

CITY OF KITCHENER

DEPARTMENT OF PLANNING AND DEVELOPMENT STAFF REPORT

PD 57/91  
August 12, 1991

# **VALLEYVIEW ROAD - HOWE DRIVE COMMUNITY PLAN**

## **1.0 SUBJECT**

Valley Road-Howe Drive Community Plan.

The Valley Road-Howe Community Plan area is comprised of approximately 21 hectares (52 acres) of mostly developed land and is located within the Laurentian Hills Community. The area is bounded by the Conestoga Parkway on the north of Fischer-Hallman Road west, Westmount Road on the east, and Ottawa Street on the south.

The Kitchener Official Plan designates the Community Plan area as Low Density Residential, High Density Residential and Major Open Space. The Official Plan designations provide sufficient flexibility for a wide range of housing types to meet the City's goal and objectives for housing affordability.

The majority of the lands are presently developed with the exception of a 0.88 hectare (2.18 acre) parcel situated at the corner of Ottawa Street and Westmount Road. However, the lands located east of the existing Windale Crescent terminus between Howe Drive and the Conestoga Parkway lend themselves to possible future development. The existing homes on these lands were developed under the Veterans Land Act and were built on large lots with private services.

Ultimate development of the subject area will accommodate approximately 2,369 people in 789 units. The overall density of the area would be approximately 37 units per hectare (15 units per acre).

## **2.0 BACKGROUND**

The area of the Valleyview Road-Howe Community Plan was originally developed after World War 11 under the Veterans land Act and was annexed to the City of Kitchener in 1967. On January 13, 1969, Council for the City of Kitchener approved the former Block Plan 38 which provided for the closure of parts of Valleyview Road and Howe Drive due to the development of the Conestoga Parkway. This scheme contained an internal road connecting the Valleyview Road to How Drive with land use designations permitting a mixture of high and medium density residential development.

On November 29, 1977, the Kitchener Co-ordinating Committee, as a result of considering a zone change application on lands to the east of Valleyview Road, recommended the preparation of a Community Plan for the area. This Community Plan was to examine the area in detail with regard to concerns of excessive population densities and the absence of neighbourhood park facilities. During 1978 a formal circulation was made and in 1979 a Community Plan for the area was approved by City Counsel.

The following recommendation and the attached Map 1, “General Land Use” reflects the changes made as a result of the review of the 1979 Community Plan

### **3.0 RECOMMENDATIONS**

The following principles will guide the development of the Valleyview Road-Howe Drive Community Plan area. They will provide the basis for the evaluation of proposals for the subdivision, rezoning and development of the area.

#### **3.1 CONFORMITY, INTERPRETATION AND IMPLEMENTATION**

- 3.1.1. **That** the Valleyview Road-Howe Drive Community Plan shall conform to and implement the Regional Official Policies Plan and the city of Kitchener Official Plan.
- 3.1.2. **That** the attached Map 1, “General Land Use” be approved as the development plan for the Valley Road-Howe Drive Community Plan area and that the Community Plan shall, in all respects, conform to and reflect all applicable development and implementation standards adopted by the City of Kitchener.
- 3.1.3. **That** prior to the issuance of a building permit, any alteration or filling of a watercourse or floodplain will require a “Fill, Construction and Alteration Waterway Permit” from the Grand River Conservation Authority and may require permits from the Ministry of Natural Resources under the Lakes and Rivers Improvement Act.
- 3.1.4. **That** Net Residential Density be calculated by dividing the number of residential units by the area of residential land. Residential land includes all internal roads, one half bounding roads and one quarter of boundary intersections but does not include bounding Trunk Roads.
- 3.1.5. **That** where metric and imperial units are used together, metric shall govern.

#### **3.2 RESIDENTIAL**

- 3.2.1 **That** the Low Density Residential designation permit only single, semi-detached and duplex dwellings at a net residential density not exceeding 25 units per hectare (10 units per acre).

- 3.2.2 **That** the Multiple Residential (40 uph) designation permit multiple dwellings at three units and above at a net density range of 26 to 40 units per hectare (10 to 16 units per acre).
- 3.2.3 **That** the Multiple Residential (100 uph) designation permits multiple dwellings at three units above a net density range of 41-100 units per hectare (17 to 40 units per acre).
- 3.2.4 **That** the single detached, semi-detached or duplex dwellings to be developed with frontage on Ottawa Street designed with mutual driveways where feasible.
- 3.2.5 **That** notwithstanding the Multiple Residential (40 uph) designation on the lands described as part of Lot 48, G.C.T., and more specifically, Part 1, Plan S8R-4398, the development of two semi-detached residential dwellings shall be permitted.
- 3.2.6 **That** notwithstanding the Low Density Residential (single semi-detached and Duplex Dwellings only) designation on the lands described as part of Lot 47 G.C.T and addressed as 1188 Ottawa Street South, neighbourhood Institutional uses and a Health Clinic shall also be permitted. March 29, 1993.
- 3.2.7 **That** notwithstanding the Multiple Residential (40 uph) designation on the lands described as part of Lot 48, G.C.T., municipally addressed as 34 Howe Drive, the department of single detached dwellings and semi-detached shall also be permitted. April 5, 1994.

### **3.3 NATURAL ENVIRONMENT AND PARKS**

- 3.31 **That** the park of approximately 0.5 hectares (1.24 acres) be designated with a minimum frontage of 9.14 metres (30') along Windale Crescent. Further, a trail link with a minimum width of 15.24 metres (50') shall be developed adjacent to the Conestoga Parkway and extend from the existing neighbourhood park to the cul-de-sac on Howe Drive.
- 3.32 **That** the proposed designated trail link be acquired through the standard 5 percent parkland dedication by plan of subdivision, severance application or development agreement. Required parkland in excess of the amount dedicated shall be purchased by the City of Kitchener through the Park Trust Fund. Fair market value will be the



basis for determining the purchase price.

- 3.33 **That** at the time of submission of the Draft Plan of Subdivision, development application or Site Plan, the developer submit an overview of trees or treed areas within the affected lands. Further, prior to any site grading or tree removal, the developer submit a Grading and Tree Saving Plan in accordance with the City's Tree Saving Policies.
- 3.34 **That** prior to grading on any site, the developer shall prepare plans to illustrate how silt and topsoil will be prevented from entering any wetland or water body. These plans shall be approved by the Grand River Conservation Authority and the Ministry of Natural Resources, and implemented prior to the grading and construction process. In addition, developers will be expected to take all practical steps to prevent erosion by wind.
- 3.35 **That** prior to the beginning of grading, a temporary fence be installed along the boundaries of all areas of environmental sensitivity, with signs placed every 45 metres (148') stating that there will be no dumping or placing of fill within the enclosed area.

### **3.4 TRANSPORTATION**

- 3.4.1 **That** Ottawa Street be recognized as Regional Road No. 4 and be classified as a Primary Road with a designated road allowance of 36.21 metres (86').
- 3.4.2 **That** Fischer-Hallman Road be recognized as Regional Road No. 58 and be classified as Primary Road with a designated road allowance of 36.58 metres (120').
- 3.4.3 **That** the Westmount Road be recognized as Regional Road No. 50 and be classified as a Primary Road with a designated road allowance of 26.21 metres (86').
- 3.4.4 **That** the Conestoga Parkway be recognized as Provincial Highway Nos. 7 & 8 and be classified as a Trunk Road built to provincial highway standards.
- 3.4.5 **That** Valleyview Road, Windale Crescent and Howe Drive each be classified as a Local Road with a standard designated road allowance of 20 metres (66').

- 3.4.6 **That** the details of the redundant portion of Howe Drive at Ottawa Street, north of the triangular shaped parcel, be resolved at the time application for development of the adjacent property is submitted. The enclosed section shall either be retained by the municipality and landscaped or offered for sale to be utilized in conjunction with the development of abutting lands. The second alternative shall require the establishment of easements recognizing the existing municipal services within the closed right-of-way. Future access of the parcel shall be made from Howe Drive.
- 3.47 **That** direct access to Fischer-Hallman Road, Westmount Road and Ottawa Street east of the enclosed portion of Howe Drive from adjacent properties be prohibited by the dedication of, or retention of the existing, 0.3 metre (1') reserve to the Regional Municipality of Waterloo. An entrance permit from the Regional Municipality of Waterloo shall be required to provide access to the area bounded by Westmount Road, Ottawa Street and Borden Greenway.
- 3.48 **That** a 2.13 metre (7') widening be dedicated along Ottawa Street as required by the Regional Municipality of Waterloo.
- 3.4.9 **That** sidewalks be constructed along Ottawa Street, Westmount Road and Fischer-Hallman Road. Where development is backlotted on these rights-of-way, financing shall be obtained through lot levy funds. Where development is frontlotted, financing shall occur by means of local improvement or prepayment arrangements.
- 3.4.10 **That** a 6 metre (20') emergency access between Howe Drive and Windale Crescent be provided on a permanent basis at the cost of the developers benefiting from the development of the lands to the east of the Windale Crescent cul-de-sac. The exact location of this emergency access will be determined at the time of the Draft Plan Approval. This access shall also serve as a walkway and shall be closed to vehicular traffic.
- 3.4.11 **That** the 6 metre (20') shown on Map 1, "General Land Use," between Howe Drive and Westmount Road be retained and serviced at the cost of the developer. This walkway shall also serve as an emergency access to Howe Drive but shall be closed to vehicular traffic.
- 3.4.12 **That** the cul-de-sac at the easterly end of Windale Crescent be developed with single, semi-detached dwellings surrounding and fronting onto the cul-de-sac. Any multiple residential development to

the east will not be permitted to gain access to the cul-de-sac on Windale Crescent. All multiple residential development must gain access via Howe Drive.

- 3.4.13 **That** the cul-de-sac on Windale Crescent be built such that the centre of the cul-de-sac is a minimum of 267 metres (876') from the intersection of Windale Crescent and Valleyview Road. The cul-de-sac may be located further to the east if necessary, with the exact location of the cul-de-sac to be determined at the time of the Draft Plan Approval.

### **3.5 SERVICING AND UTILITIES**

- 3.5.1 **That** all new development services by full municipal sanitary sewers and municipal water.

- 3.5.2 **That** where possible, City of Kitchener storm water management policies be applied to the underdeveloped area of the Valleyview Road-Howe Drive Community Plan area and be subject to the approval of the Regional Municipality of Waterloo where the lands drain to a Regional facility.

- 3.5.3 **That** all new development take into account the need for a water main connection from Howe Drive to the cul-de sac on Winddale Crescent in order that a loop be established with the existing water main servicing Windale Crescent. This will require the establishment of an easement and would logically be provided in conjunction with the provision of an emergency access as specified in Policy 3.4.10. The exact location of the easement will be determined at the time of Draft Plan Approval.

### **3.6 NOISE**

- 3.6.1 **That** the Conestoga Parkway, Ottawa Street, Westmount Road and Fischer-Hallman Road be recognized as major traffic corridors generating excessive noise pollution.

- 3.6.2 **That** in the preparation of site plans and subdivision plans, special attention be given to noise attenuation on land located within the noise impact corridors along the Conestoga Parkway, Ottawa Street, Westmount Road and Fischer-Hallman Road.

- 3.6.3 **That** site planning, acoustical barriers, architectural design and building construction features be utilized in attenuating noise impact.

**3.7 HERITAGE RESOURCES**

3.71 **That** the Local Architectural Conservation Advisory Committee investigate the architectural and historical merit of the existing building located at 1188 Ottawa Street South. Should this structure be of architectural and/or historical significance, preservation may be considered through designation under the Ontario Heritage Act.

**3.8 COMMERCIAL/RESIDENTIAL**


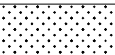

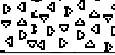




3.81 **That** a Commercial/Residential site be located at the north westerly Intersection of Westmount Road and Ottawa Street which shall allow for a full mixture of residential and commercial uses, including office and rental uses, in recognition of its location in a Secondary Road.



# VALLEYVIEW ROAD HOWE DRIVE COMMUNITY PLAN

## MAP 1 GENERAL LAND USE

### Designations

-  LOW DENSITY RESIDENTIAL  
(Single, Semi-detached and Duplex  
Dwellings Only)
-  MULTIPLE RESIDENTIAL (40 UPH)
-  MULTIPLE RESIDENTIAL (100 UPH)
-  COMMERCIAL RESIDENTIAL
-  NEIGHBOURHOOD INSTITUTIONAL
-  PARKS
-  MAJOR OPEN SPACE
  
-  COMMUNITY PLAN LIMITS

