adjacent table lands.

In 1994, the Doon South Creek Subwatershed Study was completed. The report details the natural resources within the subwatershed and presents an overall management plan to ensure protection of those resources as development proceeds. A key component of the report was to fulfil the requirements of a Comprehensive Environmental Impact Study as required by the Provincial Wetlands Planning Policy Statement and accomplish three things. These were:

- a) identify the level and scope of future studies required for development of lands adjacent to the provincially significant wetland complex;
- b) incorporate a Transportation Corridor Study to preferred locations for crossings of woodlots and wetland areas; and
- c) conduct a Sanitary Trunk Sewer Routing Study to identify the approximate route of the future Doon South Trunk Sanitary Sewer.

Among the various recommendations of the Doon South Creek Subwatershed Study was for the City to undertake a Greenspace Management Plan for the area in conjunction with the preparation of a new Community Plan. In this respect, a number of objectives of this Greenspace Management Plan were identified.

This Greenspace Management Plan for the Doon South Community draws upon the findings and recommendations of the Doon South Creek Subwatershed Study, the previously completed Strasburg Creek Master Watershed Plan and the most recent draft of the Blair, Bechtel and Bauman Creeks Subwatershed Study. In addition, a significant amount of specific supporting information has been provided through the Environmental Implementation Report prepared on behalf of Monarch Construction Limited for the extension of the Wyldwoods Neighbourhood.

2. OBJECTIVES OF THE GREENSPACE MANAGEMENT PLAN

The specific objectives identified in the Doon South Creek Subwatershed Management Plan and accepted by the Doon South Community Plan Technical Review Committee are as follows:

- Develop a conceptual plan for the enhancement of Doon South Creek and the riparian vegetation in the vicinity of Tilt Drive and the tributaries D2, E, I, J and K (as identified in the Doon South Creek Subwatershed Study).
- Develop a conceptual plan for the enhancement of tributary F, being the linkage of Topper Swamp to Doon South Creek.
- Address the issue of sustainable community access to the natural area, including the development of a trail network.
- Determine the status, and develop a management strategy for, the woodlot located to the northeast of the intersection of Caryndale Drive and Stauffer Drive.
- Evaluate existing terrestrial linkages within the Doon Creek watershed and adjacent watersheds (Strasburg Creek and Blair Creek), and make recommendations with respect to the long term protection and enhancement of essential linkages.
- Develop a monitoring program, focusing on semi-annual or annual inspection of land use changes, bank stability, sedimentation and aquatic and riparian vegetation, to aid in determining whether objectives of the Doon South Creek Subwatershed Management Plan are being achieved.
- Make recommendations with respect to how removal of the beaver dam will occur.
- Determine opportunities for enhancing fish habitat through appropriate stream rehabilitation.

3. WETLAND AND NATURAL AREA BUFFERS

Both the provincial wetlands policy statement and the City of Kitchener Municipal Plan require that an environmental impact study be carried out for all lands adjacent to a provincially significant wetland complex. Adjacent lands are defined to include all lands within 120 metres of the boundary of such wetland or wetland complex. As part of separate subwatershed studies completed for the Strasburg Creek, Doon South Creek and Blair Creek systems, comprehensive environmental assessments were conducted for the wetland complexes associated with those creek systems as well as associated upland environmental features. The principle of providing appropriate protective wetland buffers was established

with these environmental assessments.

Based on the comprehensive environmental assessments carried out through the subwatershed plans, the area of "adjacent lands" to be considered in conjunction with development proposals was narrowed based on the environmental characteristics of individual systems. As a result, the edges of the wetland complexes and other environmental features were designated as being high, medium or low constraint areas. These constraint labels have been reflected on Map 1 of this Greenspace Management Plan and together with the recommendations contained within this greenspace management plan, will form the basis for the preparation of required **Environmental Implementation Reports** (EIR's) by development proponents.

Edge Constraint Designations

- Development proposals adjacent to High Constraint Wetland Edges will require the preparation of an EIR for all lands within 120 metres of the wetland complex in conjunction with the submission of a draft plan of subdivision.
- Development proposals adjacent to Medium Constraint Wetland Edges will require the preparation of an EIR for all lands within 30 metres of the wetland complex in conjunction with the submission of a draft plan of subdivision.
- Development adjacent to all other wetland edges will require the preparation of an EIR for all lands within 15 metres of the wetland complex in conjunction with the submission of a draft plan of subdivision .

Environmental Implementation Reports

In conjunction with the preparation of a draft plan of subdivision, an environmental implementation report must be prepared. The EIR will include the following:

- A statement of the rationale for the proposal together with a detailed description of the purpose of the proposed undertaking or development.
- Maps or plans showing the location of the lands affected by the proposal in relation to elements of the greenspace system.
- A detailed description of the possible environmental effects of the proposal, with particular emphasis on the elements of the greenspace system, including subsequent demand for future development that may be generated by approval of the proposal. This to include an explanation of the methods used to determine the effects of the proposed development.

- Based on the analysis of possible effects and impacts of the proposal, provide a description of the actions/techniques that will be necessary to, in order of preference, prevent, minimize, or mitigate the possible negative effects of the proposal.
- Provide an evaluation of the environmental impact of proposed road or servicing crossings of the environmental feature together with a presentation of recommended mitigation measures (unless an Environmental Assessment is required).
- Detailed mapping of constraint and opportunity areas to substantiate limits of development which are consistent with this Plan and the applicable subwatershed study. This to include:
 - demonstration that there will be no overall loss of wetland functions or contiguous wetland area;
 - identification of appropriate vegetative buffers to maintain wetland functions; and,
 - an indication of how vital terrestrial wildlife linkages or connections will be maintained, enhanced or created and included within the proposed development.
- A summary of measures used to, in order of preference, avoid, minimize and mitigate the expected impacts of development.
- A policy framework section referencing applicable regulations and policies of the municipality and affected agencies.
- An identification of zoning, easements, or dedicated blocks which are necessary to ensure maintenance and integrity of environmental features, engineering facilities and terrestrial linkages.

4. TRIBUTARY ENHANCEMENT

A primary objective of the Greenspace Management Plan is to develop a conceptual plan for the enhancement of Doon South Creek and the riparian vegetation in the vicinity of Tilt Drive and tributaries D2, E, I, J and K, as identified in the Doon South Creek Subwatershed Study. The enhancement of these areas will improve wetland habitat condition, minimize risk to water quality as a result of adjacent development, and contribute to a continuous linear open space system within the Doon South Community. Specific enhancement recommendations are as follows.

4.1 Tributary D2 (Oregon Drive)

Description/Function

- Poorly defined runoff and seepage swale flowing through wetland, then under Oregon Drive culvert (partly blocked) down a steep gradient easterly towards Doon South Creek. Some shallow channel definition immediately downstream of culvert gradually disappearing within flood plain.
- Restricted flows and steep gradient east of culvert limit opportunities for fisheries enhancement.
- Main function is conveyance of water from the upland recharge area towards Doon South Creek.
- Shrub thicket swamp pocket surrounding tributary D2 created as a result of flow restrictions caused by partial culvert blockage. Considered part of provincially significant wetland complex.

Enhancement and/or Design Provisions

- Retain wetland and swale as open space and protect via buffer naturalization.
- Flows and flow duration may be increased through wetland pocket and swale using SWM design and may be beneficial to fisheries.

4.2 Tributary E

Description/Function

- Ephemeral field draw (corn field), supplemented by groundwater seepage within buffer and wetland.
- No defined channel within buffer and wetland.
- Intermittent seepage conditions and lack of defined channel severely limit fisheries enhancement opportunities.
- Main function is conveyance of runoff and seepage towards Doon South Creek and sustenance of wetland habitat conditions.

Enhancement and/or Design Provisions

- Replicate lost field draw through lot drainage and site specific SWM techniques.

- Retain diffuse channel within wetland and buffer area.
- Allow naturalization of cultivated portion of wetland buffer area through enhancement planting of native species and natural succession to control quality and quantity of surface flows to main creek and wetland.
- Retain and further protect wetland vegetation through old field buffer.

4.3 Tributary F (Linkage from Topper Swamp to Doon South Creek)

Description/Function

- Small, shallow drainage connection between Topper Swamp and Doon South Creek.
- No defined channel within Topper Swamp. Channel loses definition within Doon South Creek flood plain. No fish presence identified in Subwatershed Study. Channel limitations restrict opportunities for fisheries enhancement.
- Main function is conveyance of flows from Topper Swamp to Doon South Creek.
- Limited woody riparian cover along channel due to agricultural history (cultivation, grazing)

Enhancement and/or Design Provisions

- Doon South Drive crossing to utilize clear span or arch design so as to maintain flows and adequate adjacent flood plain for terrestrial wildlife movements.
- Develop linkage in association with SWM wet ponds for additional buffer protection.
- Develop SWM facilities as wetland/wet meadow ponds with upland tree/shrub plantings.
- Additional native riparian plantings along tributary to improve and broaden the effectiveness of this linkage.
- Locate community trail away from proposed linkage to the east of the SWM facility to allow an uninterrupted enhancement planting zone along the tributary and separating pedestrian from wildlife movements.

4.4 **Tributary I**

Description/Function

- Cornfield swale with poorly defined flow path through main creek wetland area.
- Conveys surface and ephemeral groundwater flows to Doon South Creek.
- Fisheries enhancement opportunities constrained by sporadic low flows and very small channel dimensions.

Enhancement and/or Design Provisions

- Protect existing channel, associated wetland and wet meadow communities and buffer area through open space designation.
- Riparian planting to occur in conjunction with development of adjacent lands and development of SWM facilities.
- Develop SWM facilities as wetland/wet meadow ponds with upland tree/shrub plantings.
- Existing tributary swale to be used to mitigate peak stormwater events.

4.5 **Tributary I**

Description/Function

- Tributary initiates at confluence of tributaries J1 and J2 within E.S.P.A. 34 and discharges to main creek.
- Shallow defined channel through E.S.P.A. gradually exhibiting a more poorly defined flow within wetland area of main creek. More defined ditch in vicinity of Tilt Drive and main creek.
- Conveys surface and likely some limited groundwater flows within 120 metres of main creek.
- Fisheries enhancement opportunities constrained by seasonal low flows and shallow or poorly defined channels.

Enhancement and/or Design Provisions

- Protect channel, associated wetland and wet meadow communities and buffer area through open space designation.
- Allow naturalization of cultivated portion of wetland buffer area through enhancement planting of native species and natural succession.
- Additional riparian planting to occur along swale channel in conjunction with development of adjacent lands and SWM facilities.
- Develop SWM facilities as wetland/wet meadow ponds with upland tree/shrub plantings.
- West-South Collector Road crossing of tributary to utilize appropriate design to maintain flows and adequate adjacent flood plain for terrestrial wildlife movements (e.g. clear span, arch, elliptical culvert, etc.).
- Detailed design of road to determine appropriate crossing design and if additional mitigative and enhancement measures are necessary.

4.6 Tributary K

Description/Function

- Ephemeral field draw (corn field) discharging to Even's Pond.
- No defined channel within buffer and wetland.
- Fisheries enhancement opportunities constrained by sporadic low flows and poorly defined channel dimensions.

Enhancement and/or Design Provisions

- Protect swale channel, associated wetland and wet meadow communities and buffer area through open space designation.
- Allow naturalization of cultivated portion of swale buffer area through enhancement planting of native species and natural succession to control quality and quantity of surface flows to main creek and wetland.
- Additional native riparian plantings along tributary swale to improve and broaden the effectiveness of potential linkage from Caryndale Woodlot and Even's Pond

(making use of existing hedgerows).

- West-South Collector Road crossing of tributary to utilize appropriate design to maintain flows and adequate adjacent flood plain for terrestrial wildlife movements (e.g. clear span, arch, elliptical culvert, etc.).
- Detailed design of road to determine appropriate crossing design and if additional mitigative and enhancement measures are necessary.

4.7 Doon South Creek in vicinity of Tilt Drive

Description/Function

- Conveys surface and groundwater flows.
- Baitfish habitat.
- Fisheries enhancement opportunities constrained by simple instream cover, seasonal low flows and shallow/narrow channel dimensions.

Enhancement and/or Design Provisions

- Protect channel, associated wetland and wet meadow communities and buffer area through open space designation.
- Consideration to removal of Tilt Drive and culvert when road is converted from transportation network to community trail network. City to replace with pedestrian/maintenance bridge structure thereby improving opportunities for terrestrial wildlife movements along stream corridor. Creek channel modifications and riparian planting can occur in conjunction with the removal of Tilt Drive and culvert.

5. ENHANCEMENT AT LOCAL ROAD CROSSING OF DOON SOUTH CREEK

Description/Function

- This section of Doon South Creek is characterised by typical moisture tolerant wet meadow vegetation, primarily cattail, sedge, reed canary grass, boneset and fringed loosestrife. Some watercress evident within channel towards Tilt Drive.
- Some scattered shrubs such as red-osier and willow.

- Low gradient and shallow channel reduce value of habitat.

Enhancement and/or Design Provisions

- Proposed Local Road crossing of main Doon South Creek west of Tilt Drive to utilize appropriate design to maintain flows and adequate adjacent flood plain for terrestrial wildlife movements (e.g. clear span, arch, elliptical culvert, etc.).
- Further naturalization of wet meadow through enhancement planting of native species and assisted natural succession.
- Additional native riparian plantings recommended along main stream channel to improve water quality (temperature) and broaden potential for terrestrial wildlife movements.
- Detailed design of road to determine appropriate crossing design and if additional mitigative and enhancement measures are necessary

6. FISHERY ENHANCEMENT

- No particular fisheries enhancement is felt to be warranted along Doon South Creek as stream flow and channel severely limit effective enhancement opportunities.
- Through implementation of specific practices as set out in the Doon South Creek Subwatershed Study and the implementation of design and enhancement provisions recommended in this plan, quantity (flow) and quality may be improved, thus enhancing fish habitat indirectly.
- Baitfish environment in vicinity of Tilt Drive will likely improve with specific stream modifications and riparian planting to be done when Tilt Drive and culvert are removed.

7. TERRESTRIAL LINKAGES

7.1 Linkage between Blair Creek and E.S.P.A. 33

- Develop as major linkage for movement of large wildlife (e.g. deer) between Roseville Swamp (via Blair Creek corridor) and E.S.P.A. 33.
- Ultimate width shall be in excess of 300 metres with linkage being formed between the tributary to Blair Creek and the existing hedgerow to the east (as recommended in Blair, Bechtel and Baumen Creeks Subwatershed Study).
- Landowner will be encouraged to cease active agricultural cultivation of the lands as soon

as possible or as a minimum in conjunction with the development of abutting lands.

- Preferred naturalization strategy will be through natural succession with consideration given to community based volunteer planting program through the City's Environmental Committee in conjunction with the Grand River Conservation Authority and the Department of Parks and Recreation.

7.2 Use of Scenic Road Trails as Terrestrial Linkages

- Closure of scenic roads (Tilt, Stauffer, part of Groh, part of Reidel) and use as community trails allow for enhancement of existing vegetation within and adjacent to rights-of-way to act as terrestrial linkages between E.S.P.A.'s and the three subwatersheds.

- All existing vegetation within and immediately abutting the rights-of-way will be preserved, maintained, and where necessary, enhanced.

- Exposed edge E.S.P.A. 33 and Caryndale Woodlot to be decreased through closure of Stauffer Drive and its use as a community trail together with the protection/enhancement of vegetation abutting the right-of-way

- Area of forest interior is effectively increased through implementation of above measures.

8. GENERAL MANAGEMENT TECHNIQUES FOR TRIBUTARY ENHANCEMENT AND TERRESTRIAL LINKAGES

Map 1 shows general management techniques to be applied through out the Community Plan area to assist in the physical protection of natural areas, the establishment of a continuous linked open space system, and to augment existing natural conditions. These techniques are shown symbolically on Map 1, and are further explained below. The general management techniques specified are intended to signify the minimum management requirements needed to implement the specific tributary enhancement and terrestrial linkage recommendations outlined above. Individual Environmental Impact Studies prepared in conjunction with development proposals will further elaborate on these management techniques and where appropriate, specify additional specific management techniques which may be necessary.

CODE	TREATMENT	DESCRIPTION
1	BUFFER LIMITS	Buffer protection limits established and delineated using paige wire fencing (and silt fencing where appropriate). Fencing installed and maintained throughout grading and construction. Permanent buffer demarcation (fencing/signage) once construction is complete. Buffer width and protection measures will be identified by a scoped EIS in conformity with wetland, E.S.P.A. and woodland policies of the City of Kitchener Municipal Plan and the Regional Official Policies Plan.
2	ENHANCEMENT	Enhancement planting of buffer area, existing hedgerows or other natural area to establish native species, assist natural succession and to provide additional linkage opportunities for movement of wildlife. Species to be in compliance with the Region of Waterloo policy regarding the <u>Planting of Alien Species in or Adjacent to Environmentally Sensitive Policy Areas</u> , EEAC-92-11.
3	TREE MANAGEMENT	Vegetation protection measures and edge management/restoration in accordance with City of Kitchener Tree Management Policy.

- | | | |
|---|-------------------------|--|
| 4 | PASSIVE MANAGEMENT | Passive, "hands off" management approach allowing naturalization through natural succession. Some selective management or removal of vegetation may be required in specific instances. Agricultural cultivation is encouraged to be curtailed as soon as practical. |
| 5 | SEPARATION | Community trails to be established in outer fringe of wetland buffers and storm water management areas to separate recreational use from sensitive areas. Existing wetland crossings to be utilized wherever possible. |
| 6 | WETLAND CROSSING DESIGN | Road and service crossing locations subject to detailed studies for the design, alignment and the implementation of recommended mitigative measures. Road crossings to use appropriate design to ensure adequate flows and sufficient adjacent flood plain for wildlife movement (clear span, arch, elliptical culvert, etc.). |
| 7 | SWM FACILITY DESIGN | Stormwater management facilities designed as wetland or wet meadow basins to facilitate wetland habitat development as well as quality and quantity control in accordance with the City of Kitchener policy and guidelines respecting storm water management. Hydrological functions of small outlying wetlands and seasonal drainage swales removed or altered through development to be replicated in storm and drainage design (grassed swales, infiltration trenches). |
| 8 | SWM NATURALIZATION | Stormwater management basins to be naturalized using compatible native plant species. Use of salvaged wetland substrates as seed bed in basin construction wherever possible. Use of |

native riparian and upland plantings adjacent to basin to provide terrestrial linkage and channel protection.

9 EROSION CONTROL

Erosion and sediment controls as approved by the City in consultation with other agencies to be implemented and maintained prior to and throughout area grading and construction of adjacent lands. Controls to include siltation fencing, interceptor swales with check dams, siltation control ponds, maintenance of vegetative buffers, etc.

9. COMMUNITY TRAIL NETWORK

- The ultimate community trail network shall be constructed in accordance with the concept shown generally on Map 2.
- The Doon South Creek corridor will form the spine of the community trail network within the Community and shall link with trails through upland woodlots, the scenic road trail system, and the Upper Doon Heritage Conservation District.
- Trails will be generally located to the outer edge of the wetland buffer areas to reduce pedestrian impacts on wetland and ecosystem functions.
- Community trails will be constructed at a maximum width of 3 metres, with surface treatment consisting of stonedust, gravel, limestone, woodchip, boardwalk (in wet areas), or other suitable material depending on location and level of use and as determined by the City's Parks and Recreation Department.
- All trails through woodlands shall be constructed in less sensitive locations, and shall follow existing trails where possible. Such trails will be clearly defined and marked so as to discourage pedestrian and vehicular traffic in more sensitive areas of the woodlot.
- The scenic road trail system will be designated as part of the community trail network however the trail width may vary within the actual existing roadway width. The abutting vegetation is to be retained and, where appropriate, enhanced.
- The Ontario Hydro easement will form part of the community trail network providing linkages between New Dundee Road (Roseville Swamp) and Caryndale Drive. Additional parkland will be developed together with hydro corridor.

10. CARYNDALE WOODLOT MANAGEMENT PROGRAM

- No development intrusion within woodlot.
- An edge management program will be carried out at the time of development emphasizing tree management and retaining the maximum amount of existing trees.
- Scoped EIS for adjacent development (30m) to identify adequate buffer zones and any additional mitigation measures.
- That this woodlot remain part of a continuous linked open space system including ESPA 33, Doon South Creek and Evens Pond, and the Strasburg Creek ESPA.
- The Regional Tree Cutting By-laws shall apply to the use of the woodlot.
- That private use of the woodlot occur in accordance with "Good Forestry Practices".
- That, where possible, the Department of Parks and Recreations provide advice on woodland management.

11. REMOVAL OF BEAVER DAM AT EVEN'S POND

- That a trapper be retained to remove the existing beaver with costs to be borne by the City of Kitchener.
- That the beaver dam be removed at the time of development to restore stream flow in this part of Doon South Creek with costs to be borne by the development proponent.
- That the creek channel and all riparian vegetation damaged through removal of the beaver dam be restored with enhancements where feasible.

12. SUBWATERSHED MONITORING PROGRAM

Through the City's Environmental Committee as part of a broader municipal initiative, it is recommended that a Subwatershed Monitoring Program be developed for Doon South Creek. This monitoring program could consist of three phases, and be developed as a shared responsibility between the City of Kitchener, the Grand River Conservation Authority, the development industry and the broader community. The essential reasons for the development of a monitoring program are to determine whether specific management practices are performing as designed, to assess whether the greenspace system of the community is being adversely impacted by urban development, and to allow for a remedial action response or consideration of new practices where the monitoring program suggests that current practices are not working as intended.

While the specifics of the monitoring program will be determined through another process, any future program should give consideration to addressing the three distinct monitoring phases as outlined generally below:

Phase 1 - Monitoring System and Base Line Inventory

- Primary responsibility would lie with municipality in conjunction with other agencies.
- Essential components, frequency and data management of monitoring system must be identified.
- A vision for what the watershed is to become, including specific goals and objectives.
- At minimum, any initial monitoring system should include:
 - Identification of representative monitoring locations for system attributes. Such attributes may or may not include such attributes as streamflow, water temperature, erosion, vegetation, wildlife, water quality, and fishery inventories.
 - Annual inspection of representative groups of at-source infiltration facilities.
 - Annual inspection of all stormwater management facilities.
 - System for collecting, managing and analyzing data.
- Subwatershed Study could assist in identifying representative monitoring locations.
- Monitoring season should extend from mid-April through to mid-November.

- Baseline data should be prepared and monitored annually until urban development proceeds. Monitoring then becomes a developer responsibility for a specified time period.
- Consideration of using a consultant to conduct this phase of the monitoring program.

Stage 2 - Pre-Development, During Development and Post Development

- Primary responsibility would lie with development proponent. This phase of the monitoring program would be required of the developer as a condition of development.
- In conjunction with final design submissions and the approved erosion control plan, the proponent should submit a detailed "during development" monitoring and response program to the City of Kitchener.
- During development program to extend until grading is complete, underground services are installed and base asphalt is in place.
- Development proponent will devise a "post-development" monitoring, response and maintenance program for the approval of the City of Kitchener and affected agencies.
- Submitted program should include performance targets, mitigation measures, a response plan where targets are exceeded, and detail any specific maintenance requirements which may be necessary.
- Post-development program to extend for two years to coincide with 24 month guarantee period for works and services as required through the City's Standard Form Residential Subdivision Agreement.

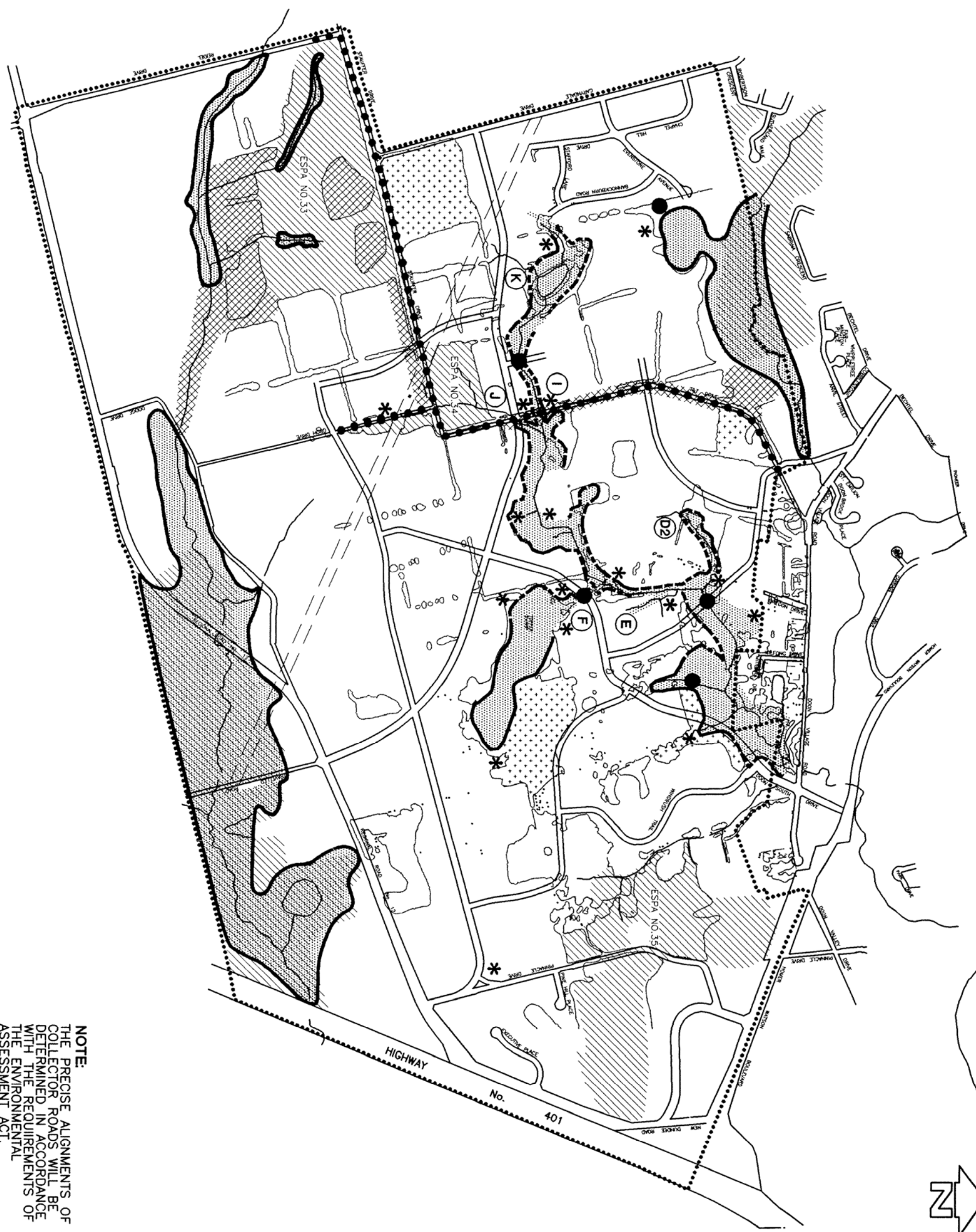
Stage 3 - Long Term Monitoring of Subwatershed

- Primary responsibility lies with the municipality in conjunction with other affected agencies and the public, educational institutions, etc.
- Details of essential components of any long term monitoring program would be based on recommendations made in the development proponent's final monitoring report as identified above.
- Monitoring program would be carried out by the City of Kitchener and affected agencies and supplemented where possible through community based monitoring initiatives.
- City's Environmental Committee would take on a key role in the development of

community based monitoring, educational and stewardship initiatives.

- Long term monitoring program would be consistent with defined vision for the subwatershed and any specific goals and objectives.

Doon South Greenspace Management Plan CONSTRAINTS AND OPPORTUNITIES MAP 1



Legend

.....	Planning Community Boundary	
-----	Scenic Road Network As Community Trails	
Ⓚ	Tributary Label	
-----	Medium Constraint Wetland Edge	
-----	High Constraint Wetland Edge	
Feature	Recommended Management Technique	
[Stippled Box]	Wetland Complex	① ② ③ ④ ⑤ ⑨
[Diagonal Lines Box]	ESPAs	① ② ③ ⑨
[Dotted Box]	Significant Woodlots	① ② ③ ⑨
*	SWM Basin	② ⑤ ⑦ ⑧
[Cross-hatched Box]	Terrestrial Linkages/ Rehabilitation Areas	② ③ ④ ⑨
●	Road or Service Crossing of Main Creek or Wetland	② ⑥ ⑨

Date Feb. 13, 1997
Scale 1:15,000

NOTE:
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Doon South Greenspace Management Plan COMMUNITY TRAIL NETWORK MAP 2



NOTE:
THE PRECISE ALIGNMENTS OF ALL COLLECTOR ROADS WILL BE DETERMINED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ENVIRONMENTAL ASSESSMENT ACT.

- Legend**
- Planning Community Boundary
 - ▨ Open Space Areas
 - Community Trail Network
 - Scenic Road Community Trail Network

Date Feb. 13, 1997
Scale 1:15,000

CITY OF KITCHENER
DEVELOPMENT & TECHNICAL SERVICES DEPARTMENT

Doon South Community Plan

Appendix 2

SCENIC ROADS STUDY

DOON SOUTH COMMUNITY

SCENIC ROADS STUDY

1. INTRODUCTION

The Doon South Community exhibits a number of significant environmental, topographic, cultural and heritage features which contribute to the unique character of the area. Among the most significant features is a network of rural roads which date back to the early pioneer settlement of the area. These roads have for many years been recognized by the residents of Doon South for their scenic qualities and the unique experience gained through walking or driving these roadways.

While many of the roads within the Doon South Area have long been recognized by residents for their scenic qualities, only Tilt Drive was given formal designation as such. The entire length of Tilt Drive, from Stauffer Drive to its intersection with Doon Village Road, is designated as a Scenic Road both by the City of Kitchener Municipal Plan and by the Upper Doon Heritage Conservation District Plan. This designation relates not only to the roadway itself, but also landforms and vegetation immediately abutting the right-of-way.

The City of Kitchener Municipal Plan which was adopted in 1994, recognizes several roads within the Doon South Community as being "potential" scenic roads. These roads are Stauffer Drive, Reidel Drive, Groh Drive, the westerly leg of Dodge Drive between Groh Drive and New Dundee Road, and Pinnacle Drive between the northerly leg of New Dundee Road and Pine Hill Place. The Municipal Plan indicates that these roadways would be studied prior to potential recommendations regarding designation as Scenic Roads.

The Doon South-Brigadoon Transportation Network and Corridor Study completed by the City and the Regional Municipality of Waterloo in 1994 addressed the comprehensive transportation network requirement of the southwest areas of Kitchener. Through consideration of various transportation corridors, it became evident that Tilt Drive and the other potential scenic roads could be negatively impacted by urban development. Accordingly, in its consideration of the final recommended study, Kitchener City Council passed a resolution requiring a comprehensive study of the scenic roads system in Doon South in conjunction with the upcoming major review of the Community Plan.

One of the primary objectives of Council's resolution regarding the scenic roads study was to ensure integration of the scenic road network into the surrounding planned Doon South Community in such a manner as to retain and preserve those features of the roadways which contribute to the overall scenic experience. This study, prepared in conjunction with the review of the Doon South Community Plan, seeks to address this objective.

2. OBJECTIVES, METHODOLOGY, AND EVALUATIONS PROCESS

The Scenic Roads Study was undertaken by the Department of Planning and Development in conjunction with a committee made up of the local Ward Councillor, abutting land owners, major area developers, and interested citizens from the broader community. The following outlines the stated objectives of the scenic roads study, the relevant Municipal Plan policies considered during the study, the framework used to ensure the consistent application of those policies, as well as the results of corridor specific evaluations of the roadway and abutting vegetation.

2.1 Objectives of the Scenic Roads Study

The specific objectives of the Doon South Scenic Roads Study as required by City Council is its resolution with respect to the Doon South Brigadoon Transportation Network and Corridor Study are:

- Develop criteria for the designation of scenic roads.
- Determine the planned functions of scenic roads in the Doon South Community and in particular, roadway volumes, geometrics, and vehicular and pedestrian safety.
- Integration of the scenic road functions and the Stauffer Log Cabin with the surrounding Doon South Community. This to include future land use, collector and local roadway pattern, landscape and tree saving plans, subdivision and development controls, etc.
- Integration of the recommendations of the Doon South Creek Subwatershed Management Plan and the Doon South Greenspace Management Plan.

2.2 Framework for Consistent Application of Policies

The following framework was adopted by the Scenic Roads Subcommittee to ensure that the Municipal Plan policies were applied consistently with equal weighting. The final recommendations were arrived at using this framework.

- a) The following roads or road segments are identified in the Municipal Plan as either designated or potential scenic-heritage roads:
 - i) Tilt Drive - Designated
 - ii) Stauffer Drive - Potential
 - iii) Reidel Drive - Potential
 - iv) Groh Drive - Potential
 - v) Dodge Drive (from Groh west to New Dundee) - Potential

vi) Pinnacle Drive (from north leg of New Dundee to Pine Hill Place) - Potential

All roads will be thoroughly studied and evaluated individually, as part of a potential scenic road network and in the context of other community plan issues. Once this evaluation has taken place, recommendations will be made to L.A.C.A.C. with respect to designation as a Scenic-Heritage Road.

- b) Where a scenic road corridor is designated, such corridor is considered a heritage resource by the Municipal Plan and accordingly, relevant heritage policies will be considered consistently and equally with all other general and specific Municipal Plan policies. The requirements of the heritage policies will be balanced with other policies and ultimate recommendations will be made only after all issues and policies have been fully considered.
- c) Significant viewsheds and vistas may be identified and evaluated through the scenic road study and dealt with where feasible through appropriate subdivision design, etc. However, viewsheds and vistas will not form part of any possible scenic road designation and will not form part of the criteria used for such designation. Viewsheds and vistas are often used interchangeably. For the purposes of this study they will be defined as follows:
- Viewshed - The broad visual extent of scenery as seen from a particular vantage point. A viewshed is all encompassing.
- Vista - A long narrow view, as between rows of trees for example, which usually terminates at a specific point of interest.
- d) If a road is to be designated, a corridor specific plan for each road segment will be prepared in conjunction with the Community Plan. The Community Plan will address: adjacent land use plans, landscape plans, tree saving plans, development controls, traffic plans and urban design guidelines. The City will ensure an adequate transportation system is in place to off-load traffic increases resulting from future development. In addition, the Community Plan may if necessary, set out an action plan for the future preparation of a corridor management plan which would include such things as road maintenance schedules, monitoring programs, adopt-a-road programs, etc. The detailed study conducted as part of the Community Plan will fulfil the requirement for a Heritage Impact Assessment as stated in Policy 8.3.3.4.
- e) The intent of the Municipal Plan is to ensure any road segment designated as a scenic-heritage road will remain open to vehicular traffic. However, this does not preclude the possible consideration of a designated scenic-heritage road as part of the overall core greenspace plan where feasible from a community planning perspective. If an alternative transportation system is in place, designated road segments could be considered for incorporation into the open space/community trail system in order to recognize their recreation potential and role as a corridor for the

movement of wildlife.

- f) The policies of the Upper Doon Heritage Conservation District Plan will be implemented as they relate to Tilt Drive within and adjacent to the Upper Doon area. Specifically, the treescape and hedgerows on either side of Tilt Drive will be preserved (or enhanced) and any new proposed intersections will be designed to preserve the landscape integrity of Tilt Drive.

2.4 Specific Roadway Evaluations

A crucial part of the scenic roads study was to evaluate the roadways based on a set of criteria developed specifically for the Doon South area. These criteria were based on the evaluation system included within the Regional Scenic Roads Handbook with modifications to address the policy framework for which the Scenic Roads Committee was working.

This set of criteria was included within which the evaluations form which is shown in Figure 1. The criteria were then applied to specific segments of the scenic road network as identified in Figure 2. The evaluation was conducted by a group of trained landscape and forestry staff of the City of Kitchener and scores were attributed as a group. The following is a summary and explanation of the individual elements included within the set of evaluation criteria:

a) **HUMAN MADE/INFLUENCED ELEMENTS**

- **Structural Character (engineered)** - This element refers to the degree a roadway has been altered or engineered. A low scenic rating would be given to a road constructed in a way which detracts from the scenic qualities of the area. This may include the removal of roadside vegetation or the installation of curbs, gutters or culverts.
- **Ditches and Banks** - These elements refer to the presence of roadside ditches and banks which are in a more natural form. Where a roadside features naturally vegetated ditches and banks or where these elements complement the existing topography, a higher score would be given.
- **Surface Condition/Treatment** - This element refers to the state of repair of the road surface as well as the surface treatment itself. Normally a fully paved road would score less than a tar and chip road and a tar and chip road would score less than a gravel road.
- **Signage** - This element refers to the presence, location and character of both official and unofficial signs within and adjacent to the road right-of-way. This element would be rated by the impact such signs have on the visual or aesthetic values of the roadway. Generally, where a road is characterized by visually intrusive signs, a lower score would be given.
- **Telephone/Utility Poles** - This element rates the presence, amount and impact of telephone and utility poles on the scenic roadway. Generally, the more visually intrusive these structures are, the lower the rating given.
- **Human/Cultural Activities** - This element rates the road on the observed human cultural or recreational use of the road corridors (walking, jogging, cycling, etc.). Generally, the more cultural or recreational use observed, the

higher the score given.

b) VEGETATION

- **Diversity** - This attribute refers to the different types and species of vegetation viewed along a road and their contrast to one another. The ability of this diversity to add to the visual quality of the road is measured.
- **Maturity** - The age of forests/vegetation adjacent to the roadside and within the viewshed are assessed. The more mature forests are generally perceived as more aesthetically pleasing and receive a higher score. However, where the vegetation in question is in a state of decline due to age or competition from other species, a lower score would result.
- **Quality of Individual Specimens** - This element refers to the presence of individual tree or plant specimens of high quality. While these may not be significant in terms of diversity, maturity, edge or texture, they represent a healthy individual specimen which adds to the scenic qualities of the road, are likely to live for many more years and could be enhanced with additional vegetation.
- **Structure/Edge** - This refers to the ability of the road side vegetation to provide definition to the edge of the road. For example, a forest that abuts a roadway provides a definite edge and would normally receive a higher scenic rating.
- **Visual Texture and Colour** - These attributes refer to the surface and visual depth provided by vegetation together with the range and contrast of vegetation colours. The more visual texture and colour present, the higher the score.

c) LANDFORM AND RELIEF

- **Rolling Terrain/Undulations of Roadway** - This refers to the natural topographical changes or undulations of the road itself and its impact on the viewer's experience. It is generally assumed the greater the terrain changes, the higher the rating.
- **Curves/Turns in Roadway** - This element refers to the presence of curves or turns in the roadway and the impact these elements may have on the overall visual experience. Generally, if a curve or turn highlights or enhances another interesting aspect or feature of the road, a higher score would be given.

- **Visual Quality of Terrain** - This element refers to the variety of landforms encountered while travelling a particular road segment. It is generally assumed that the greater the variety in terrain, the higher the scenic rating.
- **Vista Within Right-of-Way** - This element refers to the presence of a vista within the road right-of-way. The visual quality and importance of the vista in question is rated.
- **Water (presence and aesthetic value)** - This element refers to the presence of running or standing water, or wet areas adjacent to the roadway. This element rates the water on its aesthetic contribution to the roadside as well as its potential ecological relationship to roadside vegetation or wildlife.

d) **ITEMS OF ADDED IMPORTANCE**

- **ESPA's (presence, size and proximity)** - This element refers to the presence, size and proximity an ESPA on abutting lands. Since ESPA's are protected from urban development, adjacent lands are less likely to be altered through urban development and accordingly, an additional 1 point is added where an ESPA is present.
- **Resources of Heritage Significance** - This elements refers to the presence and significance of heritage resources within the right-of-way or on abutting lands. Accordingly, an additional 1 point is added where resources of heritage significance are located within the right-of-way or on abutting lands.
- **Historical Significance of Roadway** - This element refers to the historical significance of a particular road. Where is has been determined that a particular roadway has some historical significance, an additional 1 point is added to the score.

3. RECOMMENDED SCENIC ROAD NETWORK

The recommended scenic road network is shown on Map 1. This network was arrived at by the Scenic Roads Committee after careful consideration of all relevant policies, corridor specific evaluations, and the determination of an alternative transportation network to access abutting lands.

It is recommended that Tilt Drive, Stauffer Drive, the upper portion of Groh Drive, and the northernmost portion of Reidel Drive be designated as scenic roads, eventually be closed to vehicular traffic and be incorporated into the City's community trail system. The roads and vegetation immediately abutting the rights-of-way should be preserved in their existing state and, where necessary, enhanced through replanting and acquisition of lands immediately abutting the rights-of-way. It is also proposed that corridor specific enhancement schemes would be devised to address interim road maintenance, ultimate trail maintenance, timing for road closures, and identification of areas in need of vegetative enhancement.

The remainder of Reidel Drive was considered in the evaluation of the proposed scenic road network but was discounted due to long term plans to use the Reidel Drive right-of-way for the future extension of Strasburg Road. Strasburg Road is a proposed to be constructed as a Secondary Arterial Road with a right-of-way of 26 metres. This would inhibit the preservation of the existing Reidel roadway as well as most existing landforms and vegetation immediately abutting the right-of-way.

Pinnacle Drive, Dodge Drive and the remainder of Groh Drive are not recommended for inclusion within the proposed community trail network primarily due to the need to provide access to present and future uses on abutting lands. These roads are however still recognized as possessing some of the scenic qualities exhibited by the other scenic roads and policies should be included in the Doon South Community Plan to ensure that all future development and road improvements are sensitive to the roadside vegetation and landforms.

4. PROPOSED LOCAL ROAD CROSSING OF DOON SOUTH CREEK

It is recommended that a local road crossing be constructed across Doon South Creek to provide access to the Hallman Aberdeen lands located to the west of Tilt Drive. The Municipal Plan policies respecting Tilt Drive seek to reduce the number and impact of proposed new road crossings of that road. One local road crossing is recommended to cross Tilt Drive and provide access to the Hallman Aberdeen lands through the Monarch lands to the east. However, to allow development of the Hallman Aberdeen lands, a second means of access must be provided. Provision for a second means of access from the south would allow development to occur but reduce the development impacts on Tilt Drive. This road would cross Doon South Creek at a recognized "least impact" location and connect with the proposed West-South Collector Road. Policies should also be included within the

Doon South Community Plan to require rehabilitation and enhancement of Doon South Creek in conjunction with the proposed road crossing.

Any proposed road crossing of the Doon South Creek provincially significant wetland must address the policy requirements of the City of Kitchener Municipal Plan, the Regional Official Policies Plan, and the provincial wetlands policy statement. In this regard, a detailed justification together with a comprehensive analysis of alternatives must be included as an appendix to the Doon South Community Plan to enable agency review of the proposal in light of the wetland policy requirements.

5. PRESERVATION OF VEGETATION IMMEDIATELY ABUTTING R.O.W.

In many cases, the vegetation immediately abutting the road right-of-ways is significant and warranted protection and/or enhancement. In order to best protect this vegetation, and provide for a suitable buffer between the scenic roads and future development, the Scenic Roads Committee evaluated various options.

5.1 Options Considered

a) Dedication of Lands Beyond Existing R.O.W. to City

- Lands sufficient to protect all significant adjacent vegetation would be dedicated to the City at time of plan registration.
- New fence line would be established with all lands being owned and maintained by the City.
- Question of whether dedication would be accepted as part of the required 5 percent parkland dedication would have to be determined.

b) Establishment of a Scenic Easement

- Lands sufficient to protect all significant adjacent vegetation would be identified in the subdivision agreement as a "scenic easement" and registered on title.
- Title of the lands would remain with the developer or future residential land owner and would be maintained in a natural state in perpetuity.
- The land area of the scenic easement may not be developed with buildings or structures but may be used in calculation of densities, lot coverage, etc. on abutting lands.
- Any vegetation damaged by construction or grading of abutting lands would be required to be restored.
- Active public education would need to be conducted by the developer and City to ensure future owners respect and understand the scenic

easement.

- Intent of the scenic easement could be lost over time as properties change ownership.

c) Application of Tree Management Policy

- All significant vegetation abutting the scenic road R.O.W. would be addressed in a tree management plan to be approved during the development process.
- Lands would be owned and maintained by the developer or future residential land owner.
- Active public education would need to be conducted by the developer and the City to ensure future owners respect and understand the need to protect the vegetation abutting the R.O.W.
- Visual impact would be great due to new fences potentially being built immediately up to the existing scenic road right-of-way.

5.2 Recommended Option

While all three of the options considered could be used protect abutting vegetation with varying degrees of success, it was determined that the dedication of sufficient lands would afford the best overall protection. It is recommended that the City of Kitchener require dedication of up to 5 metres of land immediately abutting the right-of-way of the proposed Scenic Road Community Trail Network. The exact amount of land will be determined during the preparation of corridor specific enhancement plans. The required dedication will be used to protect existing significant vegetation, allow opportunities for replanting if conditions within the right-of-way are not sufficient for this, and help to provide a suitable buffer between the scenic road and abutting residential development. Where required, the dedication of abutting lands shall be accepted as part of the required parkland dedication for adjacent development. It is recommended that policies be included within the Doon South Community Plan to require the dedication of abutting lands.

6. STAGING OF PROPOSED ROAD CLOSURES

It is recommended that the proposed Scenic Road Community Trail Network be closed to vehicular traffic in segments when an alternative transportation system is constructed in conjunction with the development of adjacent lands. New development on adjacent lands should be permitted to use the scenic roads for temporary access until alternative access becomes available.

It is recommended that the scenic roads be maintained in their existing state, with no engineering improvements allowed to permit access for adjacent development. Therefore,

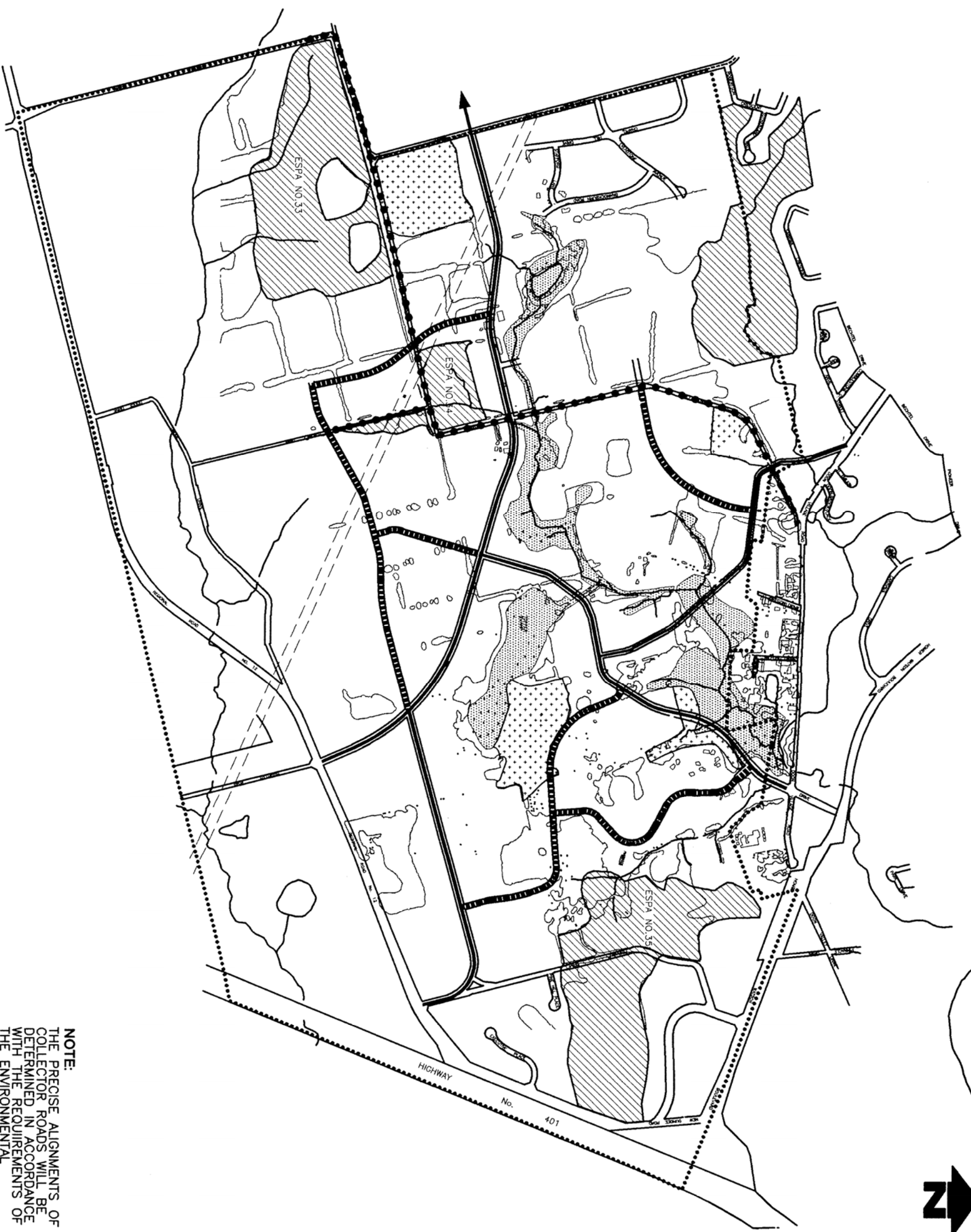
where temporary use of the scenic roads is proposed, it should be recognized that the number of new residential units may be limited until an alternative means of access is provided. In this respect, it is recommended that development proponents be required to submit a road base assessment to the Department of Public Works to determine how many units could be permitted to use the existing roadways without requiring engineering improvements.

Corridor specific enhancement plans should be used to determine treatment and design of temporary access connections and the intersection of the new transportation network with the scenic roadways. These plans will also address the suitability of lighting, etc. when such roads are to be used for temporary access.

7. CORRIDOR SPECIFIC ENHANCEMENT OPPORTUNITIES

A plan outlining specific enhancement opportunities and management techniques is to be developed for each road corridor recommended for designation as a scenic road. These plans will be completed by development proponents on abutting lands and shall be consistent with the recommendations of the Doon South Creek Subwatershed Study and the Doon South Greenspace Management Plan.

Doon South Scenic Roads Study RECOMMENDED ROAD NETWORK



NOTE:
THE PRECISE ALIGNMENTS OF ALL COLLECTOR ROADS WILL BE DETERMINED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ENVIRONMENTAL ASSESSMENT ACT.

Legend

- Planning Community Boundary
- Wetland Complex
- ESPAs
- Significant Woodlots
- Local Roads
- Minor Collector Roads
- Major Collector Roads
- Scenic Road Network As Community Trails

Date Feb. 13, 1997
Scale 1:15,000

CITY OF KITCHENER
DEVELOPMENT & TECHNICAL SERVICES DEPARTMENT

Doon South Community Plan

Appendix 3

JUSTIFICATION FOR PROPOSED WETLAND CROSSING

DOON SOUTH COMMUNITY PLAN

JUSTIFICATION FOR PROPOSED WETLAND CROSSING

1. ISSUE ANALYSIS

The Doon South Community is a unique area possessing an array of cultural and heritage resources, a provincially significant wetland complex, five Environmentally Sensitive Policy Areas, several high quality but undesignated woodlots, and a network of high quality rural roads recognized for their scenic qualities. The area also lies within three separate watersheds (Strasburg Creek, Doon South Creek and Blair Creek).

In addition to the above development constraints, a Community Plan has been in place for many years and has given an urban development designation to the vast majority of lands within the study area. This Community Plan is shown in Figure 1. The City of Kitchener has undertaken a major review of the original Community Plan together with parallel studies to determine how the network of scenic roads and greenspace features can best be integrated into the future planned residential community.

The specific planning context the municipality encountered through the review of the Doon South Community Plan and the integration of the scenic road network is as follows:

- The existence of the Upper Doon Heritage Conservation District immediately abutting the north of the community with several designated heritage structures, and including the length of Tilt Drive from Doon Village Road to Stauffer Drive.
- The existing Scenic Road designation applied to the entire length of Tilt Drive.
- The provincially significant wetland complex associated with Doon South Creek.
- The approved collector road network determined through the Doon South-Brigadoon Transportation Network and Corridor Study.
- The presence of E.S.P.A. numbers 30, 33, 34, 35 and 39.
- The presence of the Caryndale woodlot, Topper woodland and Tilt's Bush and other smaller but also undesignated natural features.
- The existence of the unique Caryndale neighbourhood.
- The abutting Strasburg Creek and Blair Creek wetland complexes to the north and south of the Community.
- Rolling and undulating topography and the viewsheds and vistas associated with such topography.

- Several large land holdings recognized within the City's Staging of Development Report which require access to or across the identified scenic roads.

In its efforts to balance all of the above in the development of a community plan, the City of Kitchener, is recommending approval of a road network which recognizes a new local road crossing of Doon South Creek immediately to the west of Tilt Drive. This recommendation comes after weighing the benefits of avoiding another creek crossing with the potential impact on the scenic road network, the cultural resources, other undesignated but high quality natural areas, and the overall transportation system within the Doon South Community. With implementation of this solution, a number of opportunities arise to rehabilitate and enhance Doon South Creek both at the proposed crossing location and at the existing Tilt Drive crossing.

2. POLICY REQUIREMENTS

A number of policy requirements must be addressed before any recommendation for a new road right-of-way may be approved within a provincially significant wetland. The City of Kitchener Municipal Plan, in conformity with the provincial wetlands planning policy statement requires that any new municipal infrastructure proposed within a provincially significant wetland will only be permitted where an Environmental Impact Study has been completed and demonstrates that such development will not result in any of the following:

- Loss of wetland functions.
- Subsequent demand for future development which will negatively impact on existing wetland functions.
- Conflict with existing site-specific wetland management practices.
- Loss of contiguous wetland area.

In addition to the City of Kitchener Municipal Plan, a number of policy requirements are also contained within the Regional Official Policies Plan. The Regional Plan requires that where the construction of a new road right-of-way is proposed within or adjacent to a provincially significant wetland, the submission of an Environmental Impact Statement (E.I.S.) or other appropriate study must be submitted for approval. However, the R.O.P.P. also specifies that where alternative environmental reviews are being undertaken as part of a comprehensive planning process an Environmental Impact Statement will not be required provided the environmental review fulfils requirements such Environmental Impact Statement. The environmental review undertaken through the Doon South Creek Subwatershed Management Plan together with the detailed review of alternatives undertaken through the community planning process is considered sufficient to satisfy the Kitchener Municipal Plan and R.O.P.P. policies governing new roads within provincially significant wetlands.

3. ALTERNATIVES CONSIDERED

3.1 Alternative 1

Alternative 1 gave consideration to the provision of two local road crossings of Tilt Drive to provide access to the Hallman Brierdale and Gubler lands. This would have increased the total number of road crossings of Tilt Drive to four, including the proposed Doon Village Road Diversion and West-South Collector Road.

Tilt Drive is a designated scenic road both in the City's Municipal Plan and the Upper Doon Heritage Conservation District Plan. Four road crossings of this heritage resource would have serious impacts both on the vegetation within and adjacent to the right-of-way as well as to the adjacent topography and embankments. In addition, the road segment would be further divided into four smaller segments and seriously undermine the reasons for designation of Tilt Drive as a scenic road.

3.2 Alternative 2

Alternative 2 gave consideration to providing a connecting link through the Caryndale neighbourhood located to the west of the Hallman Brierdale lands. This alternative would see traffic directed through the unique Caryndale religious settlement and greatly impact functioning of the neighbourhood. Further, the Caryndale neighbourhood has not been receptive to permitting a direct link through the settlement to access the Hallman Aberdeen lands. Providing such a link would also duplicate the west to east link that will be provided by the proposed West-South Collector Road.

Additional impacts may also be expected with the South Strasburg Creek provincially significant wetland complex and E.S.P.A. 30 which immediately abut the terminus of Evenstone Avenue. This wetland complex and E.S.P.A. are important resources within the Strasburg Creek watershed.

3.3 Alternative 3

Alternative 3 gave consideration to the provision of a road south from the Doon Village Road Diversion, through Tilt's Bush, into the Gubler and Hallman Brierdale properties. This alternative would have severe impacts on Tilt's Bush and would impair opportunities to provide a terrestrial linkage in this location between Strasburg Creek and Doon South Creek as recommended in the Doon South Greenspace Management Plan. Tilt's Bush is identified as a high quality woodlot and is currently being considered for inclusion within E.S.P.A. 30. This alternative would not benefit the efficient movement of traffic within the Doon South Community or contribute to better transit access.

3.4 Alternative 4

Alternative 4 gave consideration to the provision of a new road right-of-way across Doon South Creek to link the Hallman Brierdale lands with the proposed West-South Collector Road. With construction of the proposed road, Tilt Drive would be closed to vehicular traffic and included as part of the City's community trail network. This alternative would see the road crossing occur at a recognized "least impact" crossing location and would see some mitigable impacts on the Doon South Creek. This alternative would provide for a more efficient transportation system within the Doon South Community and better transit access. There is little vegetation of significance associated with Doon South Creek in this location and acceptance of this alternative would allow for additional enhancement opportunities of Doon South Creek both at the proposed crossing location and the existing Tilt Drive crossing.

3.5 Alternative 5

Alternative 5 gave consideration to the use of Tilt Drive as the primary access road for developable lands to the east and west. This alternative would have the greatest impacts on the Tilt Drive heritage resources and would virtually devastate the abutting vegetation and landforms through road widenings and engineering improvements. This alternative would also have mitigable impacts on Doon South Creek though the widening of Tilt Drive at the creek. Doon South Creek is an identified baitfish habitat in this location. The impacts on the scenic characteristics of Tilt Drive would not be mitigable.

4. RECOMMENDED ALTERNATIVE

Alternative 4 was chosen by the Scenic Roads Committee as the best overall option to protect the scenic road network, provide the least impact on the natural environment and still provide vehicular access to the Gubler and Hallman Brierdale lands. The draft review of the Doon South Community Plan was based on acceptance of Alternative 4. This justification report and analysis of alternatives, together with the Doon South Creek Subwatershed Study and the Doon South Greenspace Management Plan is intended to satisfy the policy and review requirements of an "alternative study" as required by Policy 3.2.8 of the Regional Official Policies Plan.

The proposed creek crossing location is identified in the Doon South Creek Subwatershed Management Plan as a "least impact" crossing location. The subwatershed study focused on grouping the existing wetland communities into low, medium and high constraint areas based on tolerance to fluctuations in moisture, susceptibility to impacts associated with clearing for road construction, baseflow tributaries and water discharge, as well as the actual width of the wetland and its relationship to the overall greenspace system. This particular segment of wetland is identified as a low constraint area.

The Doon South Creek Subwatershed Study classified entire length of Doon South Creek as a provincially significant wetland. However, an analysis of the detailed work completed

during the subwatershed study indicates that this particular wetland section consists primarily of wet meadow vegetation with open agricultural fields bordering on either side and contains no rare or Regionally significant vegetation. Given the above, mitigation of the road construction impacts could be easily achieved. The Doon South Subwatershed Study included a sufficient level of study to determine that a road crossing in the proposed location would not cause a loss of wetland functions or contiguous wetland area.

Alternative 4 provides a number of opportunities to rehabilitate and enhance Doon South Creek both at the proposed crossing location as well as at the existing Tilt Drive crossing. Use of a clear span or arch design for the proposed road would allow for the retention of the creek channel and adjacent flood plain as a terrestrial linkage and would allow for enhancements of the riparian vegetation in the creek channel. At such time as Tilt Drive is closed to vehicular traffic and incorporated into the community trail network, the existing bridge and culvert at Tilt Drive can be removed. This would allow for construction of a pedestrian bridge over the creek and permit channel improvements and enhancement of the riparian vegetation, both of which would benefit the existing baitfish environment. Recommendations regarding the above rehabilitation have been included within the draft Doon South Community Plan and Greenspace Management Plan.

The Community Plan process and Scenic Roads study have enabled the City an opportunity to conduct a detailed review of alternatives in partnership with the development industry and the existing community residents. In addition, significant input has been received from the City's Local Architectural Conservation Advisory Committee with respect to the significance of the scenic and heritage resources of the area. Based on the above process and community input, the City has determined that the best alternative represents providing a new road crossing of Doon South Creek west of Tilt Drive. The exact location of the proposed crossing is shown in Figure 2.

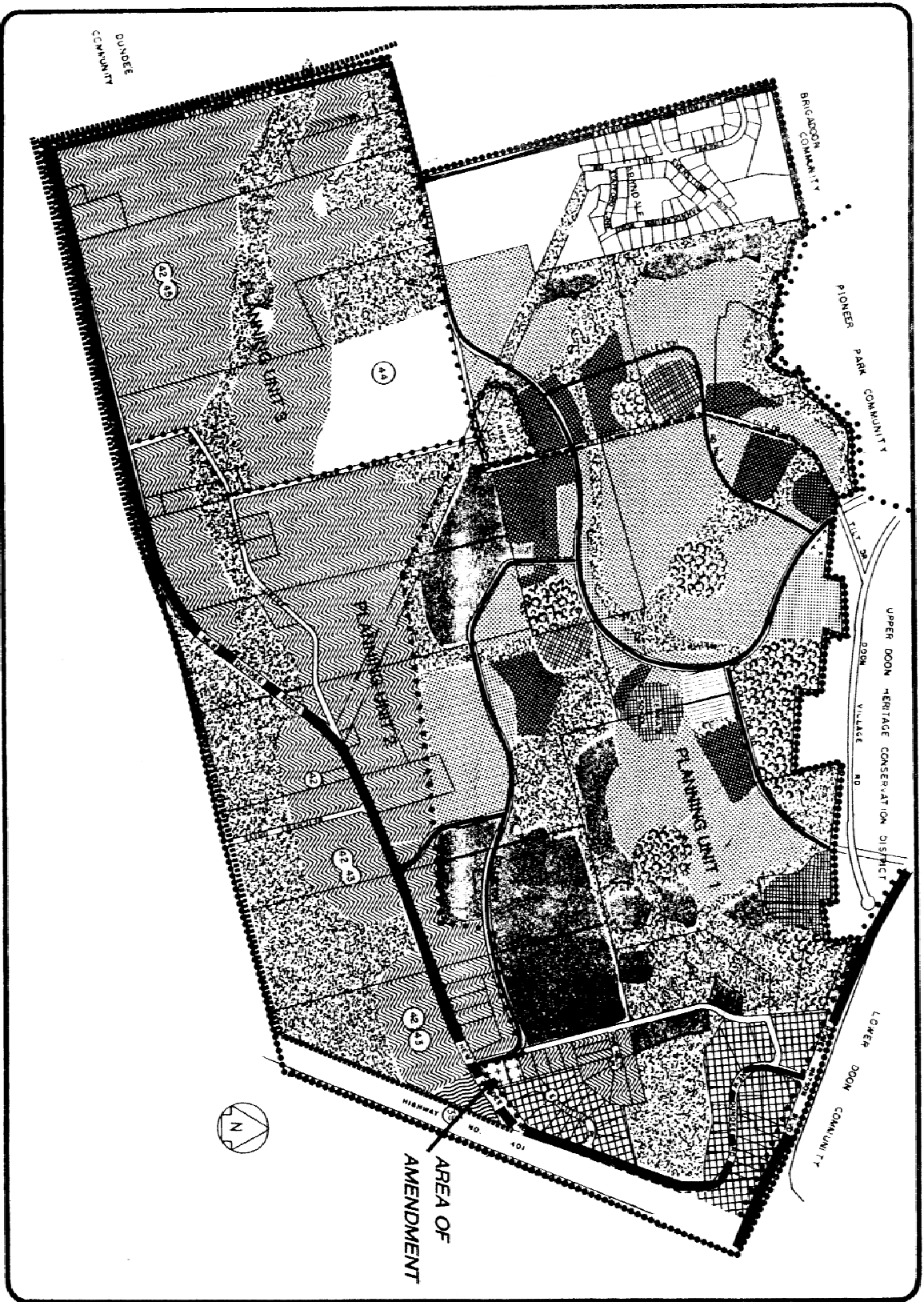
In summary, this alternative is being recommended for the following reasons:

- It allows the preservation of the scenic roadways as community trails, best protects the natural and topographic features within the road rights-of-way and maintains the City's objective to consider the scenic roads as a part of the community's future greenspace network.
- It implements Part 2, Policy 8.3.3.9 (iii) of the Municipal Plan by reducing the number of required road crossings of Tilt Drive, a designated Scenic Road, and part of a designated Heritage Conservation District Plan pursuant to the Ontario Heritage Act.
- It provides for a more efficient community road network by directly linking the Hallman Aberdeen lands to the future West-South Collector Road, providing for better Transit access and reducing through traffic on local roads.
- It takes advantage of a "least impact" crossing point identified in Doon South Creek

Subwatershed Study and provides for reduced impact on significant vegetation.

- It provides significant opportunities to rehabilitate and enhance Doon South Creek both at the proposed crossing location as well as at the existing Tilt Drive crossing.

Figure 1



DOON SOUTH COMMUNITY PLAN

MAP 1 PROPOSED LAND USE DESIGNATIONS

Designations

- LOW DENSITY RESIDENTIAL (OFFICIAL PLAN)
- ESTATE RESIDENTIAL
- LOW DENSITY RESIDENTIAL (1-3 UNITS/AC & 2.5-12.5 UNITS/HA)
- LOW DENSITY RESIDENTIAL (1-10 UNITS/AC & 2.5-33 UNITS/HA)
- LOW DENSITY MULTIPLE RESIDENTIAL (10-15 UNITS/AC & 25-37.5 UNITS/HA)
- SCHOOLS & PARKS
- OPEN SPACE
- NEIGHBOURHOOD COMMERCIAL
- SERVICE COMMERCIAL
- CHURCH
- INDUSTRIAL

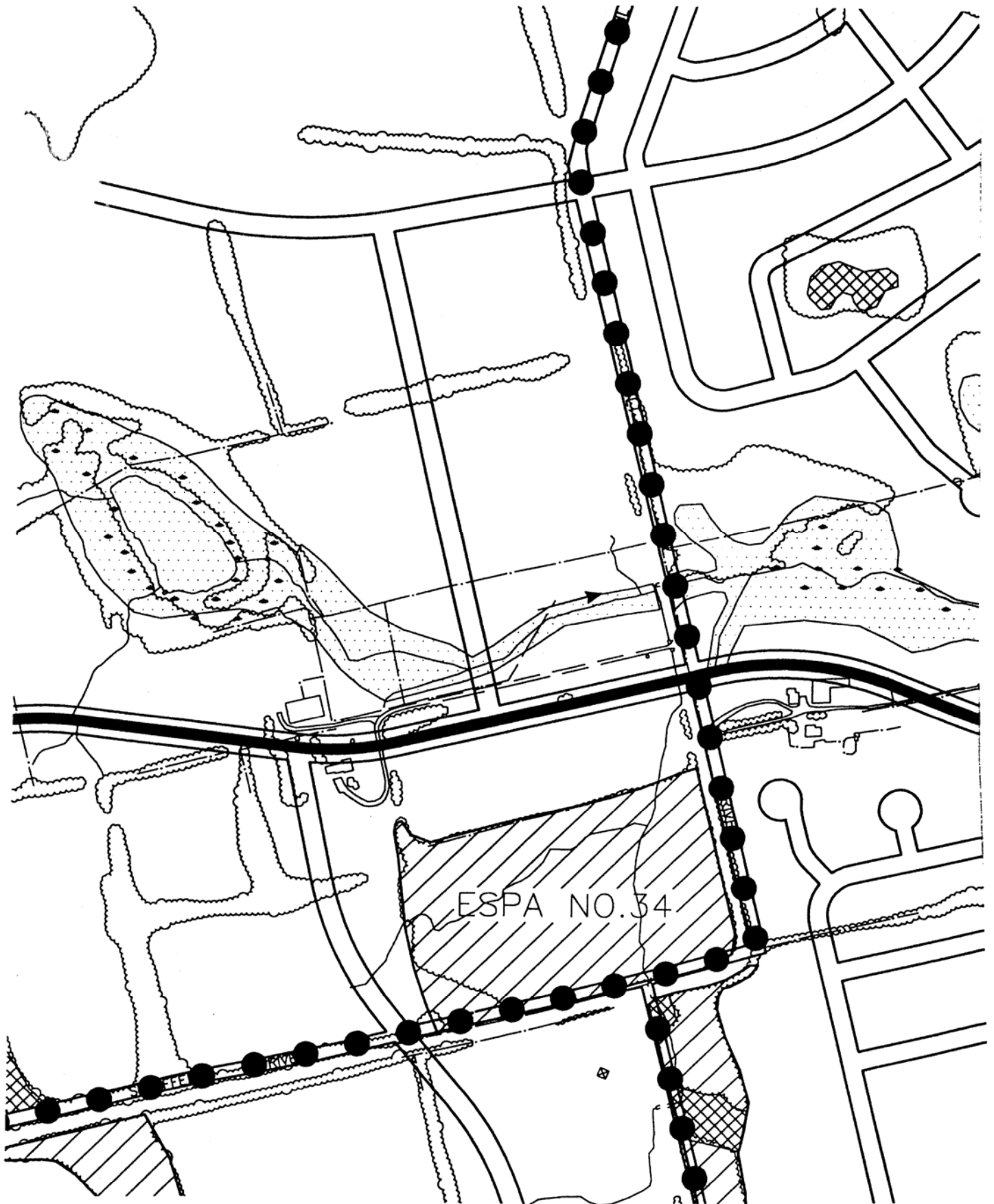
ARTERIAL ROAD
COLLECTOR ROAD
PRIMARY ROAD
EXPRESSWAY
SCenic ROAD

BOUNDARY OF REGIONAL SETTLEMENT PATTERN POLICY AREA 'A'

PLANNING UNIT BOUNDARY

Scale 1:12000 NOV./89

Figure 2



**JUSTIFICATION FOR PROPOSED
WETLAND CROSSING**

SCHEDULE A

CORRESPONDENCE



REGIONAL MUNICIPALITY OF WATERLOO

PLANNING AND CULTURE DEPARTMENT

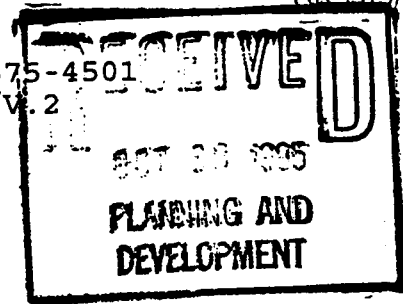
150 Frederick Street, Kitchener, Ontario N2G 4J3

Telephone: (519) 575-

Fax: (519) 575-4449

Christopher Gosselin - 575-4501
File No.: D23-20-DOON S/V.2

October 24, 1995



Mr. Larry Masseo,
Intermediate Planner,
Department of Planning and Development,
City of Kitchener,
200 King Street West,
P.O. Box 1118,
Kitchener, Ontario, N2G 4G7.

**RE: DOON SOUTH COMMUNITY PLAN: PROPOSED ROAD CROSSING OF DOON
SOUTH CREEK WEST OF TILT DRIVE**

Dear Mr. Masseo;

I write in follow-up to our productive meeting this morning to clarify how the new R.O.P.P. policies would affect the proposed road crossing.

Policy 4.4.8 [renumbered in Modification 10, PC-95-079] states that when the construction of a road on a new right-of-way is proposed within a Provincially Significant Wetland, "the submission of an Environmental Impact Statement or other appropriate study (i.e. Environmental Assessment as per section 3.2.8) in accordance with Section 3.2 is required." Section 3.2.1 [Modification 4] states that the need for and scope of the Environmental Impact Statement will be determined by the M.N.R. or its delegate. The Ministry will subsequently review the E.I.S. in consultation with the Region and affected Area Municipality [3.2.7].

Section 4.4.9 stipulates the criteria by which the Region will evaluate the projected impacts on the Provincially Significant Wetland in determining whether to approve or support the undertaking.

Please contact this office if I can be of further assistance.

Sincerely,

CG/

Christopher Gosselin, M.A., B.Sc.(Agr.), M.A.
Manager of Environmental Planning

c.c. David Cooper, M.N.R.
Liz Caston, G.R.C.A.



Larry S. Masseo, M.C.I.P., R.P.P.
Intermediate Planner

City Hall P.O. Box 1118
200 King Street West
Kitchener, Ontario
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October 10, 1995

Mr. David Cooper
Senior Planner
Ministry of Natural Resources
605 Beaverdale Road
P.O. Box 21048
Cambridge, Ontario
N3C 2W1

Dear Mr. Cooper:

**RE: Doon South Community Plan Review and
Doon South Scenic Roads Study
Proposed Transportation Network**

As you are aware the City of Kitchener is currently undertaking a major review of the Doon South Community Plan with an aim to implement the policies of the City's new Municipal Plan and the Doon South Creek Subwatershed Management Plan. Concurrent with the Community Plan process, the City is also undertaking a detailed study of the scenic road network within the community to address how the existing and potential scenic roads will be integrated within the community in the context of future development. Both processes have been ongoing now for the past 9 months, and considerable headway has been made in resolving a number of significant issues with the community, the development industry and the municipality.

The Doon South community is a unique area possessing an array of cultural and heritage resources, a provincially significant wetland complex, a number of E.S.P.A.'s, several high quality but undesignated woodlots, and lies within three different watersheds (Strasburg Creek, Doon South Creek and Blair Creek). In addition to the above development constraints, there is an existing Community Plan in place which has placed an urban development designation on the vast majority of lands within the study area. As you can imagine, it has been a very difficult task to ensure the protection of the heritage and natural resources while also meeting the needs of the development industry who have faced the constant erosion of the developable area of their land holdings for these same reasons.

The specific planning context the municipality has been dealing with going into the review of the Community Plan is as follows:

- The existence of the Upper Doon Heritage Conservation District immediately abutting the north of the community with several designated heritage structures, and including the



length of Tilt Drive from Doon Village Road to Stauffer Drive.

- The existing Scenic Road designation applied to the entire length of Tilt Drive.
- The provincially significant wetland complex associated with Doon South Creek.
- The approved collector road network determined through the Doon South-Brigadoon Transportation Network and Corridor Study.
- The presence of E.S.P.A. numbers 30, 33, 34, 35 and 39.
- The presence of the Caryndale woodlot, Topper woodland and Tilt's Bush and other smaller but also undesignated natural features.
- The existence of the unique Caryndale neighbourhood.
- The abutting Strasburg Creek and Blair Creek wetland complexes to the north and south of the Community.
- Rolling and undulating topography and the viewsheds and vistas associated with such topography.

In its efforts to balance all of the above in the development of a community plan, the City of Kitchener, in conjunction with the Scenic Roads Subcommittee, is recommending that a road network be approved showing a local road crossing of Doon South Creek to the west of Tilt Drive. While we recognize that this section of the creek carries a "provincially significant" wetland designation, the City has weighed the benefits of avoiding another creek crossing with the potential impact on the scenic road network, other cultural resources, and other undesignated but high quality natural areas. We are of the opinion that our proposal represents the best community planning solution to the issues at hand.

The proposed creek crossing location is identified in the Doon South Creek Subwatershed Management Plan as a "least impact" crossing location. In addition, the subwatershed study focused on grouping the existing wetland communities into low, medium and high constraint areas based on tolerance to fluctuations in moisture, susceptibility to impacts associated with clearing for road construction, baseflow tributaries and water discharge, as well as the actual width of the wetland and its relationship to the overall greenspace system. This particular segment of wetland is identified as a low constraint area.

It is our contention that in isolation, this portion of Doon South Creek would not rank as a provincially significant wetland. The Ministry's complexing rules are the only reason for a provincially significant designation on this creek. Further, an analysis of the detailed work completed during the subwatershed study indicates that this wetland section consists primarily of wet meadow vegetation with open agricultural fields bordering on either side and contains no

rare or Regionally significant vegetation. Given the above, we feel that mitigation of the road construction impacts could be easily achieved.

The Community Plan process and Scenic Roads study have enabled the City an opportunity to conduct a detailed review of alternatives in partnership with the development industry and the existing community residents. In addition, significant input has been received from the City's Local Architectural Conservation Advisory Committee with respect to the significance of the scenic and heritage resources of the area. Based on the above process and community input, the City has determined that the best alternative represents providing a local road crossing of Doon South Creek west of Tilt Drive. This proposed crossing would directly connect the future West-South Collector Road with the Hallman Aberdeen lands west of Tilt Drive. We support this approach for the following reasons:

1. It allows the preservation of the scenic roadways as community trails, best protects the natural and topographic features within the road rights-of-way and maintains the City's objective to consider the scenic roads as a part of the community's future greenspace network.
2. It implements Part 2, Policy 8.3.3.9 (iii) of the Municipal Plan by reducing the number of required road crossings of Tilt Drive, a designated Scenic Road, and part of a designated Heritage Conservation District Plan pursuant to the Ontario Heritage Act.
3. It provides for a more efficient community road network by directly linking the Hallman Aberdeen lands to the future West-South Collector Road, providing for better Transit access and reducing through traffic on local roads.
4. It takes advantage of a "least impact" crossing point identified in Doon South Creek Subwatershed Study and provides for reduced impact on significant vegetation.

I have attached a draft copy of the proposed transportation network and will contact you shortly to arrange a meeting in which to discuss this matter in further detail. However, if you require immediate clarification on any matter, please do not hesitate to contact me at 741-2305.

Yours truly,



Larry Masseo, M.C.I.P., R.P.P.
Intermediate Planner

c: Terry Boutilier
Carla Ladd
Liz Caston
Carlton Stewart



October 24, 1995

Mr. David Cooper
Senior Planner
Ministry of Natural Resources
605 Beaverdale Road
P.O. Box 21048
Cambridge, Ontario
N3C 2W1

Dear Mr. Cooper:

**RE: Doon South Community Plan Review and
Doon South Scenic Roads Study
Proposed Local Road Crossing of Doon South Creek**

I would like to thank you for taking the time today to meet with Terry Boutilier, Liz Caston, Chris Gosselin and myself regarding the City's proposal for a new local road crossing of the Doon South Creek provincially significant wetland immediately to the west of Tilt Drive. As a follow up to that meeting, the following is an outline of the agreed upon work plan required for your office and the other agencies to consider this wetland crossing in light of the Wetlands Policy Statement.

1. As an appendix to the Community Plan, the City will document the process leading up to the decision to pursue this crossing. Information will include a detailed justification based on a comprehensive analysis of the issues at hand together with an analysis of alternatives which were considered.
2. The Community Plan will contain policies to require a design study for mitigation when the proposed road is constructed.
3. The Greenspace Management Plan to be developed in conjunction with Community Plan, in conformity with the Doon South Creek Subwatershed Study, will contain recommendations regarding the future enhancement of Doon South Creek in the vicinity of both Tilt Drive and the proposed new road crossing.

It is our understanding that the Ministry of Natural Resources, the Grand River Conservation Authority, the Regional Municipality of Waterloo and the City of Kitchener all agree on the proposed crossing for the reasons outlined in my previous letter dated October 10, 1995, subject to the above noted work plan.

Yours truly,



Larry Masseo, M.C.I.P., R.P.P.
Intermediate Planner

c: Terry Boutilier
Carla Ladd
Liz Caston
Carlton Stewart
Chris Gosselin

CITY OF KITCHENER

DEVELOPMENT AND TECHNICAL SERVICES DEPARTMENT

Doon South Community Plan

Appendix 4

GLOSSARY OF TERMS

GLOSSARY OF TERMS

Abutting Lands -

Lands which immediately adjoin each other and share a common boundary.

Adjacent Lands -

Identifies lands near or abutting a wetland area or complex. Adjacent lands will comprise all lands within 120 metres of a High Constraint Wetland Edge, 30 metres of a Medium Constraint Wetland Edge, and 15 metres of all other wetland edges, as identified in the Doon South Greenspace Management Plan.

Benthic -

Pertaining to plant and animal life found at the bottom of water bodies.

Buffer Strip/Protective Buffer -

The area of land, as determined by an Environmental Implementation Report, which acts as a separation between natural areas and urban development and within which land uses are either restricted or prohibited.

Building Floor Area -

Means the aggregate horizontal floor area measured from the exterior walls of all floors of a building excluding any floor area located totally below the grade of the building's ground floor level.

Contiguous Lands -

Refers to lands adjoining an E.S.P.A. which are situated in sufficiently close proximity that development could reasonably be expected to produce adverse impacts on the ecological functions of the E.S.P.A.

Dedication (Parkland) -

Land not exceeding 2 percent for commercial or industrial developments and 5 percent for all other cases, conveyed to the municipality by the landowner for park or other public recreational purposes.

Development Charges By-law -

A By-law passed by the municipality under the *Development Charges Act* which specifies the growth related public capital facilities/projects required to accommodate new urban development and for which the development charges funds will be used to finance.

Environmental Implementation Report (EIR) -

A study conducted prior to development in order to investigate the potential environmental impact of development and detail, in order of preference, methods by which expected impacts will be avoided, minimized or mitigated.

Environmentally Sensitive Policy Area (ESPA) -

Areas designated for protection by the Regional Municipality of Waterloo and the City of Kitchener because they comprise important ecological communities or critical habitat areas which are remnants of once extensive habitat areas, exhibit rare, unusual or significant land forms, contain rare or endangered indigenous species, perform vital ecologic or hydrologic functions, and, may be intolerant of human disturbance.

Ephemeral -

Identifies stream flows or groundwater seepage flows which are short lived and last for only one or several days.

Flood Plain -

The area, usually lowlands, adjoining a watercourse, which has been, or may be covered by flood water during a regional storm flood.

Floor Space Ratio (FSR) -

Means the figure obtained when the building floor area on a lot is divided by the lot area.

Gross Floor Area -

Means the aggregate horizontal area measured from the exterior faces of the exterior walls of all floors of a building (excluding any floor area having a ceiling height of 2.0 metres or less or devoted exclusively to parking) within all buildings on a lot.

Gross Leasable Commercial Floor Space -

The total floor area designed and intended for exclusive use and occupancy by a tenant or owner measured from the centre line of interior partitions and from the outside face of exterior walls.

Hazard Lands -

Any lands which, because of their characteristics or location, are considered unsafe for most types of development. Flood plains, wetlands and unstable slopes are common examples of hazard lands.

Heritage Conservation -

The activity undertaken to protect, safeguard, pass on or enhance heritage resources and includes:

- i) Identifying heritage resources by finding, selecting and documenting heritage elements and features;
- ii) Protecting heritage resources by physical and legal means;
- iii) Interpreting heritage resources by revealing their meaning and value; and
- iv) Using heritage resources in responsible and sustainable ways.

Heritage Conservation District -

A geographic area primarily made up of groups of buildings, streets and open spaces which collectively give the area a special character. Typically, the Heritage Conservation District would be subject to a By-law designed to protect and retain the character and spirit of the area and to ensure that development is sympathetic to and fits into the fabric of the neighbourhood.

Heritage Designation -

A measure of protection enacted by By-law to the *Ontario Heritage Act* for the purpose of conserving and enhancing heritage resources.

Heritage Resource -

Natural and man-made features which have historic, cultural, architectural, archaeological, palaeontological or natural significance. These features may include elements such as properties, structures, buildings, rivers, roads, communication corridors and sites or areas including streetscapes, landscapes, cemeteries and burial places.

Intermittent -

Identifies streams or wetlands which are not continuously present and only occur at certain regular intervals, usually seasonal.

Mixed Use -

A development or area comprised of mixed land uses either in the same building or in separate buildings on either the same lot or on separate lots. The mix of land uses may include commercial or institutional uses together with residential dwellings.

Municipal Plan -

A document approved by the Minister of Municipal Affairs or a designate, which contains a formal set of principles and policies and land use maps concerning the nature, pattern, extent and scheduling of future growth and change within the municipality for a specified period.

Naturalization -

The creation of naturally regenerating woodlands, meadows, small ponds and wetlands through a process of natural regeneration and deliberate planting of previously urbanized or cultivated lands.

Net Residential Density -

The total number of residential units divided by the respective development land area devoted exclusively to residential uses. Land area shall exclude lands within an ESPA and all hazard lands, but shall include all wholly contained roadways, one-half of all bounding roadways and one-quarter of all intersections where two bounding roadways intersect but does not include bounding trunk roads.

Provincial Policy Statement -

A statement of provincial policy made under Section 3 of the Planning Act on any matter related to municipal planning and considered to be of provincial interest. A policy statement is made by the Minister of Municipal Affairs either alone or together with any other Minister of the Crown and must be approved by the Lieutenant Governor in Council.

Regional Official Policies Plan (ROPP) -

A comprehensive policy statement of Regional Council's intent with regard to spatial development, resource utilization, community stability and environmental protection issues affecting the Regional Municipality as a whole. The Regional Plan provides a framework within which Regional Council makes decisions on the appropriateness of development proposals within the context of matters lying within its mandate.

Regulatory Floodline -

A set of lines on either side of a river or stream showing the highest level which is expected to be reached if a Regional Storm (in Kitchener; one of the magnitude of Hurricane Hazel) should occur. These lines also define the limit of the flood plain.

Residential Care Facility -

A residence that is occupied by three (3) or more persons, exclusive of the staff, who by reasons of their emotional, mental, physical or legal status, are cared for on a temporary or permanent basis in a supervised group setting. This definition may include group homes, half-way houses and nursing homes. Residential care facilities occupied by 3 - 8 persons, exclusive of staff, shall be termed small residential care facilities, while those facilities occupied by more than 8 persons, exclusive of staff, shall be termed large residential care facilities.

Riparian Vegetation -

Vegetation which is found along river and stream banks and which contributes to the natural processes of the river or stream.

Road Base Assessment -

A study submitted by a development proponent for lands requiring temporary access to the Scenic Road Community Trail Network. The study will be prepared by a consulting engineer familiar with pavement management systems and will include detailed surveys of the road base for surface distress and deflection.

Stewardship -

Community or private citizen management and monitoring of a natural feature which is supported and sponsored by the municipality or other public agency.

Storm Water Management (SWM) -

Refers to plans and facilities which are generally site specific and localizes in nature, and are designed to control the quality and quantity of storm water flows. These plans and facilities are designed and constructed by the development proponent and approved by the City of Kitchener in consultation with the Grand River Conservation Authority. Storm Water Management will be addressed during the site plan or plan of subdivision processes and shall implement an approved subwatershed study.

Subdivision Draft Plan -

A proposed plan in which the layout of the lots and blocks, streets, parks, schools and other facilities have been approved by the Regional Municipality of Waterloo and conditions of approval imposed. The conditions of draft approval must be satisfied before final approval is given and the plan is allowed to be registered.

Subwatershed Management Plan/Study -

An integrated resource management plan for a particular subwatershed whose primary focus is to develop detailed targets and objectives for resource management, environmental protection and urban development. The Subwatershed Management Plan/Study process will precede or run concurrently with the land use planning process and will be a joint undertaking by the City of Kitchener, the Regional Municipality, the Ministry of Natural Resources, and the Grand River Conservation Authority.

Terrestrial Linkages -

Areas of land which provide opportunities for the movement of specified wildlife between primary habitat areas.

Timed Transfer Terminal -

A strategically located connecting point which is ideally provided in conjunction with other land uses and is used by Transit to link local bus routes with primary bus routes and other modes of transportation.

Tributary -

A small contributing flow of water to the main creek or stream.

Wetlands -

Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. These can be classified into two broad classes: Provincially Significant Wetlands (Classes I, II and III) or Locally Significant Wetlands (Classes IV through VII). The four main types of wetlands are bogs, swamps, fens and marshes.

Wetland Area -

A single contiguous wetland which may be composed of one or more wetland types.

Wetland Complexes -

Two or more individual wetland areas along with their adjacent lands, that are related in a functional manner, and are grouped within a common wetland boundary. The whole complex is evaluated and classified, not its individual wetland areas or components.

Wetland Functions -

The biological, hydrological, physical and social/economic interactions that occur within wetlands and between wetlands and the surrounding environment.

Zoning By-law -

A document dividing the municipality into smaller areas called zones, employed by the municipality to regulate the use of land. It states exactly what land uses are currently permitted in the various zones and provides regulations, among other matters, regarding permitted locations for buildings; and standards for lot size, parking requirements, building height, side yard dimensions and setback from the street.

CITY OF KITCHENER

DEVELOPMENT AND TECHNICAL SERVICES DEPARTMENT

Doon South Community Plan

Appendix 5

REGIONAL APPROVAL



REGIONAL MUNICIPALITY OF WATERLOO
COMMISSIONER OF PLANNING AND CULTURE

DATE: March 4, 1998

SUBJECT: DOON SOUTH COMMUNITY PLAN
PHASES 1 AND 2
CITY OF KITCHENER

RECOMMENDATION:

I. THAT the Regional Commissioner of Planning and Culture in accordance with By-law No. 95-028, as amended, of the Regional Municipality of Waterloo modify and approve the following policies in the Doon South Community Plan, which are of Regional significance, as outlined in City of Kitchener Planning Department Reports PD 97/13 and PD 97/23 adopted on March 24, 1997, and PD 98/6 adopted on January 19, 1998;

- A
- 1) General Policies
1.1 1.2 1.5 1.6 1.7
 - 2) Residential
2.1 2.2 2.5 2.6 2.8
 - 3) Commercial and Business Park
4.3 4.4
 - 4) Natural Environment and Parks
5.4 5.5 5.11 5.12 5.13 5.14
5.16 5.19 5.20 5.21 5.23
 - 5) Transportation
6.1 6.2 6.3 6.14 6.19

- 6) Public Transit
7.1 7.4 7.5 7.6
- 7) Servicing and Utilities
8.1 8.2 8.3 8.4 8.5
- 8) Heritage Resources
9.1 9.4
- 9) Noise
10.1 10.2
- 10) Schedule 2
- 11) Appendix 1 - Greenspace Management Plan
- 12) Appendix 3 - Justification for Proposed Wetland Crossing
- 13) Appendix 4 - Glossary of Terms

B. Save an except for the following for which no decision has been made:

- 1) Policy 1.9
- 2) Policy 2.3
- 3) That the decision relating to the Limited Service Residential designation applied to portions of Environmentally Sensitive Policy Area No. 33, as illustrated on the attached Schedule 'A', be deferred until such time as the Regional Municipality of Waterloo approves a detailed implementation plan for the Blair, Bechtel and Bauman Creeks Subwatershed Plan, and the City of Kitchener has adopted a comprehensive Municipal Plan Amendment to implement the subwatershed plan.
- 4) That the decision relating to the Limited Service Residential designation applied to portions of the Blair Creek Provincially Significant Wetland Complex and Creek Corridor, as illustrated on the attached Schedule 'A', be deferred until such time as the Regional Municipality of Waterloo approves a detailed implementation plan for the Blair, Bechtel and Bauman Creeks Subwatershed Plan, and the City of Kitchener has adopted a comprehensive Municipal Plan Amendment to implement the subwatershed plan.

C. With such modifications being (modifications to original text are underlined or stricken out):

1) Policy 1.4

"That as a condition of approval of applications for consent, site plan approval, or draft plan of subdivision, any alteration, filling or construction within a watercourse, floodplain, pond or wetland will require a "Fill, Construction and Alteration to Waterway Permit" from the Grand River conservation Authority prior to any grading or construction and prior to the registration of plans of subdivision."

2) Policy 4.2

"That the Restricted Business Park category permit a full range of business uses together with accessory retail and office components. Those uses which benefit from high exposure of this area to Highway 401 will be encouraged and permitted buildings will be of a scale which is compatible with limited service residential development. Uses considered to be incompatible with ~~high exposure~~ business park locations and adjacent residential areas, including those use which emit noise, odour or other pollutants, shall be prohibited."

3) Policy 5.18

Delete.

4) Renumber Policy 5.26 as Policy 5.18 with the following changes:

"That where feasible and appropriate, the existing natural topography, vegetation, scenic vistas and historical features of Doon South be retained in their natural state to the greatest degree possible and incorporated into subdivision design and development."

5) Policy 9.4

"That prior to the commencement of any grading or development activities in the immediate vicinity of the Fischer Residence on Oregon Drive and the Stauffer Log House on Tilt Drive, archaeological assessments shall be submitted for the review and approval of the Ministry of Citizenship, Culture, and Recreation as a condition of approval of applications for consent or plans of subdivision."

6) Policy 10.1

"That Highway 401, Homer Watson Boulevard, Strasburg Road, Street E, and New Dundee Road be recognized as major traffic corridors potentially generating significant amounts of noise. Proponents of new residential development along

these major corridors will be responsible for assessing future noise impacts, and if necessary, ensuring that any required noise attenuation measures are incorporated into the development proposal."

- 7) Policy 10.2

"That noise attenuation walls/berms, building construction features, and passive noise control measures such as site design, building setbacks, architectural design, and noise warning clauses be used in attenuating noise impacts."

- 8) That the Limited Service Residential designation applied on Lot 35 of Draft Plan of Subdivision Application 30T-95025 (9134612 Ontario Incorporated) on the west side of Pinnacle Drive between Street 'H' and New Dundee Road (Regional Road No. 12) be deleted and replaced with Low Density Residential as illustrated on the attached Schedule 'A'.
- 9) That the reference to 'Heritage Buildings' be deleted from the Land Use Plan as Schedule 3 already contains a comprehensive list of all known heritage buildings in the Doon South Community.

II THAT the Regional Commissioner of Planning and Culture in accordance with By-law No. 95-028, as amended, of the Regional Municipality of Waterloo advise the City of Kitchener that the remainder of the policies, schedules, and appendices in the Doon South Community Plan not listed above, as outlined in City of Kitchener Planning Department Reports PD 97/13 and PD 97/23 adopted on March 24, 1997, and PD 98/6 adopted on January 19, 1998, are not of Provincial or Regional significance.

SUMMARY:

In January of 1995, the City of Kitchener initiated a comprehensive review of the Doon South Community Plan. This review was intended to provide the background work needed to update the original community plan, which was approved in the late 1970s and had now become out-of-date. After more than two years of agency input and public participation, the City of Kitchener completed its review and adopted a new community plan on March 24, 1997. The new community plan sets out policies for such matters as environmental protection, heritage conservation, residential densities, transportation networks, servicing and utilities, and staging of development.

Under Section 12.2.3 of the Regional Plan, Area Municipalities must submit the results of a community planning exercise to the Region for review to determine whether the results affect matters of Provincial or Regional significance. Matters deemed to be of Provincial or Regional significance are to be approved by resolution of Regional Council, or alternatively by the Regional Commissioner of Planning and Culture in accordance with Regional By-law 95-028, as amended.

The following report summarizes the Region's review of the Doon South Community Plan as required under Section 12.2.3 of the Regional Plan. The report identifies policies, schedules, mapping, and appendices in the community plan that are of Regional significance and which therefore require Regional approval. Matters identified as being significant have either been recommended for approval, or approval with modifications as necessary. Two policies and three small areas of the land use map in the community plan have been recommended for deferral pending additional review. The City of Kitchener endorsed the modifications proposed by Regional staff in a resolution dated January 19, 1998.

REPORT:

1.0 Background

The Doon South Community is comprised of approximately 730 hectares of land in the southern portion of the City of Kitchener. The community, which contains a diversity of significant wetlands and upland natural areas, is generally bounded by the Upper Doon Heritage Conservation District to the north, Homer Watson Boulevard to the east, New Dundee Road to the south, and the future extension of Strasburg Road to the west.

At the time the Region approved the City's Municipal Plan in 1995, the detailed land use boundaries and transportation network for the Doon South Community had not yet been determined. Although the City had recently completed two major studies for this area (i.e., Doon South Creek Subwatershed Study, and the Doon South-Brigadoon Transportation Network and Corridor Study), the City did not have an opportunity to incorporate the recommendations of these studies into the new Municipal Plan. As a result, in adopting the Municipal Plan in 1994, City of Kitchener Council deferred the affected areas in the Doon South Community until the associated land use and transportation issues could be resolved. These deferrals were subsequently carried through in the Region's approval of the Municipal Plan in 1995.

To resolve the outstanding deferrals, and to ensure that future development in the Doon South Community complied with new Provincial, Regional, and Municipal policies, the City of Kitchener initiated a comprehensive review of the Doon South Community Plan in November of 1994. This planning review process took over two years to complete and included participation from residents, affected land owners, Regional staff, and other public agencies. The final draft of the Doon South Community Plan was adopted by City of Kitchener Council on March 24, 1997.

2.0 Policy Directions

The new community plan sets out policies related to such matters as environmental protection, heritage conservation, residential densities, transportation networks, and servicing and staging of development. The general intent of these policies are summarized in turn below.

2.1 Environmental Protection

The Doon South Community contains a diversity of Provincially significant wetlands and natural upland areas spread across three separate subwatersheds. The largest areas of undeveloped land lie within the Doon

South Creek subwatershed in the central part of the community. Other areas of undeveloped land lie within the Strasburg Creek subwatershed to the north, and the Blair Creek subwatershed towards the southern and western parts of the community. To protect these natural areas, the community plan identifies the most appropriate locations for transportation and infrastructure crossings of the creek and wetland systems, and sets out specific requirements (e.g, buffers, and setbacks) for environmental protection and stormwater management. The plan also provides for a continuous network of open space areas to minimize fragmentation and to help rehabilitate areas that have become degraded.

2.2 Heritage Conservation

A major objective of the Doon South Community Plan relates to the conservation of heritage resources. Examples of these resources include heritage structures such as the Stauffer Log House and the Fisher Residence, the Upper Doon Heritage Conservation District, and a network scenic roads dating back to the early settlers of the area. The community also exhibits a high potential for the recovery of archaeological remains.

In recognition of the community's abundance of heritage resources, the community plan provides for the staged closure of Tilt Drive, and establishes a network of scenic roads. The plan also identifies heritage structures that will be subject to the Policies 5.3.14 and 5.3.15 of the City's Municipal Plan. These policies require the completion of Heritage Impact Assessments as part of the plan of subdivision approval process.

The community plan also requires the completion of an archaeological assessment, prior to any grading or development activities, in the immediate vicinity of the Fischer Residence on Oregon Drive and the Stauffer Log House on Tilt Drive.

2.3 Residential Densities

The community plan provides for a range of housing types in keeping with the intent of the Regional Official Policies Plan and the City's Municipal Plan. Residential densities in the community will range from a minimum of 25 to a maximum of 100 units per hectare. Multiple residential sites are designated for areas with direct access to public transit, and where natural features (e.g., woodlots, recharge areas) would benefit from multiple dwellings with minimum site coverage rather than single or semi-detached dwellings with extensive coverage.

2.4 Transportation Network

Prior to adopting its new Municipal Plan, the City of Kitchener adopted the recommendations of the Doon South-Brigadoon Transportation Corridor and Network Study. This study recommended a transportation network for the southwest area of Kitchener to meet expected growth in traffic and public transit use to the year 2011. With regard to the Doon South Community, the transportation study recommended the extension of Doon South Drive from its present terminus at Windrush Trail, the diversion of Doon Village Road between Bechtel Drive and Doon South Drive, and the construction of a major west-south collector road from the future extension of Strasburg Road to New Dundee Road. These road alignments were further refined through the community planning process and incorporated into the new community plan.

2.5 Servicing and Staging of Development

The Doon South Community Plan is divided into two phases of development based on development constraints and servicing issues. Phase 1 of the community will develop on full municipal services with a range of residential densities. Phase 2 of the community, which lies within the Blair, Bechtel and Bauman Creeks subwatershed area, is presently designated as 'Limited Service Residential'. This designation is intended for development on individual septic systems with piped municipal water. No new lots will be created under this designation until the implementation plan for the Blair, Bechtel and Bauman Creeks Subwatershed Study has been completed, and the City of Kitchener has adopted a comprehensive Municipal Plan Amendment to implement the subwatershed plan. Regional staff anticipate that the implementation plan for the subwatershed plan will be completed in the Spring of 1998.

3.0 Regional Plan Conformity

Under Section 12.2.3 of the Regional Plan, the results of an Area Municipal community planning process must be submitted to the Region for review for determination as to whether the results are matters of Provincial or Regional significance. Matters deemed to be of Provincial or Regional significance are to be approved by resolution of Regional Council, or alternatively by the Regional Commissioner of Planning and Culture in accordance with Regional By-law 95-028, as amended.

In reviewing the Doon South Community Plan, Regional staff identified several matters of Regional significance. These items have either been recommended for approval as adopted by City of Kitchener Council, or recommended for approval with modifications as noted above under Recommendation I, subsections A and C. Each of the modifications proposed by Regional staff are considered minor, and were prepared in consultation with staff of the City of Kitchener.

Regional staff outlined the specific rationale for each of the proposed modifications in a letter to the City dated January 5, 1998. These modifications were subsequently endorsed by City of Kitchener Council at its meeting of January 19, 1998, save and except for Policy 2.3 (Limited Service Residential). City Council requested the Region to defer this policy to permit staff to obtain additional information on the feasibility of allowing smaller parcels in Phase 2 of the Doon South Community to develop without the requirement for municipal water services.

In a follow-up letter dated February 2, 1998, the City's Planning and Development Department requested the Region to also defer the proposed modification to Policy of 1.9. This deferral is intended to give the City staff an opportunity to resolve concerns raised by Chalon Estates Incorporated. These concerns relate to the development of existing blocks of record in the Caryndale neighbourhood.

In reviewing the land use boundaries proposed through the community plan, Regional staff identified several minor discrepancies on the proposed Land Use Map. To address these issues, Regional staff have recommended two deferrals (Deferrals Nos. 3 and 4) and two modification (Modifications Nos. 8 and 9) as illustrated on the attached Schedule 'A'.

Deferrals 3 and 4 reflect areas of the community where, based on the environmental work completed to date,

the existing designations do not appropriately reflect the designations required to conform to the Regional Plan. It is anticipated that these deferrals will be resolved following the Region's approval of the detailed implementation plan for the Blair, Bechtel and Bauman Creeks Subwatershed Plan, and the future City of Kitchener Municipal Plan Amendment and modification to Phase 2 of the Doon South Community Plan to implement the results of the subwatershed plan.

A further discrepancy identified by staff relates to the limits of the Limited Service Residential designation applied to a portion of Draft Plan of Subdivision Application 30T-95025 (9134612 Ontario Incorporated). This plan is located on the west side of Pinnacle Drive between Street 'H' and New Dundee Road (Regional Road No. 12). At the time the Doon South Community Plan was adopted, Lot 35 of the Plan 30T-95025 was proposed to be developed with a private septic system. This servicing concept was subsequently reflected in the community plan by designating Block 35 as Limited Service Residential. Since then, the applicant's planning consultant has advised that this block will now be municipally serviced through the installation of a small wastewater servicing pump. To reflect this change, Regional staff recommend that the affected lands be redesignated as Low Density Residential as illustrated by Modification No. 8 on the attached Schedule 'A'.

The final discrepancy identified by staff pertains to the inventory of heritage buildings shown on the Land Use Map in relation to listing of provided Schedule 3. Although Schedule 3 includes a comprehensive list of all known heritage buildings in the Doon South Community, these buildings were not all included on the Land Use Map. To address this, Regional staff recommend that the reference to 'Heritage Buildings' be deleted from the Land Use Map as illustrated through Modification No. 9 on the attached Schedule 'A' as this reference is not required to implement the policies of the community plan.

The Doon South Community Plan was circulated to the Grand River Conservation Authority for review and comment. The Authority's comments have been incorporated into the community plan through the modifications noted above. All other public agency or land owner concerns were addressed through the review process set up under the Doon South Community Plan Technical Review Committee.

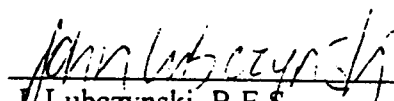
FINANCIAL IMPLICATIONS:

NIL.

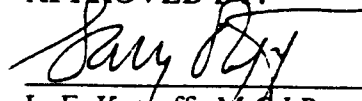
OTHER DEPARTMENT CONSIDERATIONS:

NIL

PREPARED BY:


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Principal Planner

APPROVED BY:


L. E. Kotseff, M.C.I.P.
Commissioner of Planning and Culture

Doon South Community Plan LAND USE MAP

Legend

- [White box] United Service Residential
- [Light stippled box] Low Density Residential
- [Medium stippled box] Multiple Residential
- [Dark stippled box] Convenience Commercial
- [Solid black box] Neighbourhood Commercial
- [Diagonal lines /] Service Commercial
- [Diagonal lines \] Restricted Business Park
- [Cross-hatch] Neighbourhood Institutional
- [Horizontal lines] Open Space
- [Vertical lines] Active Park
- [Dotted pattern] Upper Doon Heritage Conservation District
- [Dashed pattern] Planning Community Boundary
- [Dotted pattern] Minor Collector Roads
- [Solid line] Major Collector Roads
- [Thick solid line] Primary Road
- [Thin solid line] Georgia Road Network As Community Trails
- [Circle with dot] Heritage-Building
- [Circle with 'S'] School Site (Elementary)
- [Dashed line] Ontario Hydrs
- [Dotted line] Phase Boundary

