

CITY OF KITCHENER

DEPARTMENT OF DEVELOPMENT AND TECHNICAL SERVICES

BPS 93/87

UPPER DOON COMMUNITY PLAN

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SCHEDULE A – Upper Doon Community Plan Land Use New Roadways

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1.0 SUBJECT

A Secondary Plan for Upper Doon.

2.0 INTRODUCTION

3.0 STUDY AREA

Referring to Map 1, the Upper Doon Neighbourhood consists of approximately 47.4 hectares (117 acres) of land in the southernmost portion of the City of Kitchener. It consists of the properties along the north and south sides of Doon Village Road, from St. Emilion Place, east to Homer Watson Boulevard. Schneider, Strasburg, and Doon Creeks flow through the community, and as a result greater than 50% of the land area is within the Regulatory Floodlines as identified by the G.R.C.A.

Residential land use consists of 64 single detached residential dwellings, two row dwellings each containing four units, and a multiple dwelling with four units. In addition, there is one church, a public elementary school, and a legal non-conforming warehouse with outdoor storage. Approximately 18 structures are of historical and/or architectural merit.

4.0 SUMMARY OF PLANNING PROCESS

Secondary Planning in the Doon area began in 1975 with the approval of “Towards a Secondary Plan for Doon” by City Council in February, 1976. This document divided the areas into planning units. The Lower Doon Plan was approved by Council in February, 1977, and the Doon South Plan was approved in November, 1978. Each of the plans involved a Citizen’s Liaison Committee. Work on the Upper Doon Community Plan began in 1979, and three Liaison Committee meetings were held at that time. The Community Plan process was temporarily suspended at that time because a comprehensive investigation of the whole of the Schneider Creek was required. City Council retained M.M. Dillon to undertake this work.

In October, 1982 the process was resumed with an Open house at Doon Public School. The problems and issues facing the community were discussed at this session and formed the basis of the “Issues Report”, distributed on November 15, 1982. A volunteer Neighbourhood Liaison Committee was formed and met approximately 12 times between November 1982 and November, 1984.

A detailed set of Goals and Objectives was considered by City Council on December 10, 1984. In response to area property owners’ requests, City Council referred the Goals and Objectives back to Neighbourhood Liaison Committee for further review. After further discussion, it was agreed that a Heritage Conservation District Plan would be prepared under the auspices of L.A.C.A.C. (Local Architectural Conservation Advisory Committee)

On May 26, 1986 City Council approved By-law 86/97, pursuant to the Ontario Heritage Act, which defined the Upper Doon Neighbourhood as an area to be examined for future designation as a Heritage Conservation District. A consultant was retained in November, 1986 and the Draft Upper Doon Heritage Conservation District Plan was tabled at L.A.C.A.C. pending further circulation on May 22, 1987. City Council, on May 25, 1987 approved the following resolution:

“That Planning Staff be instructed to prepare the Secondary Plan and Official Plan Amendments in accordance with the policies and directions of the Upper Doon Heritage Conservation District Plan.”

The Community Plan and Official Plan Amendment have been prepared accordingly.

5.0 CONFORMITY AND RELATIONSHIP OF PLANS

There are three plans prepared for the Upper Doon Neighbourhood, and proposed to be considered by City Council concurrently. Two of these plans will be processed and approved pursuant to the Planning Act (Official Plan Amendments, and the Community Plan); and the Heritage Plan will be processed and approved pursuant to the Ontario Heritage Act. In all respects, the Community Plan, and the Heritage Plan will conform to the Kitchener Official Plan. On this basis, the purpose of each of the plans is as follows:

- a) Official Plan Amendments – will contain proposed land uses, provide broad direction on the conditions of future infill development, and redesignate Doon Village Road from a “Secondary-Collector” to a “Local Street”.
- b) Secondary Plan – will specify permitted land uses, specify conditions of future infill development, parks and recreation facilities, municipal services, and the staging of transportation improvements. The specifics of land use and conditions of development will subsequently be implemented through to the Zoning By-law.
- c) Heritage Plan – will specify historic and non-historic buildings, and the respective architectural and landscaping guidelines.

6.0 RECOMMENDATIONS

The following principles will guide the future preservation and development of Upper Doon Neighbourhood. They will provide the basis for the evaluation of proposals in conjunction with the Upper Doon Heritage Conservation District Plan, including future lot creation, rezoning, and transportation improvements.

7.0 CONFORMITY AND IMPLEMENTATION

- 8.0.0 That the Upper Doon Secondary Plan shall in all respects conform to the Official Plan for the City of Kitchener
- 9.0.0 That any alteration or filling of a watercourse or floodplain or any construction within will require Fill, Construction, and Alteration to Waterway Permits from the Grand River Conservation Authority.
- 10.0.0 That the floodplain area identified in this Plan be recognized as approximate only, and should not be used to evaluate the requirement for any permits stated under Policy 3.1.2. All persons are directed to the Grand River Conservation Authority for site specific interpretations.
- 11.0.0 That where metric units are employed with imperial units given in parentheses, the metric units shall govern.
- 12.0.0 That in the vicinity of Tilt Drive, the dividing point between the Upper Doon and Doon South Neighbourhoods shall be the centreline of the alignment of the Doon Village Road Diversion.

13.0 TRANSIT AND TRANSPORTATION

- 14.0.0 It is recognized in this Plan that future transit service for the Neighbourhood will be limited due to the anticipated low level of residential densities, and intended street pattern.
- 15.0.0 That an amendment to the Official Plan be prepared and processed to redesignate Doon Village Road (from a point just north of St. Emilion Place to Homer Watson Boulevard) from the existing designation of a “Secondary-Collector Road” to a “Local Street”.
- 16.0.0 That a new Secondary Collector Road be constructed with a right-of-way of 26 metres (86’), situated to the east of Schneider Creek, and more particularly described as Alignment “A” of the “Doon South Collector Road Study” as prepared by M.M. Dillon and shown on Map 9. Further, that the section of this Collector Roadway between Homer Watson Boulevard and Doon Village Road be installed prior to the first phase of residential development in Planning Unit 1 of the Doon South Community (Phase 1 – Doon Village Estates).
- 17.0.0 That immediately following the installation of the roadway described above in Policy 3.2.3, Doon Village Road be closed at its easterly intersection with Homer Watson Boulevard.

18.0.0 That Doonbrook Place, St. Emilion Place, Oregon Drive, Wilfong Drive, and Mitierra Place be designated local streets with the following planned rights-of-way:

Street	Planned Right-of-Way
Doonbrook Place	20.1 metres
St. Emilion Place	16 metres
Oregon Drive	16 metres
Wilfong Drive	15.2 metres
Mitierra Place	13.7 metres

19.0.0 That all new roadways, designated as local streets, have a planned right-of-way of 16 metres.

20.0.0 That Tilt Drive, from Doon Village Road to the location of the proposed intersection with the Doon Village Road Diversion and Doon Village Road, from St. Emilion Place to Homer Watson Boulevard be designated in this Plan and the Official Plan as Scenic Roads, and that the existing right-of-way widths be retained.

21.0.0 That where Tilt Drive and Doon Village Road intersect with the planned Doon South Collector Roads, additional right-of-way may be required in accordance with the policies of Section IV.18 of the Official Plan.

22.0.0 That City Council authorize the commencement of detailed engineering studies for the alignment of Doon Village Road Diversion, between Doon Village Road and Tilt Drive, including the required bridge structure over Strasburg Creek, subject to the availability of funds.

23.0.0 That, coincident with the completion of the Doon South Collector Roadway and the Doon Village Road Diversion from Homer Watson Boulevard to Tilt Drive, the remaining portion of the Doon Village Road Diversion and the required bridge structure over Strasburg Creek be installed.

24.0.0 That the construction of the road diversion around the Heritage District of Upper Doon and in particular that portion of the Doon Village diversion from Doon Village Road to Tilt Drive shall be considered as a high priority in Council's consideration of the five year capital forecast/lot levy fund.

25.0.0 That, coincident with the completion of the Doon South Diversion, Doon Village Road be closed at a location just north of St. Emilion Place.

26.0.0 That upon completion of the transportation works specified in 3.2.10, and 3.2.11 above, the name "Doon Village Road" be reserved for that portion of roadway between St. Emilion Place, east to homer Watson Boulevard.

- 27.0.0 That, prior to the completion of the transportation works specified in 3.2.10 and 3.2.11 above, consideration be given to the selection of one roadway name for the four roadway sections that are planned to become one roadway (i.e., Manitou Drive, Doon Village Road, Doon Village Road Diversion, and Stauffer Drive).
- 28.0.0 That Oregon Drive be extended in the form of a cul-de-sac so that no vehicular access between Upper Doon and Doon South is possible.
- 29.0.0 That the proposed intersection of Doon Village Road and Collector Road No.1 be designed and/or signed to encourage Doon South construction and resident traffic to use the Collector Road and Homer Watson Boulevard for access.

30.0 RESIDENTIAL

- 31.0.0 That all lands with frontage on St. Emilion Place and Doonbrook Place situated above the elevation of the 1:100 Year Floodline be designed "Single Detached Residential" in accordance with Schedule "A" of this Plan.
- 32.0.0 That all remaining lands situated above the elevation of the 1:100 Year Floodline of the Schneider, Strasburg, and the Doon Creeks be designated "Upper Doon Residential" as shown on Schedule "A".
- 33.0.0 That those lands designated "Single Detached Residential" permit exclusively single detached residential dwellings, accessory uses and home occupations, as the only forms of land use. Development is permitted only with the provision of municipal sanitary and storm sewer facilities, and municipal water supply. Building height shall not exceed 10.65 metres (35 feet).
- 34.0.0 That those lands designated "Upper Doon Residential" permit single detached residential dwellings, accessory and public uses; and the following uses which exist as of the date of the adoption of this Plan: row dwellings; multiple dwellings, churches, and schools. Hobby farms are permitted as an accessory use and only includes the keeping of horses and/or fowl. Home occupations are permitted in accordance with the regulations of the Kitchener Zoning By-law. Building height shall not exceed 10.65 metres (35 feet).
- 35.0.0 That within those areas designated "Upper Doon Residential" new lots will be permitted in accordance with the policies of Section 3.5 of this Plan, and the following standards:
- i) minimum lot area 2023 square metres (0.5 acres)
 - ii) minimum lot width of 30.48m (100 feet)
 - iii) maximum building height of 10.65 metres (35 feet)

36.0.0 That a maximum of ten additional lots for single detached dwellings be permitted on the extension of Oregon Drive. Development shall be implemented by Plan of Subdivision in accordance with the policies of this Plan, and the policies concerning Treescape, and New Buildings of the Upper Doon Heritage Plan (Sections 5.5, and 5.9.3 iii) respectively). Further, on new residential lots, which adjoin the boundary of the Doon South community, there shall be a continuous 15.25 metre (50 feet) wide area of tree planting.

37.0 PARKS, AND RECREATION

38.0.0 That a community trail be provided along Schneider Creek from the confluence of Strasburg Creek to Homer Watson Boulevard, in conformity with the intent of Official Plan Policy IV.8 (ix).

39.0.0 That the design of the two new bridges for Homer Watson Boulevard (over Schneider Creek) provide for the continuation of the community trail from Upper Doon to Lower Doon, recognizing that there may be some additional cost to the City for this pedestrian connection.

40.0 REGULATORY FLOODLINES

41.0.0 That in conformity with the policies of the Grand River Conservation Authority, recognize all lands situated below the elevation of the Regulatory Floodline are contained within the floodplain of the watercourse. Those areas below the elevation of the 1:100 Year Floodline are designated "Major Open Space" in this Plan.

42.0.0 That a two-zone approach be adopted with regard to regulations in the Upper Doon Neighbourhood consisting of the Floodway and Flood Fringe.

43.0.0 That the Floodway be defined as those lands situated immediately adjacent to the respective watercourse which would flood during a 1:100 year storm.

44.0.0 That within the Floodway, the creation of new lots for residential development not be permitted.

45.0.0 That within the Floodway, the creation of new lots for residential development not be permitted.

46.0.0 That within the Floodway the only permitted land uses are open space for the purposes of recreation, and agricultural use. Any structures or facilities in association with the above two uses must receive the approval of the Grand River Conservation Authority. Notwithstanding this policy, the properties known as 1008 Doon Village Road, 1021 Doon Village Road, 40 Mitierra Drive, and 31 Doonbrook Place are recognized as being within the Floodway.

On these properties, redevelopment, on a replacement basis will be permitted in accordance with Policy 3.5.8 of this Plan.

47.0.0 That within the Flood Fringe, the creation of new lots for residential development be permitted provided it can be established to the satisfaction of the Grand River Conservation Authority that:

- iii) the intended residential structure can be located outside the Flood Fringe;
or
- iv) the intended residential structure can be raised by fill to be above the regulatory Floodline, and will cause no adverse upstream or downstream hydraulic effects.

However, in the case of ii) above, any placement of fill within the Flood Fringe has to be compensated by the removal of an equal amount from another portion of the lot within the Flood Fringe. A Fill, Construction and Alteration to Waterways Permit is required in either of the above instances.

48.0.0 That, redevelopment be permitted within the Flood Fringe on a replacement basis on the condition that:

- i) the land use is in conformity with the policies of this Plan, and the Kitchener Official Plan; and
- ii) a Fill, Construction and Alteration to Waterways Permit is obtained from the Grand River Conservation Authority.

49.0.0 That alterations and additions be permitted within the Floodfringe to existing structure on the condition that:

- i) the land use is in conformity with the policies of this Plan, and the Kitchener Official Plan;
- ii) the intended addition is situated above the elevation of the Regulatory Floodline; and
- iii) a Fill, Construction and Alteration to Waterways Permit is obtained from the G.R.C.A.

50.0 SERVICES AND UTILITIES

51.0.0 That those portions of the Neighbourhood designated "Upper Doon Residential" continue on the basis of private sanitary services until such time as the Regional Medical Officer of Health determines that the provision of municipal sanitary sewers are required.

52.0.0 That a comprehensive storm sewer system not be implemented in the neighbourhood, and that storm water and surface runoff problems be dealt with on an individual basis.

- 53.0.0 Recognize that part of the character of the Upper Doon Neighbourhood is the absence of suburban servicing standards, and that with the exception of Doonbrook Place and St. Emilion Place, existing and new roadways should consist of tar and chip with gravel or grassed shoulders and no curbs or gutters. These standards shall not apply to new Collector Roadways.
- 54.0.0 That all new lots created by Plan of Subdivision or by consent be serviced with municipal water.
- 55.0.0 That existing private wells be permitted to continue only on the condition that landowners continue to monitor on a regular basis the quality and level of supply.
- 56.0.0 That roadway markings be painted on Doon Village Road within Upper Doon to delineate the vehicular travelled portion of the roadway from the pedestrian areas.

57.0 SUPPORTING INFORMATION

58.0 SUMMARY OF COMMUNITY ISSUES

There are two broad issues in the community, to which the Community Plan and the Official Plan Amendment are directed. The first issue is the type of residential character to be established for the future. This general issue can be expressed as two questions:

- a) What type of land use and development regulations should be formulated for the Upper Doon area, which will retain, as much as possible, the existing character?
- a) How can suburban development be permitted in the surrounding areas, which will retain, as much as possible, the existing character of Upper Doon?

The second issue (which is directly related to the first) relates to traffic circulation, and its impact on the community. This issue can also be expressed as two questions:

- a) What methods can be employed to encourage the motoring public to use Homer Watson Boulevard, and thereby reduce the volumes of traffic on Doon Village Road?
- b) How can the anticipated traffic volumes originating in the Doon South area be managed so that they do not use Doon Village Road and cut through the community?

These two broad issues will be discussed in greater detail in the following sections.

59.0 HISTORY OF DOON

Some understanding of the historical development of Upper Doon is required to fully appreciate the character of this community.

The Doon area was first settled in 1800 by the John bean (Biehn) family who came from Montgomery County, Pennsylvania. Biehn purchased 3600 aces from Richard Beasley and Co., later it was known as the Biehn's Tract. The Dilman Kinzie family came with the Biehn's in the same wagon train.

Christian Schneider, brother of Joseph Schneider – founder of Kitchener, arrived in 1806 from Lancaster County, Pennsylvania and bought land from John Biehn Sr. He constructed a two storey log house on property between the two bridges on the north side of Doon Village Road. This house was demolished in 1934.

In 1808 one sees the beginning of Doon's industrial era. James Watson, grandfather of the internationally acclaimed landscape artist Homer Watson, built a saw mill and later developed a woollen mill Oregon, today part of Upper Doon.

Approximately one mile from present day Upper Doon one finds two important sites, which promoted industrial growth. One is a portion of the 1828 Huron Road, the main highway taking settlers from the Canada Company's head office in Guelph to the hinterlands of Huron County. The other is the founding of the original Village of Doon by a Scot, Adam Ferrie Jr. in 1834. Its name is derived from Ferrie's beloved birthplace, Logh Done, near Syrshire, Scotland. Here Ferrie developed a saw mill, oatmeal and barely mills, grist mill (Doon Mills), cooperage, worker's homes, farmsteads, and hotels.

In 1853 Doon Twine and Cordage Co. was founded by the Perine Bros. from New York State. They encouraged area farmers to increase the production of flax. Adam and Oregon Pond were developed. The area became known as Tow Town because of the toe use in manufacturing twine. Today Oregon Pond is mere floodplain; one identifies it by the grassy low lying area surrounded by trees and traversed by Schneider's Creek. The flax mill was located on the north side of Doon Village Road. It was the first successful one in Upper Canada. Twine mills were across the road. In addition to twine, the mill manufactured blankets, woollen socks, picture and curtain cordage. In 1880 the mill employed 200 people; it was the life-blood of the village. Evidence of the mill town can be found in the remaining buildings; the 1853 first office and storage unit; the 1856 storage building for twine; the 1884 Moses Billings Perine house – mill owner. In 1912, Krug's of Kitchener purchased Doon Twines; in 1916 the head office of Doon Twines Ltd. moved to Kitchener. In 1934 the land of Doon Twines Ltd. was sold since it was no loner needed for the manufacture of twine.

In 1861 John Tilt started a brickyard in Oregon (the corner of Doon Village Road and Tilt Drive). It became one of the largest brickyards in Waterloo County. \$50,000.00 worth of red and white brick and drain title a year were manufactured by ten employees. The Tilt house remains near the corner of Doon Village Road and Tilt Drive.

During the height of Doon's residential era, one sees the growth of art and education. In 1877 Doon's first school house with polychromatic brickwork was built on the northwest corner of Doon Village Road and Homer Watson Boulevard. This building was destroyed by fire in 1956. In 1880 Homer Watson exhibited his first important canvas, 'The Pioneer Mill' at the Royal Academy, Ottawa. This painting, purchased by the Governor General of Canada, now hangs in Windsor Castle. Many of his paintings can be seen at the National Art Gallery of Canada, Ottawa and at galleries across Canada.

In 1890 Benjamin Baer, builder of the West Montrose covered bridge, developed a carriage works at approximately Wilfong and Mitierra Drive. Baer's original farm house at the corner of Oregon and Doon Village Road still stands. In the same year William Morrison came from United States and started a brickyard. All that remains is a pond. Baer and Morrison constructed the row houses on Mitierra Drive.

In 1912 Hydro arrived in Doon. Industries gradually disappeared. Upper Doon became a residential community with a few farms and home occupations.

In the 1950's and 60's Upper Doon captured its natural resources for recreational purposes. At this time Oregon Pond, the former mill pond providing power to Perine's Flax Mills, was re-instated by Mr. George Ayres. This pond was great for boating, swimming, fishing and skating. Its scenery of orchids, pines and deciduous trees presented a rare sense of beauty. In 1968 a major flood occurred. It wiped out the pond. Today the area is grassy floodplain.

In 1966 Homer Watson Boulevard was constructed. This road separated the original Doon area into two distinct parts – Lower and Upper Doon.

In 1968 Doon was annexed to the City of Kitchener.

There are approximately twenty remaining residential and industrial buildings in Upper Doon which date before 1900. These are shown on Map 2. The City of Kitchener Local Architectural Conservation Advisory Committee's walking Tour of Doon identifies the following structures:

- 1021 Doon Village Road – Built in 1844, birthplace of Homer Watson
- 1087 Doon Village Road – Built in early 1890's, Henry Bowyer House
- 1101 Doon Village Road – Built in 1890, Heman Cole House
- 1121 Doon Village Road – Built in 1882, Jacob Bernhardt House
- 1151 Doon Village Road – Built in 1865, Benjamin Baer House
- 1165 Doon Village Road – Built in 1884. Moses Billings Perine House
- 1170 Doon Village Road – Built in 1860
- 16 - 31 Mitierra Drive – Built in 1880-1890, The "Block" Row Houses
- 1221 Doon Village Road – Built 1853, Doon Flax & Twine Mills Office
- 1213-1217 Doon Village Road – Built in 1880, The "Terrace" Road
- 1265 Doon Village Road – Built in 1856, Flax Mills Warehouse

60.0 EXISTING LAND USE

Referring to maps 3 and 4, Upper Doon consists of single family homes, with three exceptions. There is a four unit row house development on Mitierra Drive (dating from 1880), a four unit row house at 1213 Doon Village Road (dating from 1880), and 1221 Doon Village Road, built in 1853, has been converted to accommodate four apartment units.

The community presents a mixture of housing and styles, since a larger number of pre-1900 structures are present. Of a total of 74 residential structures:

- 49 (66%) were built after 1945;
- 22 (30%) were built prior to 1891; and
- (5%) were built between the above years.

Houses are generally large in comparison to other areas of Kitchener. Bungalow, one storey and a half, split levels, and two storey residences are present with average floor plan having 1643 square feet.

In addition, there is one warehouse, one church, and one public elementary school.

61.0 SCALE OF DEVELOPMENT

Doon Village Road, the original roadway link between Upper Doon and surrounding villages, has the greatest level of development. The side streets of Wilfong Drive, Oregon Drive, Mitierra Place, Tilt Drive, Doonbrook Place and St. Elmilion Place contain a limited amount of residential structures. In describing the spatial characteristics to the neighbourhood, and referring to Map 4, two distinct areas emerge.

i) The Original Village

This area consists generally of Doon Village Road from Tilt Drive to the western bridge over Schneider Creek. The following summaries illustrate the spatial characteristics for residential development in the area:

Total Properties = 36

Range of Frontages of Properties

Property Description	Number of Properties	
Less than 18.3m (60 ft.)	2	(5.5%)
18.3m to 39.9m (60ft. to 131ft.)	21	(58.4%)
40m (132ft.) or greater	13	(36.1%)
Total	36	(100%)

Average Frontage = 42.4m (139ft.)

Range of Lot Sizes

Property Description	Number of Properties	
Less than 0.20ha (0.5ac)	13	(36.1%)
0.20ha to 0.40ha (0.5ac to 0.99ac)	12	(33.3%)
0.401ha (1ac) or greater	11	(30.6%)
Total	36	(100%)

Average Lot Size = .417ha (1.03ac)

This part of the community presents a range of lot sizes and frontages. Of the 36 lots within the area, just over one-third (36.1%) have the minimum required frontage of 40 metres (132 feet), in accordance with the Waterloo Township “R” (residential) Zoning District. Similarly, an equal amount (36.1%) are undersized in relation to the minimum .20ha (one-half acre) lot requirement. Only 11 lots (30.6%) meet both the required frontage and lot size. Most buildings are setback from the roadway in this area, however, a small number (3) are located close to Doon Village Road.

ii) Post-War Development

This area is located east of the western bridge to Homer Watson Boulevard, and the area west of Tilt Drive, including Doonbrook Place and St. Emilion Place. This area includes 28 residential structures. The following summaries illustrate the spatial characteristics for residential development in the area:

Total Properties = 28

Range of Frontages of Properties

Property Description	Number of Properties	
Less than 18.3m (60 ft.)	0	(0%)
18.3m to 39.9m (60ft. to 131ft.)	13	(46.4%)
40m (132ft.) or greater	15	(53.6%)
Total	28	(100%)

Average Frontage = 50.2m (164.82ft.)

Range of Lot Sizes

Property Description	Number of Properties	
Less than 0.20ha (0.5ac)	4	(14.2%)
0.20ha to 0.40ha (0.5ac to 0.99ac)	12	(42.9%)
0.401ha (1ac) or greater	12	(42.9%)
Total	28	(100%)

Average Lot Size = .59ha (1.458ac)

iii) Streetscape

The visual impression of the community is conveyed to the visitor by the spatial elements on Doon Village Road, the community’s focus.

The large lot development, pattern, and the nature of Doon Village Road present a number of distinctly rural characteristics:

- a two lane roadway, with shoulder but without curb and sidewalk;
- single lane bridges over Schneider Creek;
- varying front yard depths (i.e. Non-uniform setback of buildings);
- large and varying distance separation between structures due to the large average frontage (147'); and
- the presence of mature vegetation in the front yards, in some cases screening houses.

To summarize, the character of Upper Doon can be stated as follows:

- 2) Upper Doon is primarily a single family detached residential community, containing a mixture of pre-1900 and post-war housing that has developed over a long period of time (140 years) on both sides of Doon Village Road from Homer Watson Boulevard to the ridge of land north of St. Emilion Place.
- 3) The community exhibits distinct village (non-urban) spatial features in its development pattern including:
 - large residential lots on private services,
 - non-uniform front yards depth,
 - range of housing styles and ages,
 - presence of well-treed and mature front yard vegetation, and
 - irregular spacing between houses
- 4) The presence of a “main road” provides an element of order to the non-uniform lotting pattern. The lack of curbs and sidewalks contributes to rural-village atmosphere.
- 5) The community is surrounded by woodlots and natural areas (in association with Schneider, Strasburg, and Doon Creeks), and topographic features which provide effective visual separation from adjacent urban areas.

62.0 EXISTING OFFICAL PLAN POLICIES

- a) Region of Waterloo Official Policies Plan:

The Upper Doon Neighbourhood is fully situated within Settlement Policy Area A. Within these areas, Policies 5.5, and 5.8 of the R.O.P.P.

“5.5 Recognizes that Settlement Policy Area A as a whole contains the existing urban areas of the three cities and future expansion areas sufficient to accommodate a range of choice for the urban residential, commercial and industrial growth of the three cities to a population of approximately 443,000.”

“5.8 Discourages the development of land within Settlement Policy Area A on individual private water supply or sewage services, except for minor infilling purposes, where such development is capable of being serviced by piping municipal water and sanitary sewer services. The development of additional lands within Settlement Policy Area A to be serviced by individual private water supply and sewage services shall require such areas to be specifically identified in area Municipal Official Plans. Appropriate policies shall also be applied to ensure that such areas are developed at densities and for such uses which are suitable for the long-term maintenance of individual private service systems.”

Policy 5.8 will require that the municipality implement through an Official Plan Amendment a land use designation for the Upper Doon Neighbourhood to permit additional development on private services.

Map No. 4 of R.O.P.P. identifies Environmentally Sensitive Policy Area No. 32 – Oregon Ponds Woods, situated (approximately) just to the south of the confluence of the Schneider and Strasburg Creeks. The area is approximately 45 hectares (11 acres) in size. Quoting from the R.O.P.P. Technical Appendix, Oregon Pond Woods constitutes the following:

“General Description:

The area is a small partly wooded section of the Schneider Creek floodplain. A small reservoir is no longer filled and its basin is not succeeding in with grasses and shrubs. The forested portions contain mainly cedar, Manitoba maple and large willows. A section of sugar maple-beech forest, now severely reduced in size and stature, due to lumbering, occurs alongside Homer Watson Drive.

Criteria Fulfilled:

Note: This area was originally designated as an E.S.P.A. largely due to the presence of significant species in an impressively forested area adjacent to the remnant floodline area described above. However, development approved prior to the coming into force of the E.S.P.A. policy has resulted in the destruction of the characteristics which were responsible for the intended E.S.P.A. status.”

Those portions of this E.S.P.A. that are within the boundaries of the Upper Doon Secondary Plan Area are in public ownership.

b) City of Kitchener Official Plan

The Kitchener Official Plan contains an overall policy, contained in SECTION IV – COMPREHENSIVE PLANNING PRINCIPLES AND POLICIES,

“1. GROWTH AND DEVELOPMENT

Policies

- i) Recognize that the people of the former Village of Doon wish to retain the existing character of their name. Endeavour to incorporate this within the Community Plan for the Doon Planning District.”

In addition, the Official Plan’s Map 1 – Plan for Land Use contains two land use designations as shown on the following Map6. Lands on both sides of Doon Village Road are designated “Low Density Residential”. The second designation, “Major Open Space” relates to the floodplain lands associated with Schneider, Doon, and Strasburg watercourses. Briefly, these designations permit the following:

“Low Density Residential”

Intent

- a category in which the predominant use of land is residential;
- a wide variety of dwelling types, from single family dwellings to apartments; and
- development maximum of 100 units hectare (40 upa).

Permitted Uses

- single family detached, semi-detached, duplex and triplex;
- multiple dwellings such as cluster, townhousing, rowhousing and apartments;
- senior citizen apartments (may exceed 100 uph);
- neighbourhood shopping centres, and small convenience shopping facilities;
- home occupations and automobile service stations; and
- institutional uses (nursing homes, clinics, day care centres or other uses which do not serve just the neighbourhood to be located on major traffic route).

Complementary Uses

- uses which serve the needs of the residential area, including neighbourhood park, recreation facilities, schools, and municipal facilities.

“Major Open Space”

Intent

- a category that permits uses which fulfill one of the following objectives:
 - outdoor recreation;
 - preservation and enjoyment of distinctive natural features; and
 - enhancement of the urban environment by the introduction of open land or water.

Permitted Uses

- recreation, including necessary structure and buildings; and
- forestry, horticultural, public utilities, and cemeteries.

With regard to Transportation, Doon Village Road is designated a “Secondary-Collector Road”.

The Kitchener Official Plan Map – Floodplain and Environmental Areas shows three designations as illustrated on the following Map 6. The floodplain area of the Schneider, Strasburg, and Doon Creeks are shown as “Regulatory Floodline”, Oregon Pond Woods is shown as “E.S.P.A. No. 32”, and portions of Strasburg Creek are shown as an “Ecologically Significant Area”. With regard to “Regional Floodlines”, the Official Plan states:

“Lands included in this category are subject to “Fill, Construction, and Alterations to Waterways” regulations which require that approval be obtained from the Grand River Conservation Authority for any fill, construction or waterways alterations.”

63.0 EXISTING ZONING

Upper Doon presently contains two zoning districts from the Waterloo Township By-law (Restricted Area By-Law No. 878A), which permit residential development. Referring to Map 8, they are as follows:

Residential Zone “R” – permits single family, semi-detached, or duplex dwelling on lots which have a minimum frontage of 132 feet, and minimum of 1,050 square feet of ground floor area. The Township residential zone is the most prevalent zone in Upper Doon, covering both sides of Doon Village from Homer Watson Boulevard to the vicinity of Oregon Place.

Agricultural Zone “A” – permits single family dwellings and farming uses, as well as several non-residential uses such as recreation, private club, hospital, medical clinic, rest home, orphanage, cemetery, mausoleum, physician’s office, a religious use, or an educational use. The minimum lot requirements for the above non-residential uses is 1,000 feet of frontage, and 25 acres. However, single family dwellings are permitted by plan of subdivision or severance.

In this case, a minimum of 200 feet frontage, and 1 acre lot size is required. This zone covers the properties on Doonbrook Place, and both sides of Tilt Drive.

In addition to the Township Districts, two smaller portions of the community are zoned under the City of Kitchener Zoning By-law (By-law No. 4830) as:

Restricted Residential Zone “R2A” – permits single family dwellings with the following minimum requirements:

Level of Services	Minimum Lot Area	Minimum Frontage
Without Municipal Water	1,393.54 sq.m. (15,000 sq.ft.)	41.14 m (132 ft.)
With Municipal Water Only	929.03 sq.m.	27.43 m

	(10,000 sq.ft.)	(90 ft.)
With Municipal Water and Sewer	464.51 sq.m. (5,000 sq.ft.)	13.71 m (45 ft.)

64.0 SCHNEIDER CREEK FLOODLINES

The Grand River Conservation Authority and municipalities are responsible for the implementation and enforcement of the Province's Floodplain Guidelines, and the G.R.C.A's Fill Regulations. In the lower Schneider Creek area, all those lands below the Regulatory Floodline are contained within the floodplain of the water course.

The G.R.C.A. has adopted a two-zoned approach for the Upper Doon community, consisting of:

- floodway – that area situated immediately adjacent to the creek which would flood during the 1:100 year storm;
- flood fringe – that area situated above the 1:100 year storm floodline, but below the Regulatory Floodline.

The Regulatory Floodline and the 100 year storm floodline have been detailed through the M.M. Dillion "Lower Schneider Creek Watershed Study". The attached Map 8 generally describes the area considered as part of the floodway and flood fringe. (Note: Map 8 should not be used to evaluate specific proposals. Reference should be made directly to the G.R.C.A.

Within the community there are five residential structures situated within the Floodway.

- 1366 Doon Village Road;
- 1021 Doon Village Road;
- 1008 Doon Village Road;
- 40 Mitierra Drive; and
- 31 Doonbrook Place.

The Bilzer property (1366 Doon Village Road) is planned to be removed in conjunction with the installation of the Doon South Collector Roadway #1. The remaining four properties fall within the "Major Open Space" category of the Secondary Plan. However, to allow some development flexibility for these properties, a specific policy will be included in the Secondary Plan and the Official Plan to allow for Redevelopment. The G.R.C.A. would discuss with the respective owners the location of the replacement structure to encourage as much as possible that the residential structure be raised to an elevation above the regulatory Floodline.

Within the flood fringe, the G.R.C.A. will generally not permit new development. However, there are exceptions to this general rule:

- a) Residential Infill – Residential development may be permitted on existing or newly created lots on a limited basis. Limited basis means one new single detached home may be located between two existing houses if:

- iii) the house can be located outside the floodfringe areas, or
- iv) the house location can be raised by fill to be above the flood elevation. However, any placement of fill has to be compensated by the removal of an equal amount in a nearby location.

A G.R.C.A. Fill, Construction and Alteration to Waterways Permit (Fill Permit) is required in either instance.

- b) Parking Lots – do not have to be above Regional Floodlines, i.e. they can be located within the floodfringe area. The site would need to be excavated to remove the organic soils, and replaced with an equal amount of gravel and selected surface material. Thereby, no additional floodfringe area is occupied by the installation of the parking facility. A G.R.C.A. Fill Permit is required.
- c) Redevelopment – is permitted within the flood fringe in a replacement basis. For example, should a single family dwelling be destroyed, the reconstruction of another single family dwelling would be permitted. The G.R.C.A. notes it would discuss with the homeowners the location of the new house to encourage, as much as possible, that the house be raised above the Regulatory Floodline. This can be done through additional fill and/or location on the lot.
- d) Alterations/Additions – are permitted on the condition that they are above the Regulatory Floodlines. If fill is required, an equal amount would need to be removed in a nearby location.

Within the floodway, the G.R.C.A. will generally not permit the creation of new lots or new residential development. However, a limited number of land uses are permitted:

- open space for public for public or private recreation;
- agricultural uses; and
- parking and storage areas (under special circumstances)

65.0 TRANSPORTATION

There are two sets of transportation issues in the community. The first set of issues concern the amount of traffic on Doon Village Road. The second set of issues concern the future of Upper Doon and its relationship with Doon South. The following issues are examined:

- a) The amount and speed of traffic on Doon Village Road has been a concern of area residents for a number of years. The roadway is an attractive and scenic alternative to Homer Watson Boulevard, in that both roadways are equidistant between the intersection of Manitou Drive and Homer Watson boulevard and the intersection of Doon Village Road and Homer Watson Boulevard.

- b) The future function and status of Doon Village Road in relation to upper Doon and the future Doon South community is of concern. The Upper Doon community is worried that Doon Village Road will function as the major collector for all the Doon South area for the next 20-30 years.
- c) Future vehicular connections to Doon South may direct construction and commuter traffic through Upper Doon. The community is concerned about the connections at Oregon Drive, Tilt Drive, and the location of the Doon South Collector's intersection with Homer Watson Boulevard.
- i) Traffic on Doon Village Road

Doon Village Road, from Doonbrook Place to Homer Watson Boulevard is approximately 1.7 kilometres in length (1.05 miles). The roadway's right-of-way varies as follows:

- west of Tilt Drive, 26.2 metres (86');
- from Tilt Drive to the eastern bridge over Schneider Creek, 12.2 metres (40');
and
- east of Schneider Creek, 21.3 metres (70').

The travelled portion of the roadway consists of two lanes having an overall paved width of 7.5 metres (24'), with shoulders. There are no curbs or sidewalks.

There are two single lane bridges which traverse Schneider Creek. The bridges (which are only 200 metres apart), narrow the road's right-of-way to 5.5 metres (17.75'). As a result, only single lane traffic is permitted on the bridges.

The Transportation Services Department Road, dated June 23, 1982, indicates the volumes on Doon Village Road:

“Automatic Traffic Counts recorded throughout the week of June 14 to 21 (see attached A) revealed an average daily traffic volume of 1508 vehicles on Doon Village Road west of Homer Watson Boulevard with a one day peak volume of 1601 vehicles, recorded on Thursday, June 17. The peak hour volume of 165 vehicles occurred between 4:00 p.m. and 5:00 p.m. on Friday, June 18.

On Thursday, June 17, a license plate study was conducted to determine the extent of the through traffic pattern on Doon Village Road. During the twelve hour study (7:00 a.m. to 7:00 p.m.) 416 vehicles were observed entering Doon Village Road at Homer Watson Boulevard, of which 189 or 45% continued through and exited at the Manitou Drive intersection (see attachment “B”). Of these, 89 turned left back onto Homer Watson Boulevard and the

remaining 100 continued northbound onto Manitou Drive. The greatest number of these through movements (27 vehicles) were observed during the 4:00 to 5:00 p.m. period.

In reverse, 305 or 50% of the 606 vehicles recorded exiting right from Doon Village Road onto Homer Watson Boulevard had entered at the Manitou Drive intersection, 102 east, right from Homer Watson Boulevard, and 203 southbound from Manitou Drive. The peak through eastbound movement (39 vehicles) was noted between the hours of 4:00 and 5:00 p.m.

In total, the results of the survey reveal that 48% of the recorded traffic on Doon Village Road at the Homer Watson Boulevard east intersection was through traffic.”

The report concluded that the high through traffic rate was attributable to delays to motorists at the Manitou/Homer Watson Boulevard intersection, and the Pioneer Drive/Homer Watson Boulevard intersection.

During the summers of 1982 and 1983, the Region of Waterloo made intersection and signalization improvements to the Manitou/Homer Watson Boulevard. Briefly, those improvements were:

- ii) The westbound section of Homer Watson Boulevard, approaching Manitou has been widened to provide a left turn lane, a through lane, and a right turn lane. The right turn lane will make Homer Watson more attractive for northbound motorists.
- iii) Vehicle detector loops were installed on Manitou and Doon Village Road so that the intersection operates in a semi-actuated mode. Green time is given to Homer Watson Boulevard unless vehicles are detected on Doon Village and Manitou. The emphasis of green time to Homer Watson will make Homer Watson more attractive for northbound and southbound motorists.
- iv) Vehicle detectors on Manitou will provide an advanced green signal for left turns onto Homer Watson with a single length gauged to the number of vehicles detected. This will provide southbound motorists with better opportunity to make the left turn onto Homer Watson.

In conjunction with these improvements, the speed limit was reduced on Doon Village Road through the community from 50 kph to 40 kph. In reference to speeding, the report states:

“The Waterloo Regional Police Department frequently enforce the 50 km/h speed limit on Doon Village Road and have at times clocked motorists travelling in excess of 100 km/h. On several occasions, as many as 15 to 20 motorists have been charged with

exceeding the speed limit during a single periods of enforcement (2 to 3 hours)”

Police enforcement has continued in the area since 1983. The two bridges referred to in the above report have been rebuilt with separate pedestrian walkways.

No additional traffic control measures are planned. It is Staff’s opinion that the closure of Doon Village Road at Homer Watson Boulevard and the installation of the new Doon South Collector Roadway will significantly reduce the amount of through traffic by making Homer Watson Boulevard a more direct route.

i) Homer Watson Boulevard Study

The Region of Waterloo completed in 1983 a study of Homer Watson Boulevard. To accommodate the long term projected traffic, the approved plan involves the widening of the present two lane facility to four lanes. This will involve the creation of two replacement “at-grade” intersections to serve the Lower and Upper Doon communities.

With regard to the Lower Doon area, both the north and south portions of Pinnacle Drive will be closed at Homer Watson Boulevard. A new intersection will be created approximately 500 metres to the south.

With regard to Upper Doon, it is planned that Doon Village Road be closed at Homer Watson Boulevard as shown on Map 9. Access to Upper Doon is planned via a new roadway situated approximately 75 metres (250 feet) south of the Schneider Creek bridge. This roadway, termed the Doon South Collector Road No. 1, would provide direct access to Homer Watson Boulevard from the Doon South area.

It is intended that this Collector Road be constructed in conjunction with the first phase of subdivision of the Doon South area. Doon Village Road is planned to be closed at Homer Watson Boulevard upon completion of the installation of Collector Road No. 1. The intersection of Doon Village Road and the Doon South Collector Road No. 1 will be designed to discourage construction and resident traffic of Doon South from using Village Road.

The closure of Doon Village Road, and the alignment of the new Collector Roadway was considered and endorsed by City Council on December 12, 1983.

This alignment is presently the subject of an Official Plan Amendment entitled “Doon Secondary Collector Roadway Network”.

iii) Doon South Transportation Plan

Referring to Map 10, the Doon South Secondary Plan, approved by City Council in 1978, contained a transportation plan for the Doon South and Upper Doon areas. The internal Doon South Road System is designed to preserve the existing vegetation and topography, and to ultimately divert traffic around the Upper Doon area. This will be achieved by the construction of a new Secondary-Collector roadway network of 26 metre (86 foot) roads:

- Doon Village Road will be diverted south to intersect with Tilt Drive. This diversion will provide direct access to Doon South without traffic flows through Upper Doon.
- An east-west roadway will provide access between Homer Watson Boulevard and Doon South.

It is the intent of the Doon South Secondary Plan Policies that a collector road network discourage by design, through traffic on Doon Village Road. As a result, an Official Plan Amendment would be appropriate which would:

- i) designate the collector road system, as described by Policies 3.2.1 to 3.2.16 of the Doon South Secondary Plan as “Collectors”; and
- ii) redesignate that portion of Doon Village Road, from Homer Watson Boulevard to the location of the intended diversion (just north of St. Emilion Place) from “Collector” to “Local Street”.

This Amendment is presently being pursued.

iv) Transit

Upper Doon is not located on a regular bus route due to the very low residential densities.

The intended low residential density nature of the future community will preclude transit on a significantly increased basis.

66.0 PARKS AND RECREATION

i) Park and Facilities

The Doon South Secondary Plan contains specific direction for the provision of parks in Doon South and Upper Doon. Referring to Map 11 Upper Doon is located in two of the Planning areas: primarily 1D, and to a lesser extent 1A. Quoting from page 21 of the Plan, the following references are applicable:

“Area 1D – This area is composed of Upper Doon and the northwest portion of the Doon Village Estates property in Planning Unit 1. Although Upper Doon is

not included within the Doon South Secondary Plan, it has been included in Area 1D for the purpose of calculating school and park needs. Existing Doon School is in this area, and it is proposed that additional playground space be added to the school site.

Area 1D contains the site of the proposed community facility, as well as the large community park and arena. The community park is located along Doon Creek. At least 1.62 hectares (4 acres) of land above the Regional Floodline will be required for the arena. It is suggested that the location of the former school site which was relocated to Area 1B be used for this purpose (see Map 11).

The development of the community park in this location will buffer Upper Doon from the residential and commercial development in Doon South.

Area 1A – Area 1A comprises the south-eastern portion of Planning Unit 1, and contains lands owned by Doon Village Estates and A.M. & A. Founders Fund Limited. Three school sites are proposed for this area, one of which is the existing Doon School.”

The following policies have previously been approved by City Council:

“3.5.2. That 1.21 to 1.63 hectare (3 to 4 acres) of park area be added to the northeast and southwest of the existing Doon School site as Shown on Map 1, either through park dedication and/or a land exchange between the School Board and the developer.

1.0.0 That a community park up to a maximum of 12 hectare (30 acres), incorporating Doon Creek and the mixed softwood bush, be developed in the northern portion of Planning Unit 1, between Upper Doon and the Doon South Community. That at least 4.05 hectares (10 acres) of this park be located above the regional Floodline, with at least 1.62 hectares (4 acres) of these 4.05 hectares reserved for the development of a community arena. That only those lands above Regional Floodline be considered as park dedication. Recognize that the area of the Park below the Regional Floodline may be subject to change as a result of studies in conjunction with the Upper Doon Secondary Plan and the Regional Floodline along Lower Schneider Creek.”

The above excerpts suggest that the intent of the Doon South Plan is firstly to create one large park area (to a maximum of 30 acres) which is within walking distance of both Upper Doon and Doon South residents. The location of the park will effectively provide separation between the development of Doon South and Upper Doon, generally from Oregon Drive to the end of Mitierra Drive. Secondly, a neighbourhood park (of approximately 3 to 4 acres) is planned to be added to the existing Doon Public School.

ii) Community Trail System

The design and construction of community trails is the responsibility of the Kitchener Parks and Recreation Department. The purpose of the community trail system is to provide non-vehicular access primarily to pedestrians and cyclists between major activity centres in the City, and accommodate linear recreation activities.

Community trails are enjoyed by walkers, joggers, and cyclists in the summer, as well as hikers and cross country skiers in winter. For their protection and enjoyment, no motorized vehicles are allowed on community trails.

The trail system is planned and constructed on an incremental system. New sections are constructed annually, so that the overall network of trails increases.

Map 12 shows the Doon-Pioneer area, and those existing and proposed trails.

A trail link south along Schneider Creek from Homer Watson Boulevard to Pioneer Drive would provide the residents of Upper Doon access to the trail system. This connection would require pedestrian access under Homer Watson Boulevard. Provision can be made for this access when the new bridge over Schneider Creek is constructed. The benefits of this link are:

- i) Access for Upper Doon residents to the trail network. Providing access to surrounding natural areas and watercourses;
- ii) Direct pedestrian access between Upper and Lower Doon without crossing Homer Watson Boulevard;
- iii) Pedestrian access to existing and planned educational facilities at Pioneer Drive, i.e. St. Timothy's, and proposed High School;
- iv) Provide all Kitchener residents a pleasant trail through the Doon area to enjoy the varied historical and natural features.

In conjunction with the trail link, a small rest area should be developed on the lands presently owned by the City of Kitchener, and located between Doon Village road, and Schneider Creek.

67.0 MUNICIPAL SERVICES

4.10.1 Sanitary and Storm Sewers

With the exception of Doonbrook Place and St. Emilion Place, all development in Upper Doon is presently serviced by private, individual septic systems. There are no municipal sanitary trunks within immediate reach of the community. The Regional Medical Officer of Health advises that there are no problems in the Upper Doon area with the present systems. In the future it will be possible for sanitary sewers to be available, but only

after the sanitary trunk is installed to service the Doon South area. This trunk will originate from a pumping station in the vicinity of Schneider Creek and Homer Watson Boulevard, and will parallel Schneider Creek to Doon Village Road. From Doon Village Road, it will proceed south to the Doon South area. As this trunk crosses Doon Village Road, it will be possible to extend a line westward along Doon Village Road.

While technically possible, the provision of sanitary sewers would be very expensive to local property owners due to the large lot frontages. The existing lotting pattern would preclude the possibility of intensive infill development to support the sanitary system. Clearly, the rural image of the community is directly related to the continued use of private sanitary services. To safeguard the public health considerations of private sanitary sewers, all new lots will be serviced with municipal water supply, and will be a minimum of 0.20ha (1/2 acre) in size. This restriction will provide ample on-site flexibility for the installation of a separate replacement septic tank and field in the event that the original fails.

A comprehensive storm sewer system is not in place in the community. Extensive improvements have been made to the creek and banks of Schneider Creek to prevent soil erosion and improve water flow. A section of storm drain is present on Doon Village Road, but because of its age and condition, it was closed. Public Works staff report that the facility is not restorable. The Public works Department has been dealing with surface runoff problems as they are reported.

1.0.0 Water Supply

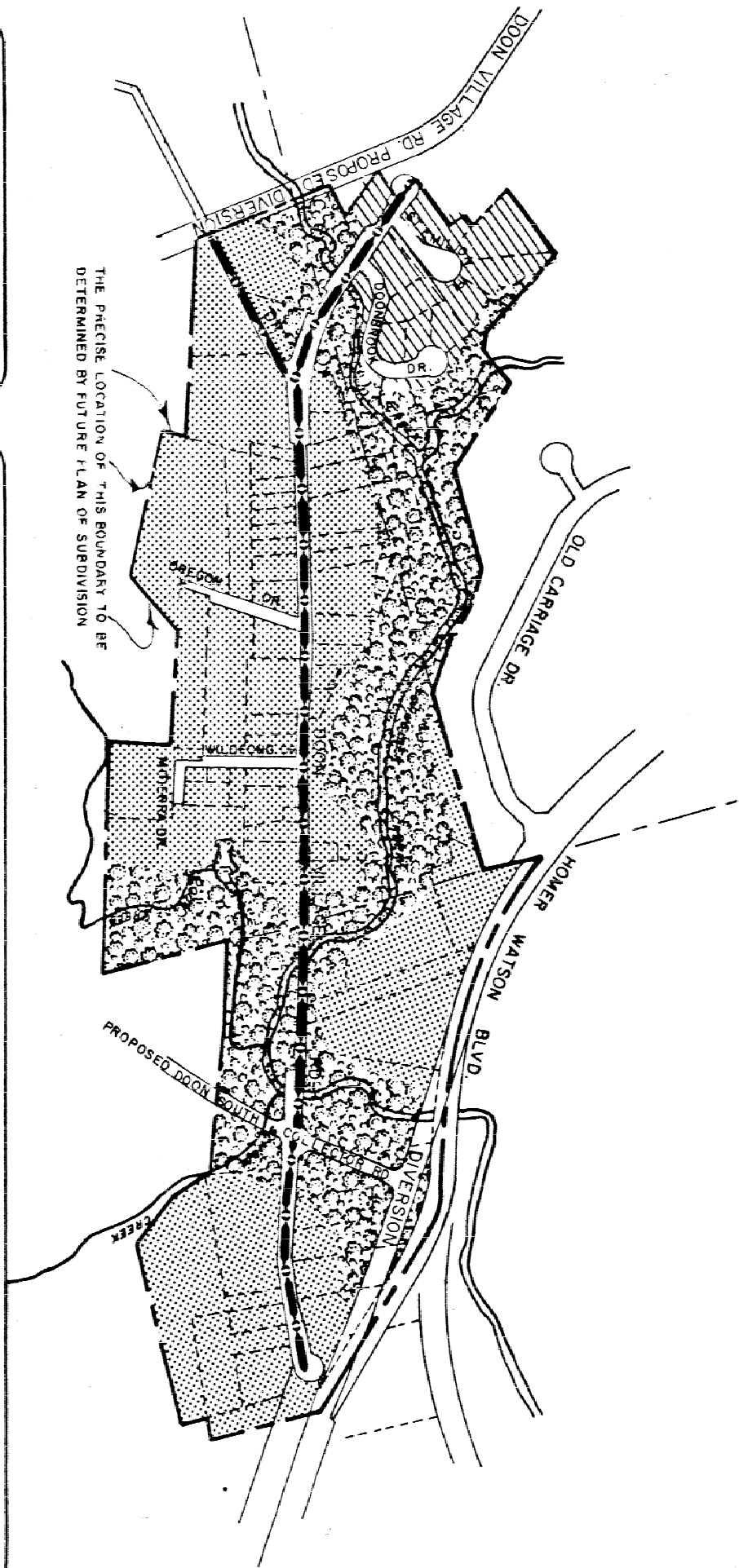
Municipal water is available on Doon Village Road, Doonbrook Place, and St. Emilion Place. In addition, some portions of Oregon Drive and Wilfong Drive have water mains in place. Several residences still rely upon private wells solely or in combination with municipal water supply. All new lots will be serviced with municipal water.

2.0.0 Roadway Standards

Roadway standards refers to the amount and condition of street facilities within the community. In contrast to the typical Kitchener suburban development, the majority of existing streets in Upper Doon do not have sidewalks, curbs or gutters. St. Emilion Place is the only street that has curbs and gutters. The community's character is made up, to some degree, by the lack of these facilities. Residents of the area do not believe additional facilities are required.

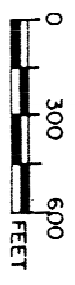
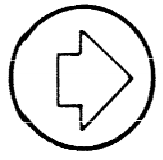
Street lighting is provided along Doon Village Road, Doonbrook Place, Wilfong Drive, Mitierra Place, Oregon Drive, and St. Emilion Place.

In accordance with the intent of the Upper Doon Heritage Conservation District Plan, no additional road widenings will be taken on Doon Village Road, Tilt Drive, Wilfong, and Mitierra Place.




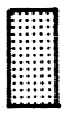


THE PRECISE LOCATION OF THIS BOUNDARY TO BE DETERMINED BY FUTURE PLAN OF SUBDIVISION

UPPER DOON SECONDARY PLAN SCHEDULE 'A'



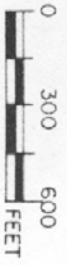
SCALE 1 : 7200

LAND USE AREAS - NEW ROADWAYS

-  MAJOR OPEN SPACE
-  UPPER DOON RESIDENTIAL
-  SINGLE DETACHED RESIDENTIAL
-  SCENIC ROAD

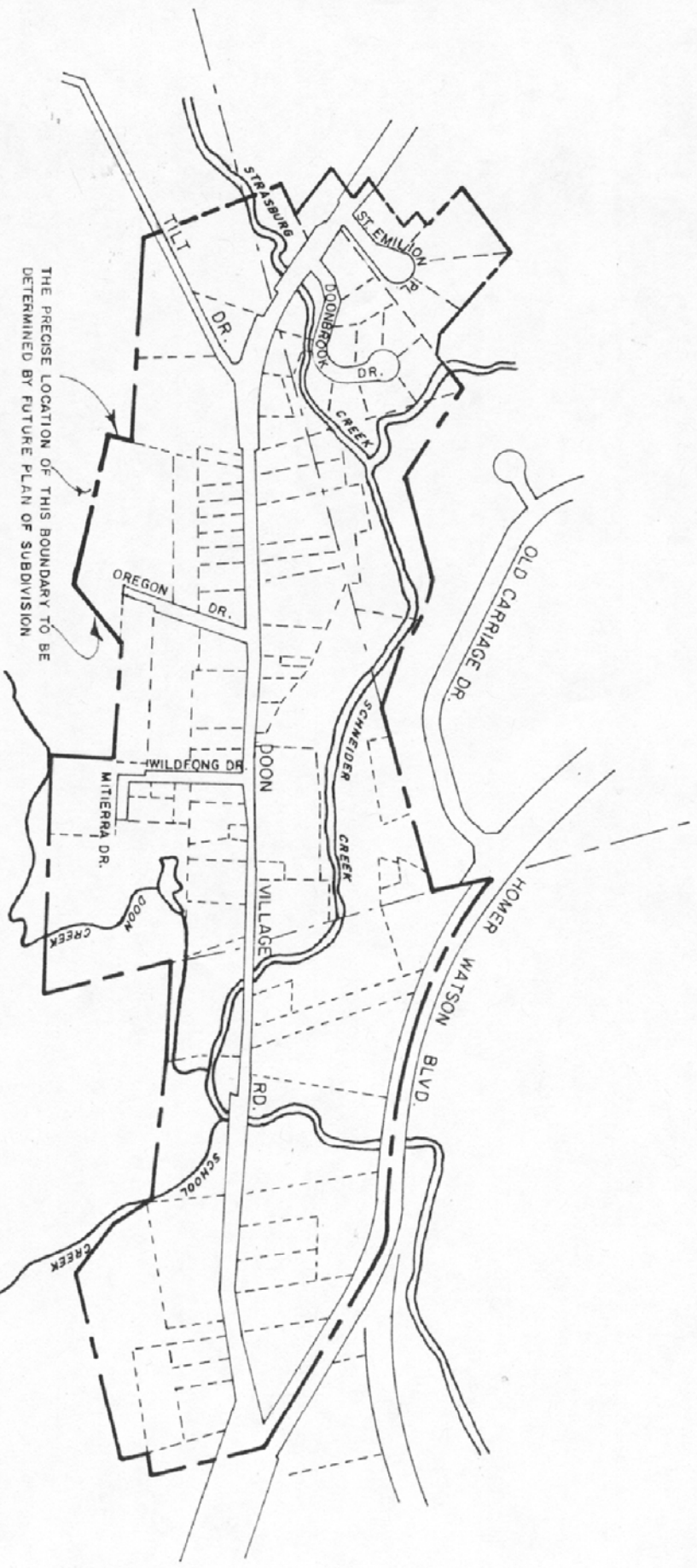
UPPER DOON SECONDARY PLAN

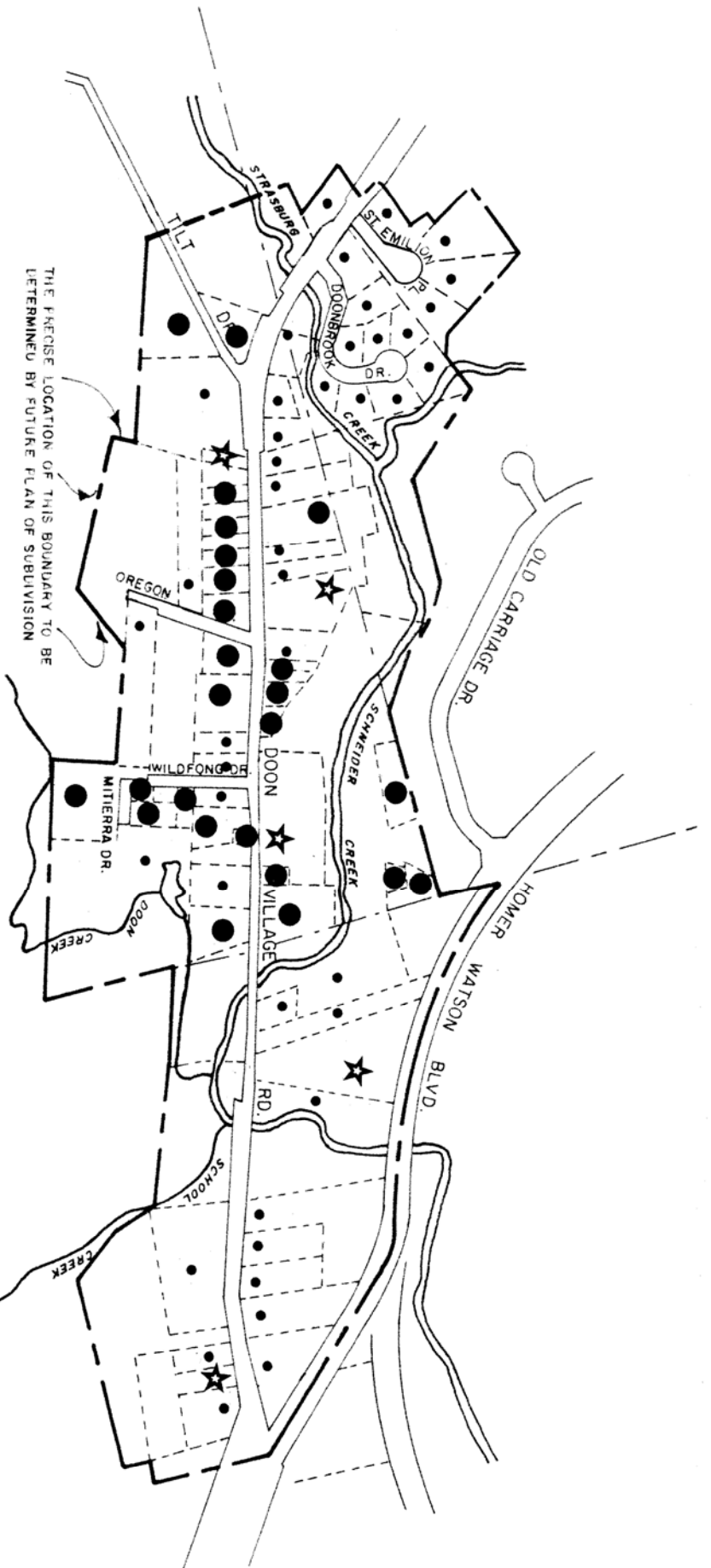
MAP No. 1



SCALE 1 : 7200

UPPER DOON NEIGHBOURHOOD

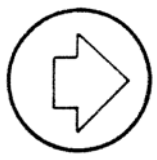




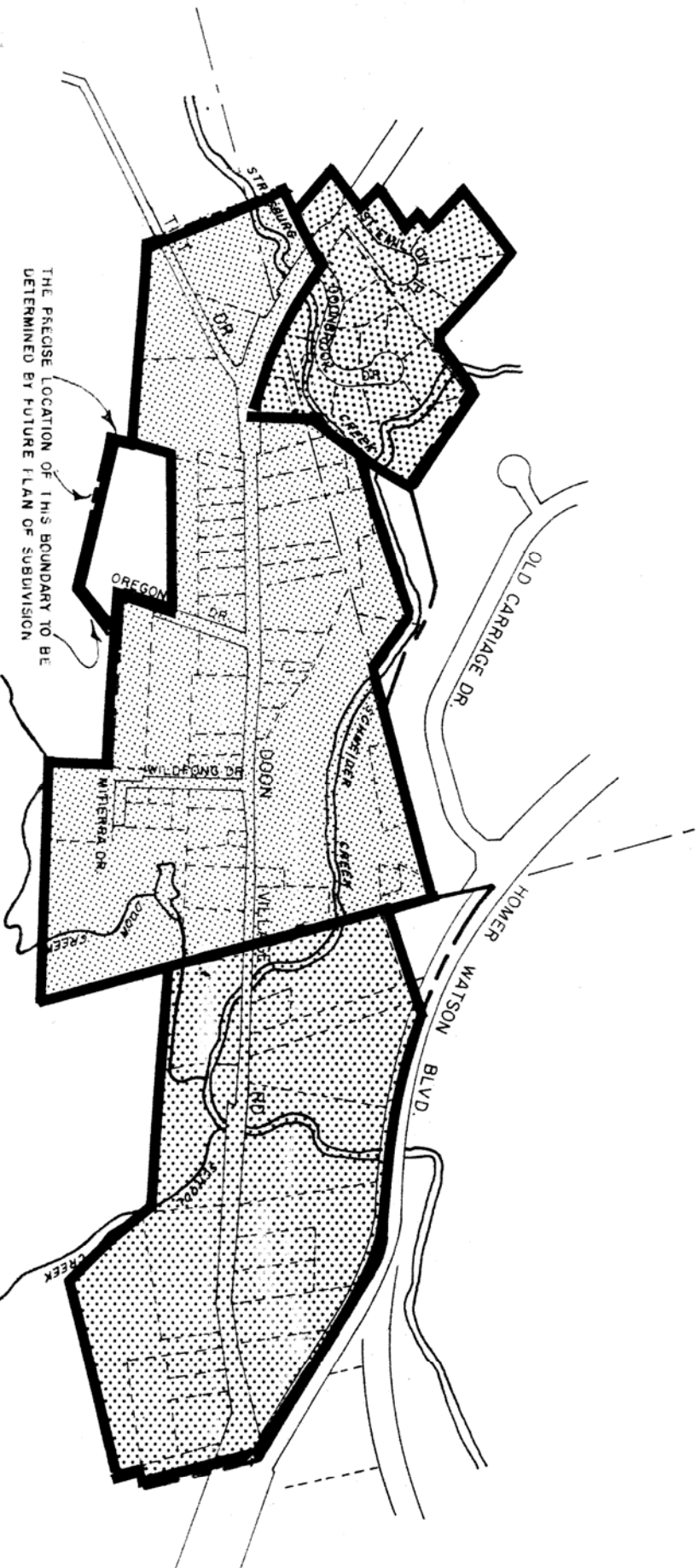
AGE OF STRUCTURES

- 1844-1900 (ORIGINAL "VILLAGE")
- ★ 1901-1944
- 1945- (POST WAR DEVELOPMENT)

UPPER DOON
SECONDARY PLAN
MAP No. 2

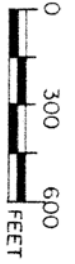
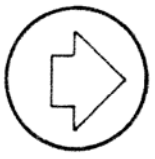


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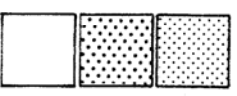
**UPPER DOON
SECONDARY PLAN**

MAP No. 3

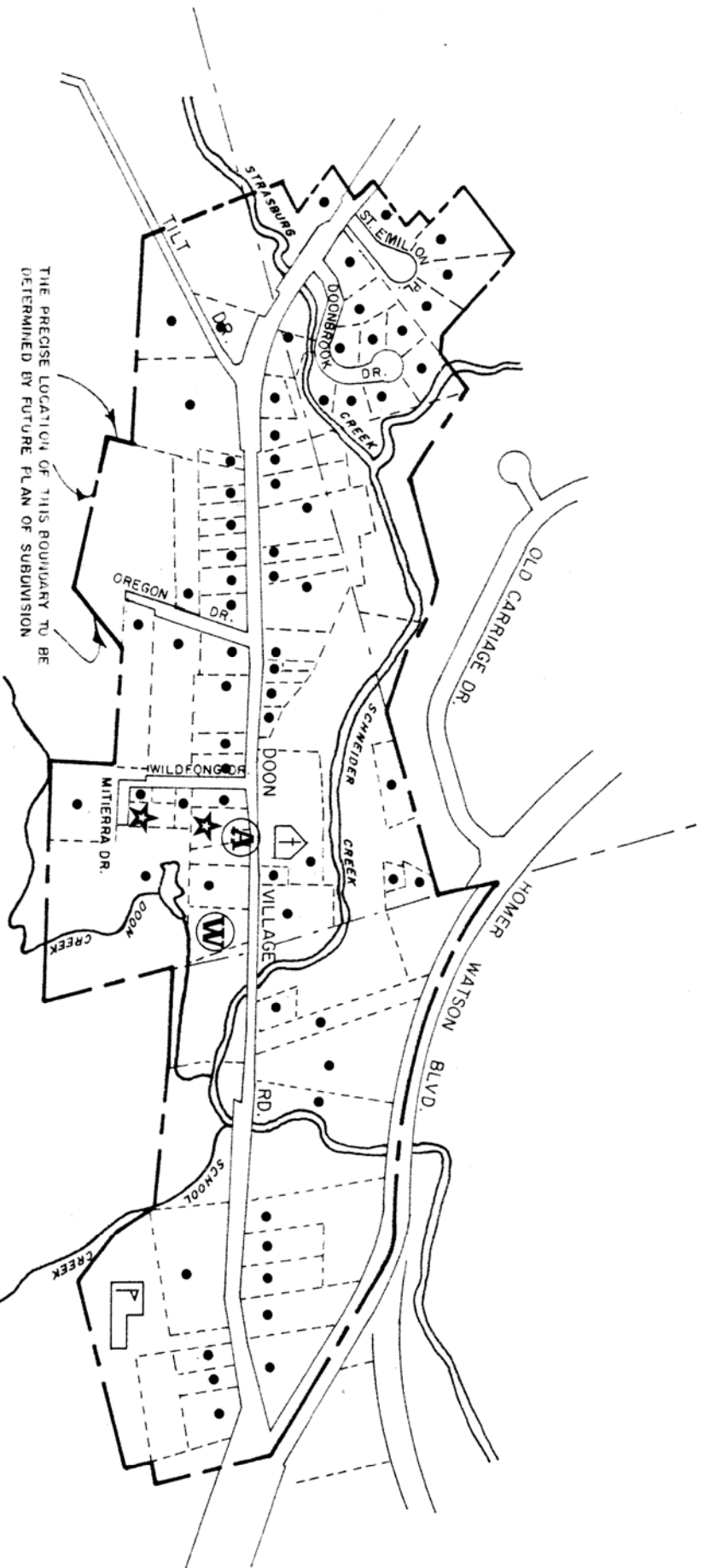


SCALE 1 : 7200

AREAS OF SPATIAL DESCRIPTION



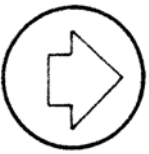
ORIGINAL VILLAGE AREA
POST WAR DEVELOPMENT
UNDEVELOPED



UPPER DOON

SECONDARY PLAN

MAP NO. 4

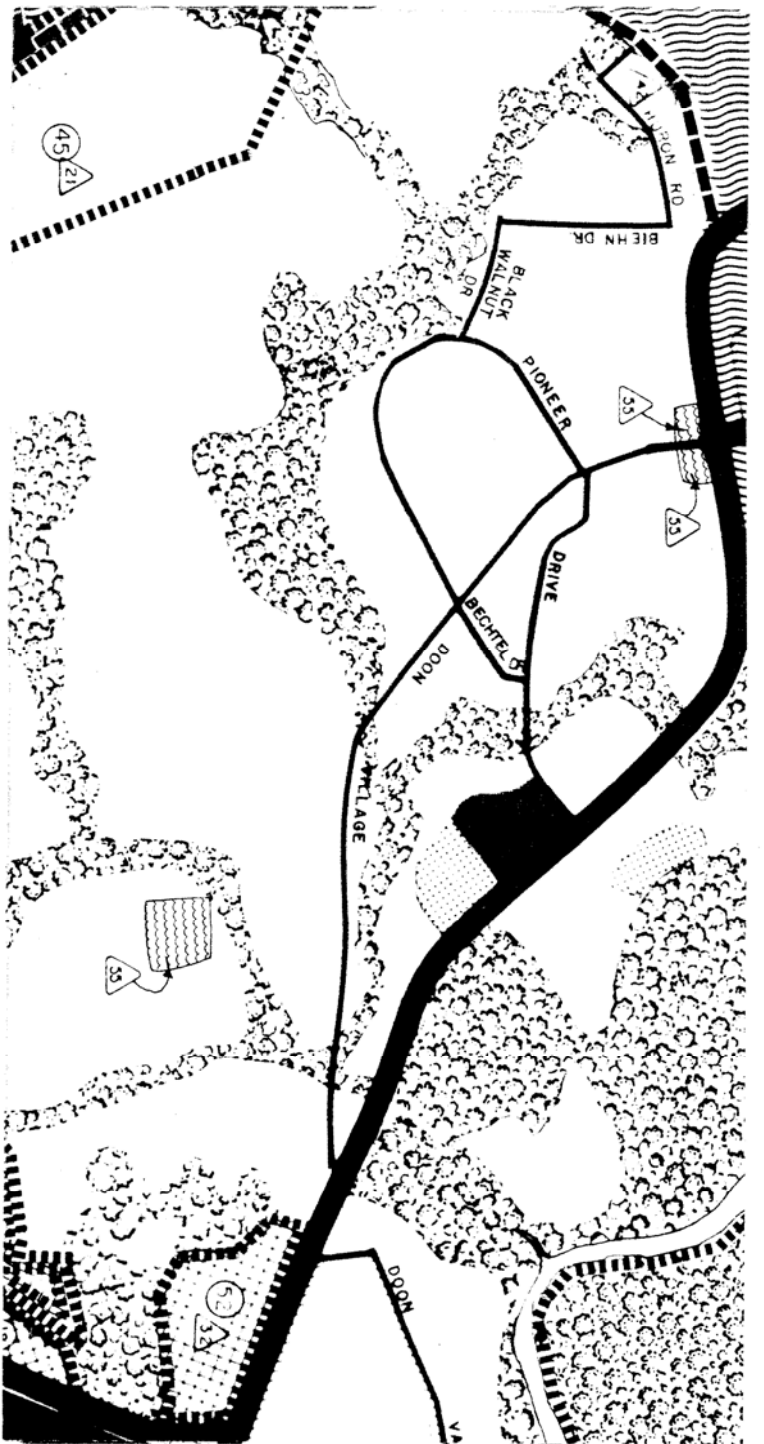


SCALE 1 : 7200

EXISTING LAND USE

- SINGLE FAMILY DWELLING
- ★ ROW HOUSE DWELLINGS
- Ⓐ APARTMENT (4 UNITS)








- Ⓜ WAREHOUSE
- Ⓢ FOREST VIEW CHURCH
- Ⓟ DOON PUBLIC SCHOOL



OFFICIAL PLAN DESIGNATIONS · MAP 1 - PLAN FOR LAND USE



AMENDMENT No. 32

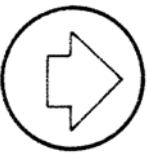
-  COMMUNITY SHOPPING CENTRE
-  SERVICE COMMERCIAL
-  HIGH DENSITY RESIDENTIAL
-  MAJOR OPEN SPACE
-  MAJOR INSTITUTIONAL
-  INDUSTRIAL
-  NEIGHBOURHOOD COMMERCIAL

ROADS:

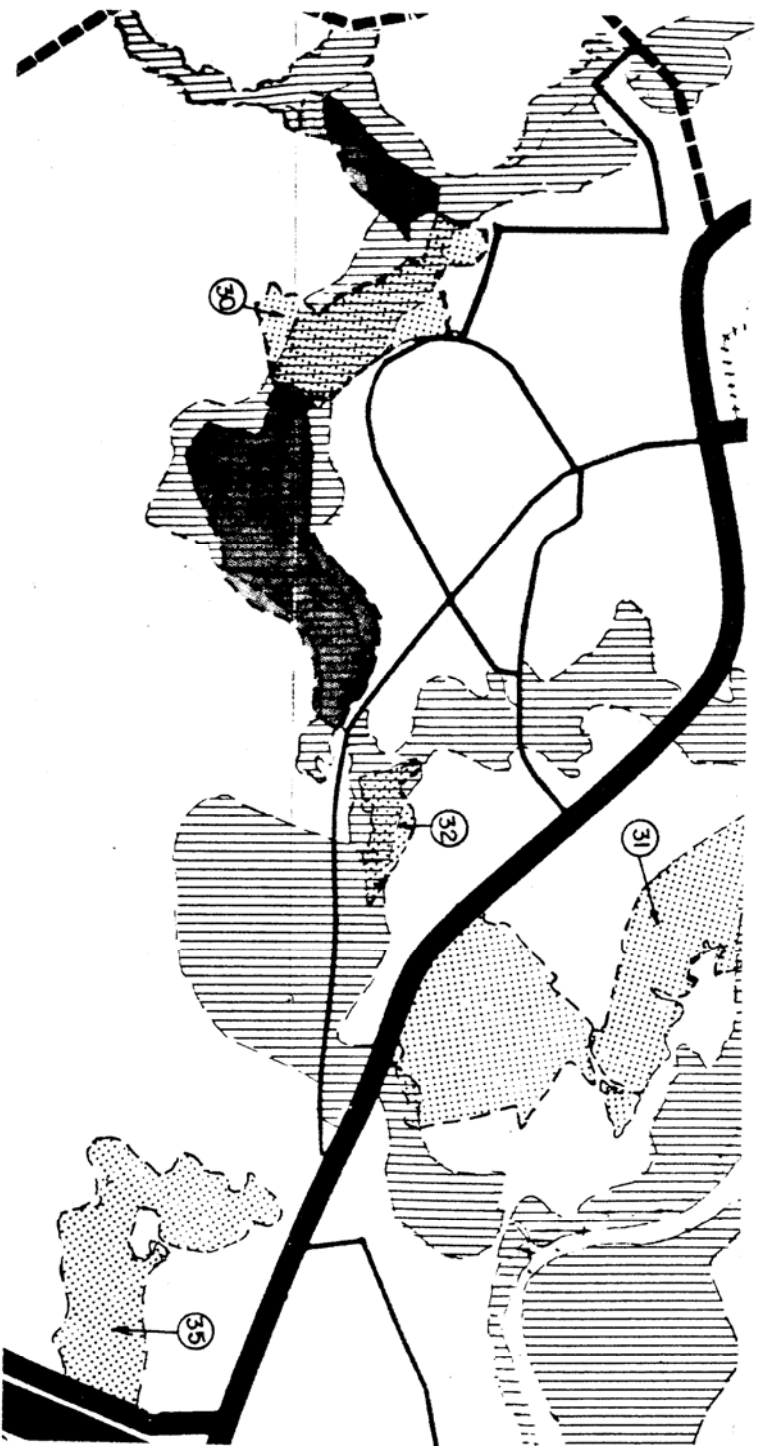
-  PRIMARY
-  SECONDARY COLLECTOR

UPPER DOON
SECONDARY PLAN

MAP No. 5

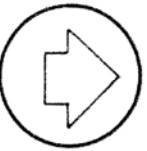


SCALE 1" = 2000'
0 1000 2000 FEET



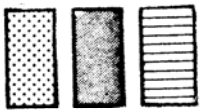
UPPER DOON
SECONDARY PLAN

MAP No. 6



0 300 600
FEET
SCALE 1" = 2000'

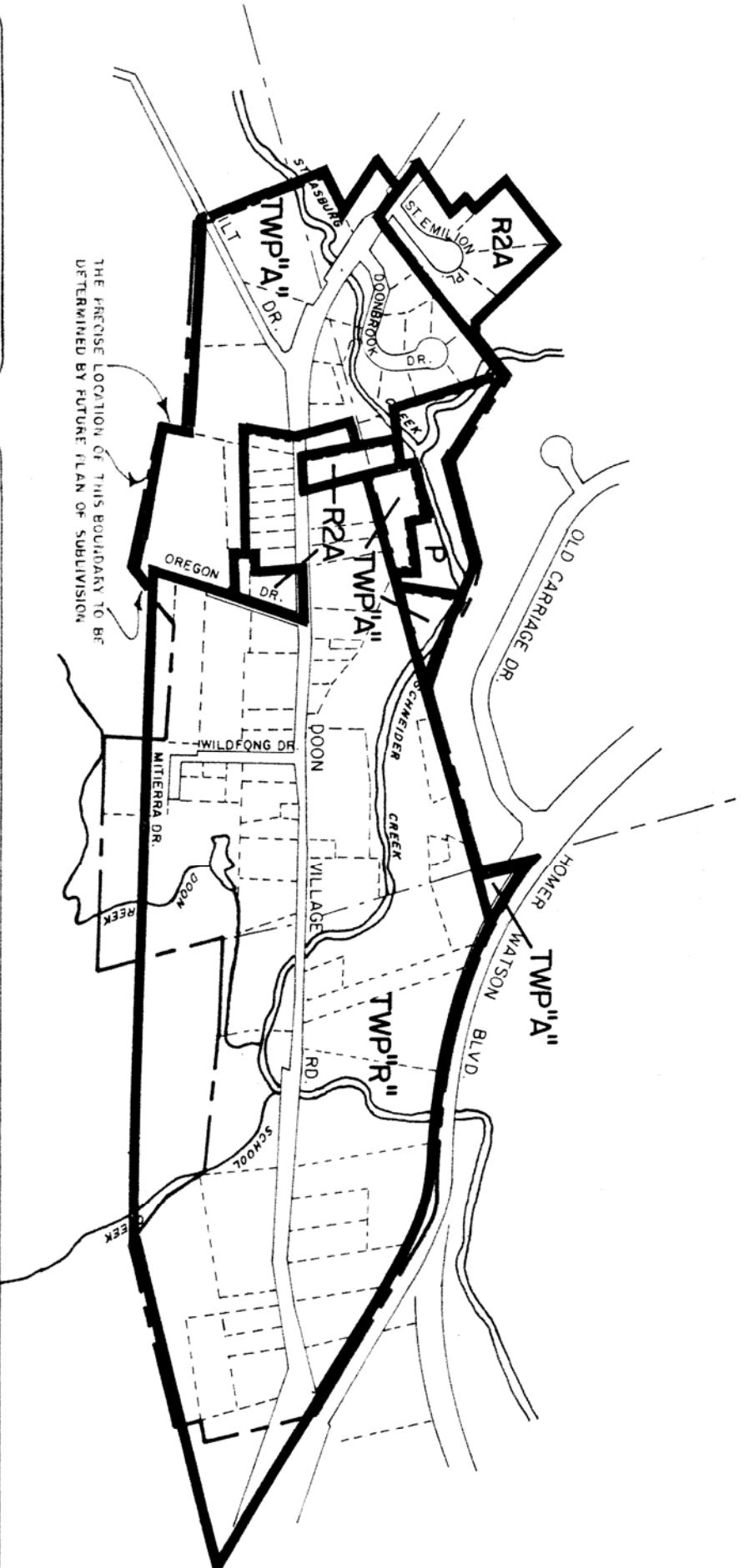
OFFICIAL PLAN DESIGNATIONS MAP 2- FLOODPLAIN 8
ENVIRONMENTAL AREAS



REGULATORY FLOODLINE
ECOLOGICALLY SIGNIFICANT AREAS
ENVIRONMENTALLY SENSITIVE
POLICY AREAS

NOTE: IN THE FOLLOWING ENVIRONMENTALLY SENSITIVE POLICY AREAS POLICIES FOR ECOLOGICALLY SIGNIFICANT AREAS SHALL ALSO APPLY: ESPA 30, ESPA 31, ESPA 32, ESPA 35.

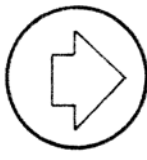
ROADS:
PRIMARY
SECONDARY COLLECTOR



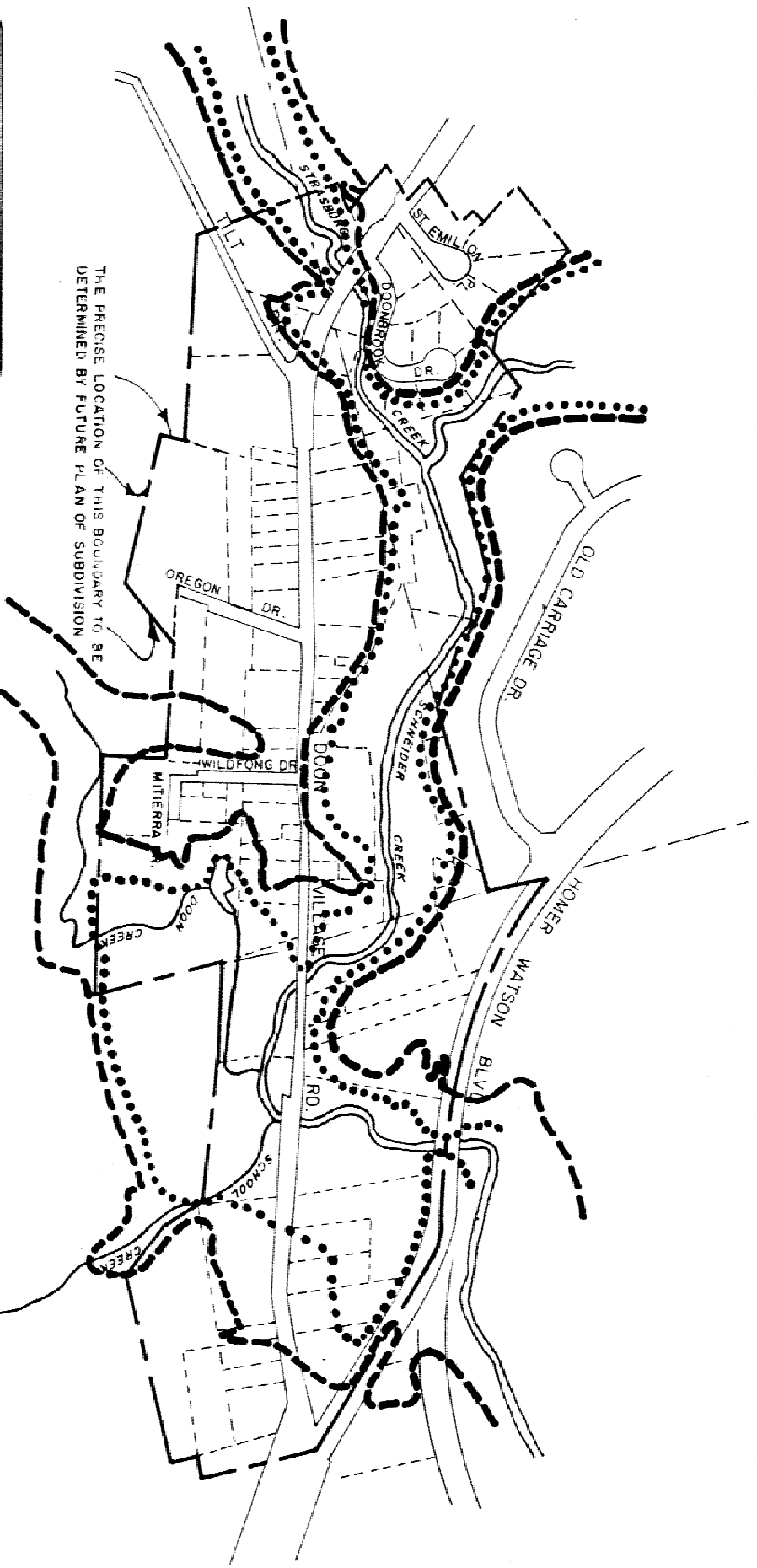
EXISTING ZONING

- TWP "R" TOWNSHIP RESIDENTIAL
- TWP "A" TOWNSHIP AGRICULTURAL
- P PARK & PUBLIC OPEN SPACE
- R2A RESTRICTED RESIDENTIAL ZONE

UPPER DOON
SECONDARY PLAN
MAP No. 7



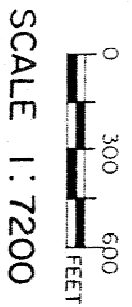
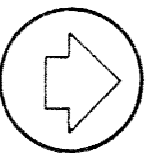
SCALE 1: 7200



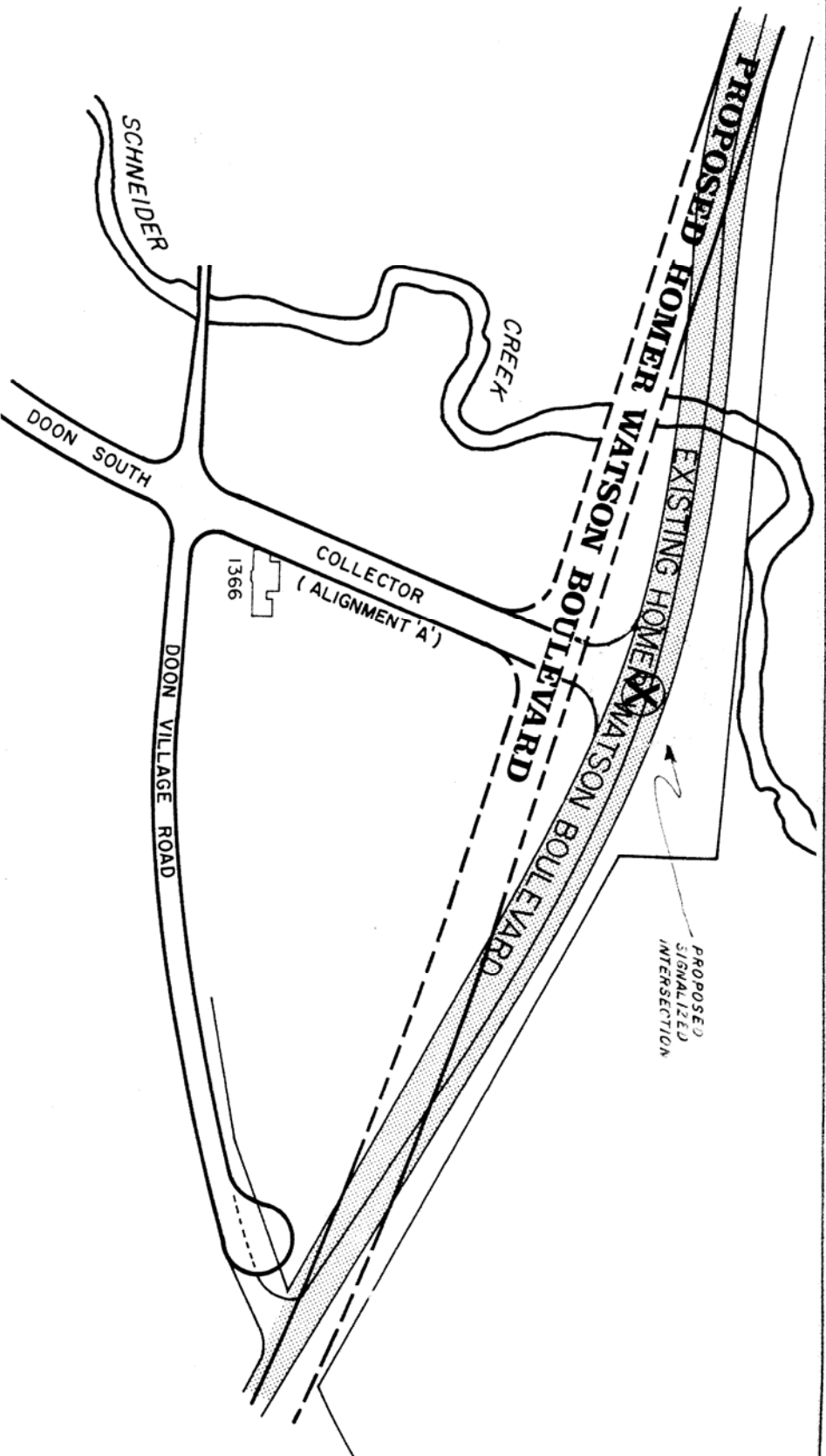
FLOODPLAIN AREAS (M.M. DILLON, 1981)

- REGULATORY FLOODLINE - LANDS WITHIN "FLOODFRINGE"
- 100 YEAR FLOODLINE - LANDS WITHIN "FLOODWAY" (APPROXIMATE LOCATION)

**UPPER DOON
SECONDARY PLAN
MAP No. 8**



**NOTE: THIS MAP IS NOT TO BE USED FOR SITE SPECIFIC REFERENCE.
CONTACT THE G.R.C.A.**



**UPPER DOON
SECONDARY PLAN**

MAP No. 9



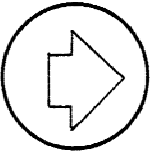
0 80 160
FEET
SCALE 1"=160'

**RECOMMENDATIONS OF THE HOMER WATSON
BOULEVARD STUDY**

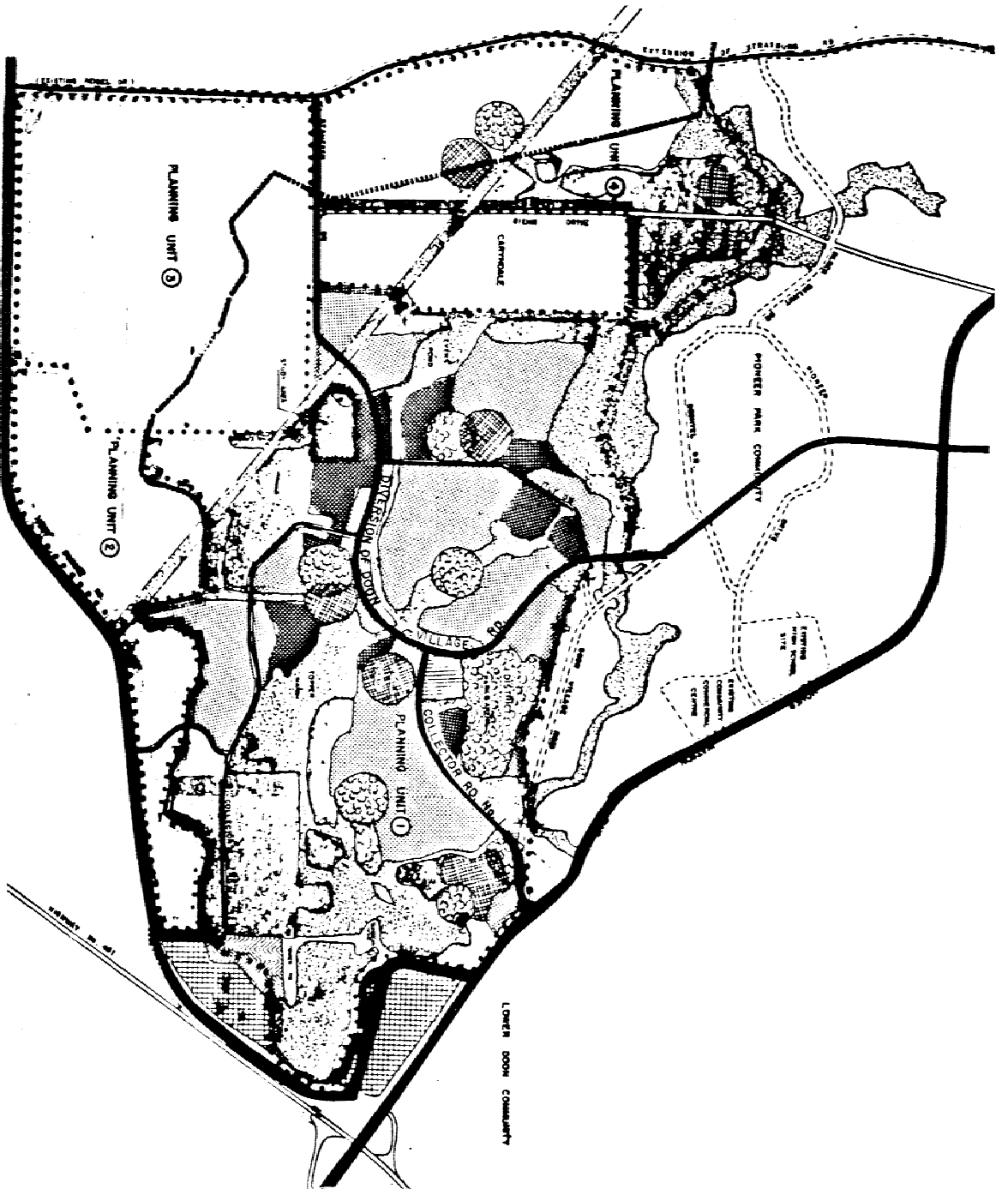
1. Redignment of Homer Watson Boulevard in the vicinity of Schneider Creek.
2. Closure of Doon Village Road at Homer Watson Boulevard.
3. New alignment of Doon South Collector Road (known as the Biltzer Alternative)

- ==== EXPRESSWAY
- ==== ARTERIAL ROAD
- ==== COLLECTOR STREET

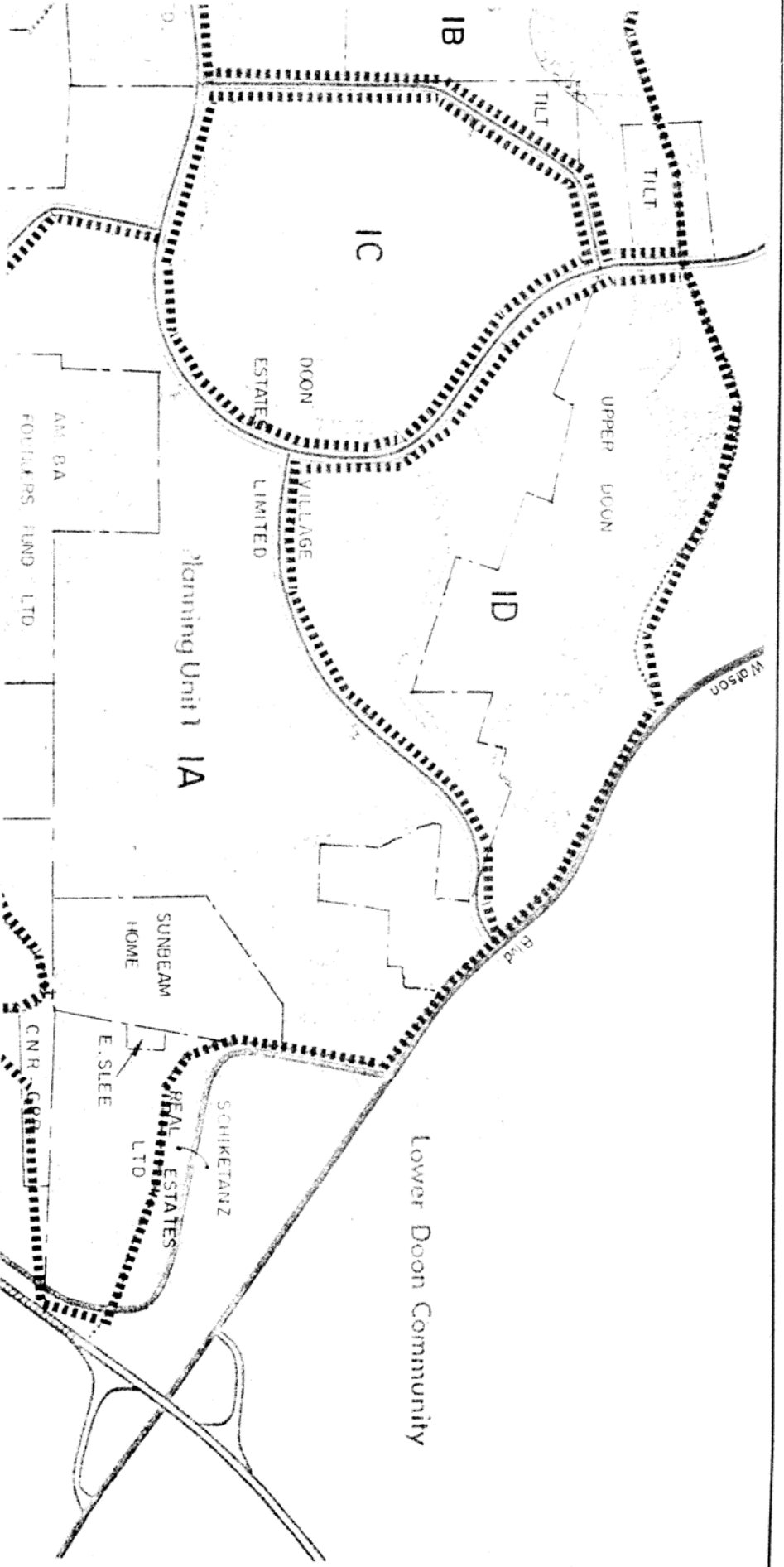
UPPER DOON
SECONDARY PLAN
MAP No. 10



N.T.S.



DOON SOUTH TRANSPORTATION PLAN



**UPPER DOON
SECONDARY PLAN**

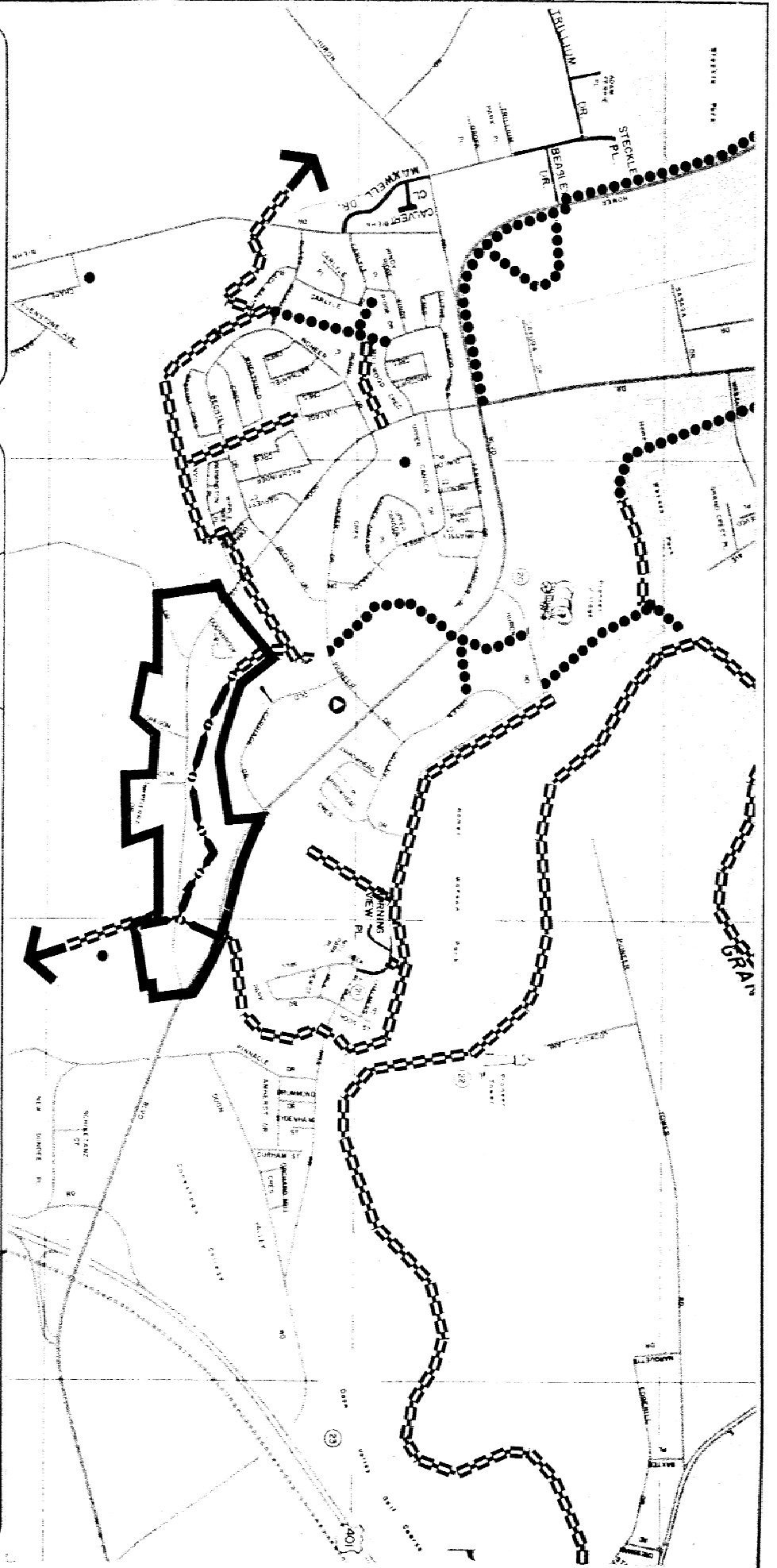
MAP No. **11**



NOT TO SCALE

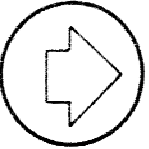
**DOON SOUTH PARKS / RECREATION
PLANNING AREAS**

- == EXPRESSWAY
- ARTERIAL ROAD
- COLLECTOR STREET



**UPPER DOON
SECONDARY PLAN**

MAP No. **12**



SCALE: 1:24000

KITCHEENER COMMUNITY TRAIL NETWORK

- EXISTING TRAIL LINKS
- PROPOSED TRAIL LINKS
- UPPER DOON TRAIL LINK ALONG SCHNEIDER CREEK