

CITY OF KITCHENER

DEPARTMENT OF DEVELOPMENT AND TECHNICAL SERVICES

BPS 00/13

GRAND RIVER SOUTH COMMUNITY PLAN

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1.0 INTRODUCTION

The Grand River South Community, located on Kitchener's east side, is approximately 450 hectares (1,100 acres) in area. It is generally bounded by the Grand River, the proposed extension of Ottawa Street, Lackner Boulevard, Fairway Road, and Morrison Road.

The existing land use is predominantly agricultural and open space. Residential development is taking place on lands serviced by gravity sewer. Licensed aggregate extraction is under way east of Zeller Drive to extract this non-renewable resource prior to urban development.

The original Community Plan for this area was adopted in 1989. It designated an area of approximately 217 hectares (540 acres) for estate residential development as the lands could not be serviced by gravity sewer and were designated as Estate Residential in the Official Plan. These lands were redesignated Low Rise Residential in the 1994 Municipal Plan after it was determined that there is sufficient capacity available in the Ottawa-Montgomery sanitary trunk sewer system to allow for development of these lands on full services. The 2000 revision updates the Community Plan to make provision for the additional residential population to be generated by fully serviced development.

In having regard to the Provincial Policy Statement, the Community Plan revision allows only non-residential land use in that area which is above the Noise Exposure Forecast/Noise Exposure Projection (NEF/NEP)* 30 contour. The revised Plan also includes the new alignment for that portion of the Fairway Road extension for which an Environmental Assessment has been completed.

The area contains a diverse Natural Heritage System, including the Grand River and its floodplain, Lackner Woods and Natchez Hills Environmentally Sensitive Policy Areas, Idlewood Creek, Chicopee Creek, and the adjacent Chicopee Park. The Grand River South Community Plan proposes that such natural areas be linked by a comprehensive and continuous open space network, and integrated within the future residential community in a sustainable manner.

- * It is acknowledged that the Regional Official Policies Plan (1995) and the Kitchener Municipal Plan (1995) refer to NEF contours rather than NEF/NEP contours. This plan refers to NEF/NEP contours in having regard to the Provincial Policy statement (1997), and in anticipation of each official plan being similarly revised in its upcoming 5 year review.

2.0 RECOMMENDATIONS

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

3.0 GENERAL POLICIES

- 3.1 That the Grand River South Community Plan shall conform to and implement the Regional Official Policies Plan and the City of Kitchener Municipal Plan.
- 3.2 That the Grand River South Community Plan Land Use Plan shall comprise the land use plan for the Community.
- 3.3 That development within the Grand River South Community shall conform to all applicable development and implementation standards adopted by the City of Kitchener. Exceptions may be considered where appropriate to implement specific urban design proposals.
- 3.4 That as a condition to any 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 issuance of building permits.
- 3.5 That new development give consideration to the creation and enhancement of views and vistas through road layout, use of natural topography, preservation of environmental features, and the strategic siting of new community landmarks. Views of the Grand River shall be of particular importance.
- 3.6 That coordinated site planning and subdivision design encourages pedestrian access between lands within and adjacent to the Secondary Nodes identified at the Lackner-Fairway intersection and the Lackner-Ottawa intersection.

4.0 RESIDENTIAL

- 4.1 That the equivalent population of the community shall be limited by the available capacity of the Ottawa-Montgomery trunk sanitary sewer. On this basis, allocation of maximum residential density within the community shall be based on developable land area as set out in Policy 8.5.
- 4.2 That the Low Density Residential category permit single detached, semi-detached, duplex and street townhouse dwellings at a maximum net residential density of 25

units per hectare. Multiple dwellings may also be permitted, only where the configuration of a parcel of land makes the development of street-fronting dwellings impractical. Development within this designation should include a range of housing types and lot widths in order to provide a variety of consumer choices and housing opportunities.

- 4.3 That the Low Rise Multiple Residential category permit street townhouse and multiple dwellings at a net residential density range of 26 to 60 units per hectare.
- 4.4 That the Medium Rise Multiple Residential (100 u/ha) category permit street townhouse and multiple dwellings at a net residential density range of 26 to 100 units per hectare.
- 4.5 That the Medium Rise Multiple Residential (200 u/ha) category permit street townhouse and multiple dwellings at a net residential density range of 60 to 200 units per hectare.
- 4.6 That the High Rise Multiple Residential category permit street townhouse and multiple dwellings at a net residential density range of 100 to 400 units per hectare.
- 4.7 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.
- 4.8 That private home day care, home businesses and small residential care facilities shall be permitted within all residential land use categories. Large residential care facilities shall be permitted in Medium and High Rise designations, but may be limited subject to the availability of sanitary sewer capacity.
- 4.9 That lands within the "Proposed Fairway Road Corridor", as shown on Map 2, not be developed until such time as the final alignment of Fairway Road has been determined in accordance with Policy 6.5 of this Plan. Lands adjacent to the proposed corridor may be developed to the extent that development does not prejudice any of the possible road alignments within the corridor.
- 4.10 That within the Low Rise Multiple Residential designation on the south side of Fairway Road immediately east of Idlewood Creek, residential care facilities and associated supportive uses shall also be permitted, to a maximum floor space ratio of 1.0 and a maximum height of 5 storeys. If the existing woodlot immediately to the east is conserved and established in public ownership, density of multiple dwellings and/or residential care facilities within this designation may be increased without amendment to this plan, as an incentive for such conservation, in accordance with Municipal Plan (Part 2) policy 5.3.20. Such an increase may be

subject to the availability of sanitary sewer capacity.

5.0 INSTITUTIONAL

- 5.1 That Neighbourhood Institutional uses be located as shown on the Land Use Plan. Permitted uses shall include elementary schools, religious institutions, day care facilities and small residential care facilities.
- 5.2 That Community Institutional uses be located as shown on the Land Use Plan. Permitted uses shall include religious institutions, health offices or clinics, educational establishments, veterinary services, social service establishments and artisans' establishments. Convenience retail, personal services or financial establishment may be permitted as a minor component of a health clinic. For a religious institution within this designation, owing to the proximity of Waterloo Regional Airport, a detailed noise analysis shall be conducted and required noise insulation or mitigation features considered as part of the building design.
- 5.3 That a secondary school site of approximately 9.3 hectares be located at the southeast corner of Fairway Road and Briar Meadow Drive.
- 5.4 That should the designated secondary school site be declared surplus, alternate land uses shall include all uses permitted in the Major Institutional (I-3) Zone, including residential and institutional uses.
- 5.5 That three elementary school sites of approximately 2 hectares each be located generally as shown on the Land Use Plan.
- 5.6 That at such time as any designated school site is declared surplus, the City shall consider the need to acquire and utilize all or a portion of the site for park purposes.

6.0 COMMERCIAL

- 6.1 That a Commercial site be located on the south side of Fairway Road east of Lackner Boulevard. When Fairway Road is constructed across the Grand River, this Commercial category shall also permit freestanding office uses, computer, electronic or data processing businesses, research and development establishments, and scientific, technological or communications establishments.
- 6.2 That Convenience Commercial facilities be located as shown on the Land Use Plan. Additional, smaller Convenience Commercial facilities shall be encouraged to be distributed within walking distance of the majority of residents. Policy 3.2.1. of Part 3 of the Municipal Plan provides the locational criteria for these facilities

with regard to access and land use compatibility. Specific locations will be determined through the comprehensive subdivision review process under the Planning Act, and shall be encouraged to be clustered with community features. Housing will be permitted above these facilities at a maximum density of 40 units per hectare, subject to the availability of sanitary sewer capacity.

- 6.3 That site design promote the integration of commercial sites with adjacent land uses. For example, sites should be designed to encourage pedestrian and bicycle access; architectural design should integrate the commercial use with adjacent uses, and mixed commercial-residential development is encouraged.

7.0 NATURAL ENVIRONMENT, PARKS AND RECREATION FACILITIES

- 7.1 That the Community Plan recognize, and encourage public ownership of, the following significant natural resources comprising the Community's Natural Heritage System: Lackner Woods and Natchez Hills Environmentally Sensitive Policy Areas (ESPAs), flood plain and valley lands associated with the Grand River, Idlewood Creek and Chicopee Creek, and the upland woodlot at the southwest corner of Zeller Drive and Woolner Drive (i.e. the Fung Woodlot).
- 7.2 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 prepared in support of a development proposal shall also satisfy the Regional policy requirements with respect to Environmentally Sensitive Policy Areas.
- 7.3 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.
- 7.4 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 Plan as Open Space, 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. If all required parkland dedication is utilized for active parks, public acquisition of such lands by other means shall be encouraged. This policy shall apply to those portions of the Fung woodlot recommended for retention and protection in the Ecoplans Woodlot Analysis (January 1997), and including the kame feature.
- 7.5 That where feasible and appropriate, existing topography and vegetation be incorporated into the design and development of the Community.

- 7.6 That the Environmental Implementation Report submitted by the proponent at the time of submission of development applications include 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 Kitchener Municipal Plan and Tree Management Policy. This plan will describe treed areas to be saved and methods by which treed areas will be protected.
- 7.7 That prior to grading or construction on any site, fencing shall be installed along the boundaries of all areas of environmental sensitivity, with signs placed every 45 metres stating that no dumping or filling shall be permitted within the enclosed area.
- 7.8 That, having given serious consideration to an analysis of the effects of peak aircraft noise levels on proposed athletic fields, a district park/district sports field of approximately 12 hectares be located on lands within the area above 30 NEF/NEP as shown on the Land Use Plan. The District Park shall include active, possibly lighted, sports fields for organized sports, including associated parking areas, and may include playground equipment for neighbourhood park purposes. Camping grounds shall not be permitted above the approved 30 NEF/NEP contour. The District Park shall be a key access point to the Grand River Corridor.
- 7.9 That Neighbourhood Parks of approximately 2 hectares each be located on lands designated as Active Park on the Land Use Plan.
- 7.10 That the elementary school/neighbourhood park campus concept shall be encouraged and may reduce total land area required for each use. At such time as an elementary school is developed, it is intended that play facilities and other recreational and/or sports facilities be developed. In the event that an elementary school is not developed, the neighbourhood park will include play facilities but may not include other recreational and/or sports facilities.
- 7.11 That recreational and/or sports facilities be developed in conjunction with the secondary school.
- 7.12 That a community trail network be established, as shown conceptually on the Land Use Plan, in order to provide continuous open space linkages between Open Space areas designated on the Land Use Plan, provide recreational opportunities and visual amenities for the public, and to provide habitat and suitable movement corridors for small wildlife. These linkages shall, where feasible, make use of hedgerows, storm water management areas, parks and school sites. The community trail network should be linked to the on-road sections of the bikeway network as shown on Schedule 3.
- 7.13 That opportunities be provided to the public for visual and physical access to the

Grand River and its tributaries, as emphasized in the Grand River Corridor Plan. Access points to the Walter Bean Grand River Trail shall include the District Park, the south end of Zeller Drive, and the south end of Otterbein Road.

- 7.14 That the community trail network generally identified on the Land Use Plan be implemented at the time of development of the lands in which the proposed community trails are located or at the time of development of lands immediately abutting the proposed community trail. If sufficient development charge funds are not available to the City to construct such community trails at the time new development is under way, the development proponent shall be required to front-end finance and construct such trails with credits to be granted through the provisions of the Development Charges By-law.
- 7.15 That subdivision design incorporate the most appropriate access points to ESPA lands, with particular consideration given to existing trails or footpaths.
- 7.16 That the Grand River Recreation Complex located at Ottawa Street and Heritage Drive be recognized as the recreation complex for the Grand River South Community. It is acknowledged that a “Community Centres Feasibility Study” is under way, and may determine that an additional community centre or recreation complex is warranted. If such a facility is to be developed within the Grand River South Community, it may be as part of the district park/sports field, in conjunction with a school, or within either the Lackner-Fairway node or the Lackner-Ottawa node.
- 7.17 That lands situated south of Ottawa Street between the Natchez Hills ESPA and the Grand River may be developed as a nine-hole golf course. Vehicular access shall be provided from Ottawa Street at Otterbein Road. At the detailed design stage, this proposed recreation area will incorporate:
1. continuous public access along the riverbank of the Grand River;
 2. access to existing and future Regional water wells and facilities situated along the Grand River, to the satisfaction of the Region of Waterloo; and
 3. a compatible interface between the golf course and the adjacent ESPA in accordance with the policies of this plan.

8.0 TRANSPORTATION

- 8.1 That the planning, design and construction of all roads and walkways within the Grand River South Community have regard to protection of existing environmental features and the creation of a continuous linked open space system.

- 8.2 That Lackner Boulevard be recognized as Regional Road No. 54 and be designated as a Primary Arterial Road (Controlled Access Prohibited) with a right-of-way of 35 metres.
- 8.3 That Fairway Road, west of Lackner Boulevard be recognized as Regional Road No. 53 and designated as a Primary Arterial Road with a right-of-way of 35 metres.
- 8.4 That Fairway Road, east of Lackner Boulevard, be recognized as Regional Road No. 53 and designated as a Primary Arterial Road with a right-of-way of 35 metres, and shall provide on-road bicycle lanes as recommended in the Regional Municipality of Waterloo Bicycle Master Plan and the City of Kitchener Bikeway Study.
- 8.5 That the alignment of Fairway Road, east of a point 150 metres west of Zeller Drive, be determined by the Regional Municipality of Waterloo through the Municipal Class Environmental Assessment process under the Environmental Assessment Act.
- 8.6 That Ottawa Street, west of Lackner Boulevard be recognized as Regional Road No. 4 and designated as a Primary Arterial Road with a right-of-way of 35 metres.
- 8.7 That Ottawa Street, east of Lackner Boulevard, shall be recognized as Regional Road No. 4 and designated as a Primary Arterial Road with a right-of-way of 35 metres, and shall provide dedicated on-road bicycle lanes as recommended in the Regional Municipality of Waterloo Bicycle Master Plan and the City of Kitchener Bikeway Study. It is acknowledged that the Ottawa Street crossing of the Grand River remains in the Regional Official Policies Plan as a proposed primary road, notwithstanding the Regional Transportation Master Plan (1999) which concluded that such a crossing would not be necessary if a Fairway Road crossing is constructed.
- 8.8 That all Major Collector Roads be designed and constructed as front-lotted roads accommodating on-street parking and public transit and with a standard right-of-way of 20 metres. Certain intersections may require a wider right-of-way to accommodate turning lanes; this is to be determined through the subdivision review process. The width of the carriageway within the right-of-way will be determined at the time of detailed road design.
- 8.9 That collector roads identified on Schedule 3 as “Local On-Road Bicycle Lane” shall provide additional road width for bicycle traffic, either as a wide shared-use lane or as a dedicated on-road bicycle lane, in accordance with the City of Kitchener Bikeway Study; this may necessitate a wider right-of-way than otherwise required.
- 8.10 That the road network north of the Fairway Road extension be designed so that

traffic volumes on Zeller Drive at Lackner Boulevard do not exceed the current design capacity of Zeller Drive. A Traffic Impact Study may be required to be submitted by the proponent at the time of submission of development applications to determine the appropriate distribution of traffic to both Fairway Road and Zeller Drive, the number, location and status of roads intersecting Fairway Road, and the appropriate design requirements for Fairway Road and any necessary improvements for Zeller Drive at Lackner Boulevard.

- 8.11 That the southern leg of the Fairway-Lackner intersection provide vehicular access to residential development to the south, but that the intersection and the road network through new plans of subdivision be designed to discourage through traffic movements from the Fairway-Lackner intersection to Morrison Road.
- 8.12 That the primary location of vehicle access to any new development on the property of 509132 Ontario Ltd. shall be from a local street on the Northlake Homes property, rather than directly from Fairway Road.
- 8.13 That the primary location of vehicle access to any new development on that portion of the former Sims Estate southwest of Chicopee Creek shall be directly from Morrison Road. The existing bridge across the creek may be utilized as a secondary or emergency access, only if its structure is demonstrated to be sufficient for this purpose.
- 8.14 That the section of Morrison Road between Fairway Road and Chicopee Pond be renamed at such time as it is extended to the east.
- 8.15 That in assigning names for streets within the community, consideration be given to utilizing the Sims and Woolner names, at such time as all portions of existing Woolner Drive are closed or renamed.
- 8.16 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.
 - Development of a bikeway network including on-road and off-road sections, as set out in the City of Kitchener Bikeway Study (April 1998).

- Providing frequent points of public access to the community trail network.
- 8.17 That the cost of primary walk links, including those shown on the Land Use Plan, and which may include pedestrian bridges, providing direct links from residential areas to schools, parks, transit routes and commercial lands, be funded by the development proponent. To the extent that such links function as a community trail, a portion of the cost may be funded by development charges. Additional primary links may be identified through the subdivision review process.

9.0 PUBLIC TRANSIT

- 9.1 That lands around the intersections of Lackner Boulevard with Ottawa Street and with Fairway Road be recognized as Secondary Nodes as designated in the City of Kitchener Municipal Plan.
- 9.2 That Lackner Boulevard and Fairway Road be recognized as Transit Corridors as designated in the City of Kitchener Municipal Plan.
- 9.3 That subdivision design shall consider Grand River Transit's "Guidelines for the Design of New Residential Development with Respect to the Provision of Transit Service" including orientation of corner lots so that bus stops are on the flanking side of the lots.
- 9.4 That future development in the Community recognize the proposed future transit routing as shown on Schedule 3, "Transit Service". Interim transit routes will be determined at the time of subdivision review until such time as the ultimate transportation system is constructed.
- 9.5 That site design in the community have regard for convenient and safe pedestrian access between on-street transit facilities and buildings, particularly within the Neighbourhood Commercial and multiple residential designations.
- 9.6 That local streets and walkways be designed to provide convenient and direct pedestrian access to transit routes.

10.0 SERVICING AND UTILITIES

- 10.1 That all new development be serviced by municipal water and storm sewers and by municipal sanitary sewers where practical.
- 10.2 That in accordance with the Grand River South Community Sanitary Sewage Servicing Study (1999), sanitary sewage facilities within areas not serviced by the Idlewood, Forwell or Lackner Woods pumping stations, as shown on Schedule 4,

shall be provided by means of the proposed Grand River South pumping station and a forcemain to the Ottawa Montgomery trunk sanitary sewer. Provided, however, that individual property owners may investigate moving the existing Lackner Woods pumping station to their own lands and upgrading it to accommodate the existing sewage flow and any increase in flow from their lands.

- 10.3 That the number of permanent, publicly operated pumping stations shall be minimized.
- 10.4 That the exact location and detailed design of a sanitary sewage facility or facilities be determined in conjunction with the subdivision approvals process under the Planning Act.
- 10.5 That the equivalent population of the community shall be limited by the available capacity of the Ottawa-Montgomery trunk sanitary sewer. In advance of the East Kitchener Trunk Sanitary Sewer Study, or if no additional capacity is found, sanitary sewer capacity shall be allocated on the basis of net developable land area (i.e. gross land area minus school sites, flood plain, ESPA lands, wetlands and steep slopes) per subdivider, as shown on Figure 1. Upon completion of the study any additional capacity may be allocated as determined by the City. As stated in Council's resolution of December 13, 1999, first priority shall be given to the maximum development potential of the Grand River South area before allocation of capacity to lands outside the city.

Figure 1

SUBDIVIDER	GROSS AREA (ha)	UNDEVELOPABLE AREA (ha)	NET DEVELOPABLE AREA (ha)	%OF TOTAL NET DEVELOPABLE AREA
HALLMAN BRIERDALE	67.435	18.758	48.677	22.359%
NORTHLAKE HOMES	55.298	19.494	35.804	16.446%
ROCKWAY HOLDINGS	45.865	2.879	42.986	19.745%
GRCA	45.055	26.489	18.566	8.528%
583018 ONT. LTD. (FUNG)	43.619	7.002	36.617	16.820%
TEAKWELL HOLDINGS	16.192	9.480	6.712	3.083%

OLD CHICOPEE INC.	16.192	2.907	13.285	6.102%
456941 ONT. LTD. (SILVESTRI)	9.449	0.432	9.017	4.142%
A&C HUBER	4.047	0.324	3.723	1.710%
D WOOLNER	2.687	2.687	0.000	0.000%
509132 ONT. LTD. (SCHMIDHUBER)	2.675	1.213	1.462	0.672%
A&G OLINSKIE	1.809	1.400	0.409	0.188%
J&T WOOLNER	0.445	0.000	0.445	0.204%
TOTAL	310.768	93.065	217.703	100.000%

- 10.6 6 That the Woolner well field and the Pompeii well field, as shown on Schedule 1, be recognized as vital components of the regional water supply system. Land use within wellhead protection areas may be restricted to protect the long term sustainability of these water supplies. For development of certain non-residential land uses in the immediate area of the well fields, hydrogeological investigation may be required to assess the relationship between local ground water flow regimes and the well fields.
- 10.7 That lands at the southeast corner of Lackner Boulevard and Ebydale Drive be recognized as the future location of a regional water reservoir.
- 10.8 That Idlewood Creek be recognized as a cold water stream requiring Level One protection as outlined in Ministry of Environment guidelines. The Idlewood Creek Master Drainage Plan shall be the guiding document for storm water management for that portion of the Community within the Idlewood Creek watershed. In addition, storm water quality control shall be required.
- 10.9 That storm water management practices in the 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 and as may be amended. 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". Design criteria shall include water quality and erosion control, water quantity control for the 2-year storm event in order to reduce erosion within Idlewood Creek, and extended detention of the 5-year storm event based on close proximity to the Grand River.

- 10.10 That development within the community be encouraged to share storm water management facilities so as to minimize the number of such facilities. This may necessitate the use of temporary storm water management facilities for early phases of development. The cost of permanent storm water management facilities shall be shared among land owners on a contributing volume basis.
- 10.11 That storm water management facilities not be developed in close proximity to elementary school sites.
- 10.12 That lands east of the north-south segment of existing Zeller Drive be recognized as being beyond the 4-minute first response time, as identified in the Fire Station Location Study. All new residential development in this area shall be constructed with direct-to-fire alarm monitoring systems.

ERITAGE RESOURCES

- 11.1 That the Grand River be recognized as a Canadian Heritage River.
- 11.2 That the property addressed as 748 Zeller Drive (Woolner Farmstead), identified as a Heritage Resource on the Land Use Plan, be recognized as being designated under Part IV of the Ontario Heritage Act. Notwithstanding its Low Density Residential designation on the Land Use Plan, the plan recognizes the continued use of the property for agriculture. However, in order to promote compatibility with nearby residential use, intensive commercial-scale livestock operations shall not be permitted. Horse boarding, a riding stable and the keeping of livestock at the scale of a hobby farm shall be permitted. The Plan recognizes the long-term potential for the heritage resources of this property to be part of an interpretive centre or other similar cultural/recreational resource.
- 11.3 That the following properties, identified as Heritage Resources on the Land Use Plan, be recognized as being listed on the municipal data base of heritage resources (Inventory of Heritage Buildings):
- 787 Morrison Road (Sims Estate)
 - 811 Morrison Road (Gardener's House)
- 11.4 .4 That development on or adjacent to property designated under Part IV of the Ontario Heritage Act or listed on the municipal data base of heritage resources be subject to Policies 5.3.14 and 5.3.15 of the City of Kitchener Municipal Plan. If required, a Heritage Impact Assessment shall be approved prior to or concurrent with the granting 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 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.

- 11.5 That the scenic qualities of Zeller Drive be addressed in the planning and development of adjacent lands. In particular, development adjacent to the section of Zeller Drive south of Woolner Drive should include measures such as:
- protection of the east edge of the Fung woodlot;
 - reconstruction of the road to modified municipal standards including road surface, street lighting style, boulevard planting and sidewalk design; and
 - preservation of the open view southward to the Grand River.
- 11.6 That the scenic qualities of Woolner Drive be addressed in the planning and development of adjacent lands. It is acknowledged that the approved Environmental Assessment for the extension of Fairway Road has fixed an alignment which will eliminate most of existing Woolner Drive. At such time as Fairway Road is extended east from Lackner Boulevard, the most westerly 200 metre section of Woolner Drive will become redundant as part of the road network. At that time, the redundant section should be physically closed and the remaining section should be renamed “Fairway Road”. Consideration of the disposition of the redundant section should include the following:
- whether the former road would be a useful component of the Community Trail network;
 - whether there are benefits to incorporating the former road with the adjoining commercial property;
 - whether existing roadside vegetation is worthy of preservation; and
 - whether such preservation requires public ownership.
- 11.7 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 identified on the Land Use Plan.
- 11.8 That certain lands within the Grand River South Community be recognized as having high potential for the recovery of archaeological remains. Where any significant archaeological remains are found, an Archaeological Survey and Rescue Excavation shall be required prior to any grading of such lands.

12.0 WATERLOO REGIONAL AIRPORT

- 12.1 That the Grand River South Community recognize that Noise Exposure Forecast (NEF) Contours have been approved by Transport Canada for Waterloo Regional Airport, located across the Grand River to the east of the community.
- 12.2 That, in having regard to the Provincial Policy Statement, new residential development or other sensitive land uses shall not be permitted in the area above 30 NEF/NEP, to protect the airport from incompatible development. However, the location of the 30 NEF/NEP contour may be interpreted so as to allow for minor variations to accommodate, for example, street and lotting patterns.
- 12.3 That the Grand River South Community recognize that, in accordance with the Transport Canada guidelines entitled "Land Use in the Vicinity of Airports," Planning Contours have been developed by the Regional Municipality of Waterloo for the purpose of investigating planning alternatives. Such contours may be updated from time to time as part of the Airport Master Plan review process.
- 12.4 That residential development between the 25 and 30 Planning Contour shall utilize acoustic insulation features as required to achieve the indoor sound level criteria of the Ministry of the Environment.
- 12.5 That all lands in the area east of Idlewood Creek, and the area east or north of the Lackner Woods ESPA be established as an Airport Vicinity Protection Area, identified by permanent noise warning signage. Residential development within the area shall be subject to noise warning clauses and shall be constructed to allow for installation of central air conditioning systems.
- 12.6 That the Grand River South Community recognize that NEF/NEP Contours and Planning Contours are updated from time to time, and that future updates, approved subsequent to residential development, may identify incompatibility between developed residential areas and the operations of the Waterloo Regional Airport.
- 12.7 That the Grand River South Community acknowledge that potential changes in the use of the airport, with or without updates to NEF/NEP contours, could result in actual noise exposure higher than forecast for approved NEF/NEP contours.
- 12.8 That, upon completion of the Waterloo Regional Airport 2000 Master Plan, the City of Kitchener intends to amend its Municipal Plan to redesignate lands generally within the 30NEF/NEP contour from Low Rise Residential to Open Space with a special policy to permit those non-sensitive land uses otherwise permitted in the Low Rise Residential designation. The extent of the redesignation would not necessarily coincide with the extent of the 30NEF/NEP contour or the 30 Planning Contour, as such contours may change from time to time, but would acknowledge that residential use would be inappropriate in such close proximity to the airport.

The amendment would be included within the required 5-year review of the Municipal Plan.

- 12.9 That the height of buildings, structures or objects in the vicinity of Waterloo Region Airport shall not exceed the height limits established in the Airport Zoning Regulations registered on title by Transport Canada.

13.0 NOISE FROM ROADS

- 13.1 That Fairway Road and Lackner Boulevard be recognized as major road corridors potentially generating significant amounts of noise.
- 13.2 That site design, architectural design and building construction features be the preferred methods used in attenuating noise impact from major roads, and that acoustical barriers be the least preferred method.
- 13.3 That trucks hauling aggregate from the Rockway Holdings gravel pit are recognized as a significant noise source on Zeller Drive to Woolner Drive / Fairway Road and on Woolner Drive / Fairway Road to Lackner Boulevard. However, it is further recognized that the extraction of aggregate is an interim land use.

14.0 AGGREGATE RESOURCES

- 14.1 That lands east of the north-south segment of existing Zeller Drive be recognized as a Primary Aggregate Resource Area, as identified in the Municipal Plan. Therefore, extraction of this non-renewable resource shall be encouraged as an interim use prior to urban development.
- 14.2 That aggregate extraction (i.e. gravel pits) be recognized as a potential source of noise, dust and negative visual impact. In order to minimize land use conflict and protect the existing licensed pit from incompatible uses during extraction, residential development shall not be permitted in close proximity to the pit, in accordance with the Provincial Policy Statement and with Municipal Plan (Part 2) policy 7.9.
- 14.3 That the staging of residential development be coordinated with the sequence of extraction so as to maintain a reasonable separation between aggregate extraction and residential land use.
- 14.4 That final post-extraction elevations shall be coordinated with the design of sanitary sewage facilities in order to provide for servicing of lands above the Regional flood line.

15.0 MIXED USE

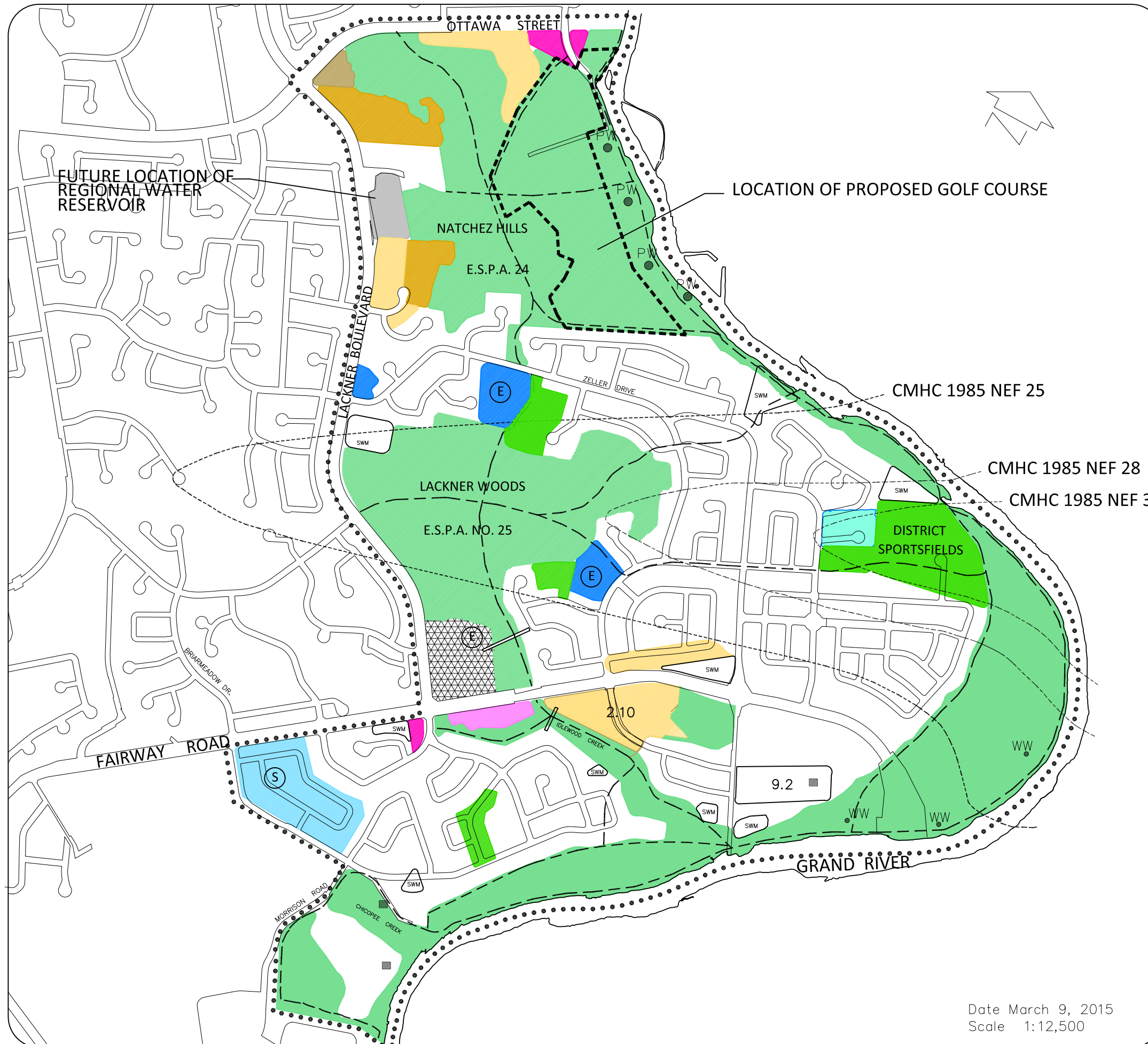
- 15.1 That a Mixed Use site be located at the northeast corner of Fairway Road and Lackner Boulevard. This site is within a Node and is expected to function as a community-scale focal point. In that regard, a mixture of transit-supportive uses is intended and shall be designed to be transit- and pedestrian-oriented. The emphasis is on creating a walkable, neighbourhood unit internal to the site, but with enhanced connections for all modes of travel to the surrounding area. Retail and other neighbourhood-scale, pedestrian-oriented commercial uses are important for the planned function of the site, especially a mid-size food store or components thereof. Primarily auto-oriented uses may not be appropriate for this site.

Multiple dwellings are the only type of residential use permitted and mixed use buildings are strongly encouraged. The minimum density to be achieved using a “phased approach” over the long-term is 150 residents and jobs per hectare with a Floor Space Ratio of 1.0. Full build-out of the site may require confirmation of adequate sanitary sewer infrastructure.

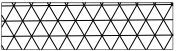















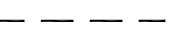
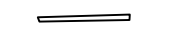







The built form may be organized on the site in accordance with an approved Urban Design Study. Building heights may be influenced by airport regulations, shadow studies and angular plane analysis. Buildings may be required to have pedestrian-scale podiums, building stepbacks, façade height regulations or other regulations to ensure a pedestrian-oriented design internal to the site. In this instance, an elementary school located internal to the site may be permitted.

Grand River South Community Plan

LAND USE PLAN SCHEDULE 1

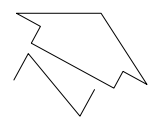
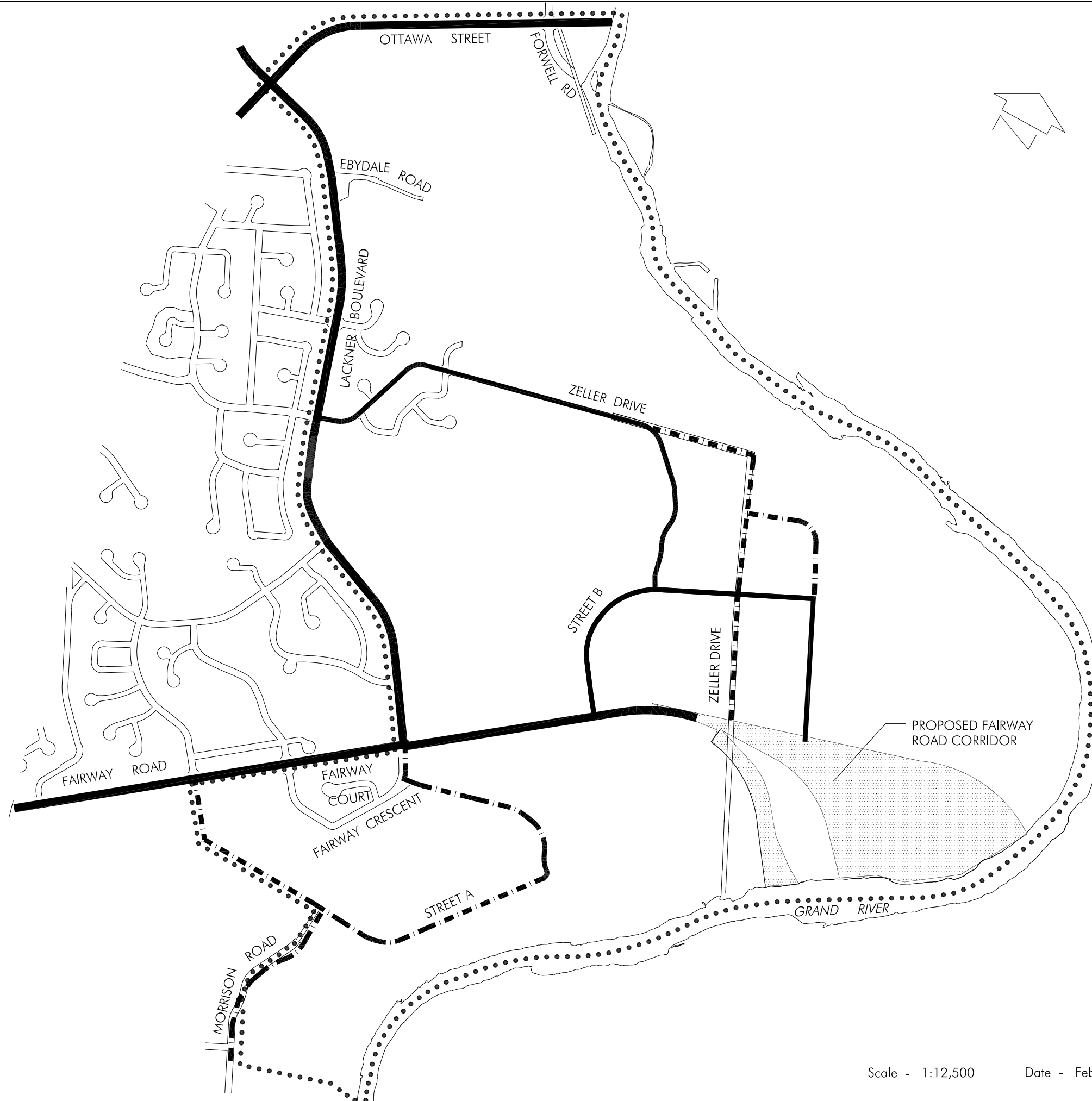


Legend :

-  Mixed Use
-  Low Density Residential
-  Low Rise Multiple Residential (60 uha)
-  Medium Rise Multiple Residential (100 uha)
-  Medium Rise Multiple Residential (200 uha)
-  High Rise Multiple Residential (400 uha)
-  Open Space
-  Active Park
-  Major Institutional
-  Neighbourhood Institutional
-  Community Institutional
-  Neighbourhood Commercial
-  Service Commercial
-  Convenience Commercial
-  Municipal Services and Utilities
-  9.2 Refer to Special Policy
-  Community Trail
-  Primary Walk Link
-  Planning Community Boundary
-  Heritage Resource
-  Elementary School Site
-  Secondary School Site
-  Storm Water Management Area
-  Pompeii Wells
-  Woolner Wells

Date March 9, 2015
Scale 1:12,500

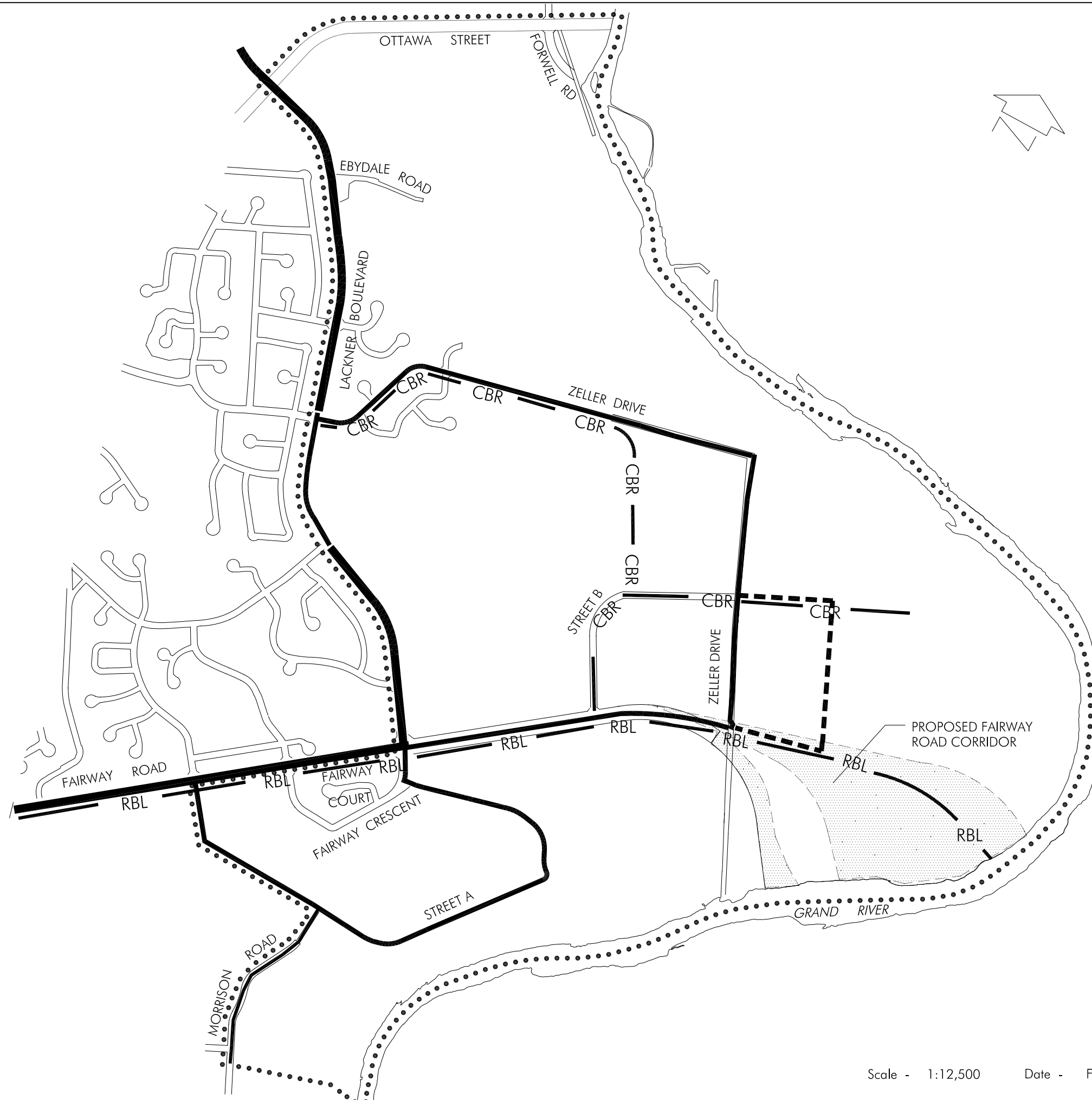
Grand River South Community Plan Road Network Schedule 2



Legend:

- Planning Community Boundary
- Primary Road
- Major Collector Road
- - - - Minor Collector Road
- Approximate Location of Fairway Road Corridor East of Zeller Drive

Grand River South Community Plan Transit Service and Bicycle Routes Schedule 3



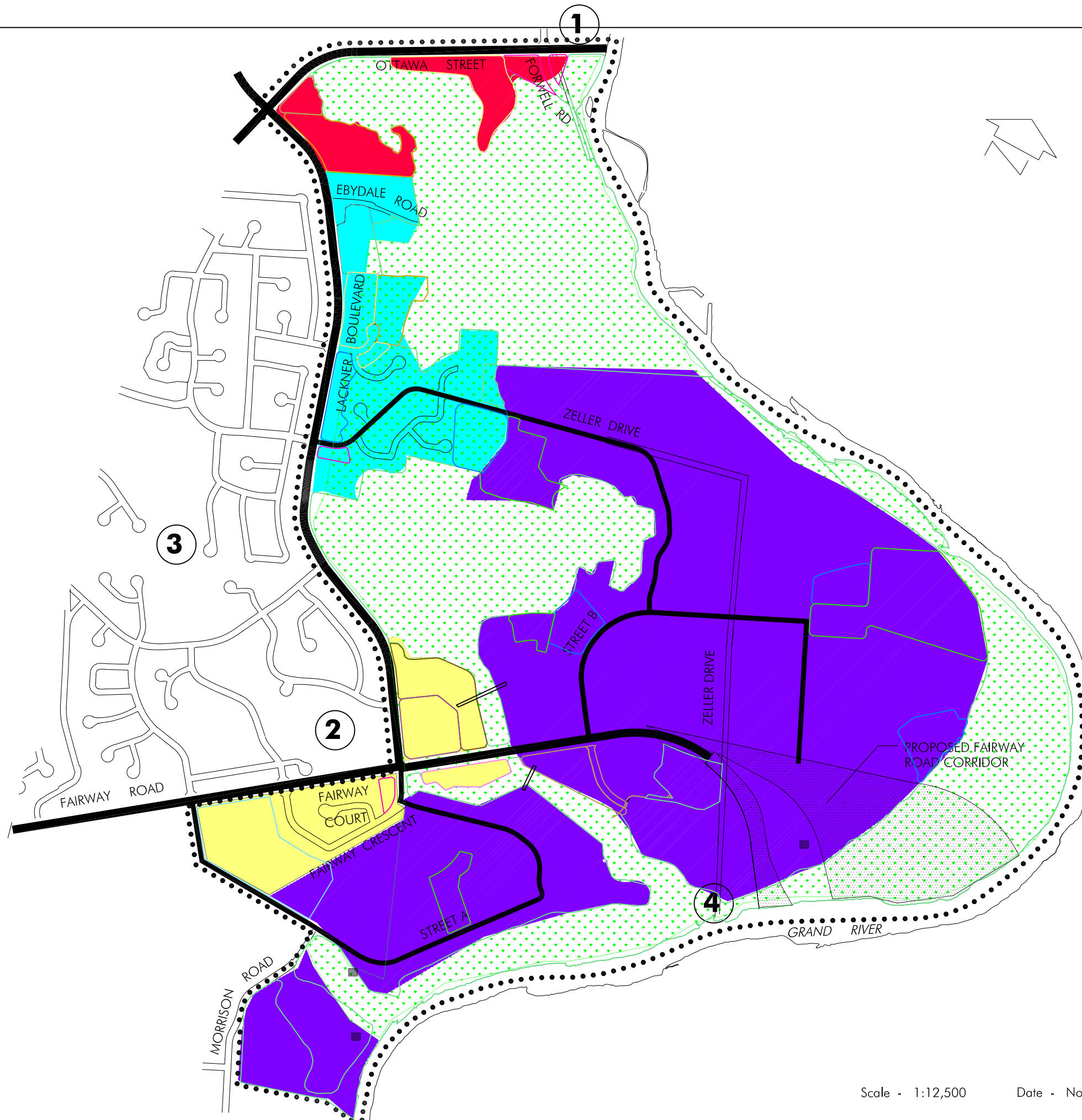
Legend:

- Planning Community Boundary
- Potential Transit Routes
- - - - - Potential Transit Routes (Alternative)
- Approximate Location of Fairway Road Corridor East of Zeller Drive

BICYCLE ROUTES

- RBL ——— Regional On-Road Bicycle Lane
- - - - - CBR ——— City Bicycle On-Road Route

Grand River South Community Plan Sanitary Servicing Schedule 4



Legend:

- Planning Community Boundary
- ① Forwell Pumping Station
 - Forwell Pumping Station Catchment Area
- ② Lackner Woods Pumping Station
 - Lackner Woods Pumping Station Catchment Area
- ③ Idlewood Pumping Station
 - Idlewood Pumping Station Catchment Area
- ④ Grand River South Pumping Station
 - Grand River South Pumping Station Catchment Area
 - Major Open Space
 - Approximate Location of Fairway Road Corridor East of Zeller Drive