

CITY OF KITCHENER

DEPARTMENT OF PLANNING AND DEVELOPMENT

STAFF REPORT

PD 87/87

HIGHLAND WEST COMMUNITY PLAN

OCTOBER 15, 1987

TABLE OF CONTENTS

1.0	SUBJECT.....	1
2.0	INTRODUCTION	1
3.0	RECOMMENDATIONS	1
3.1	TRANSPORTATION.....	2
3.2	RESIDENTIAL	4
3.3	OPEN SPACE.....	6
3.4	SCHOOLS AND PARKS	7
3.5	SERVICING AND FIRE PROTECTION.....	8
3.6	STORMWATER MANAGEMENT	9
3.7	CONVENIENCE COMMERCIAL	9
3.8	NOISE	10
3.9	INTERPRETATION	10

APPENDICES

Appendix A	-	Approximate Maximum Population	-	Area 1
Appendix B	-	Approximate Maximum Population	-	Area 2
Appendix C	-	Approximate Maximum Population	-	Area 3
Appendix D	-	Approximate Maximum Population	-	TOTAL
Appendix E	-	Projected School Generation		

MAPS

Map A	-	Location
Map B	-	Secondary Plan
Map C	-	Official Plan Map 1, "Plan for Land Use"
Map D	-	Natural Features
Map E	-	Major Landowners - DELETED
Map F	-	Services

Map G - Transit

1.0 SUBJECT

A Secondary Plan for the Highland West Community.

2.0 INTRODUCTION

The Highland West Secondary Plan covers an area bounded by Fischer Hallman Road to the east, Highland Road to the south, proposed Ira Needles Boulevard to the west, and the Canadian National Railway to the north. The proposed extension of Victoria Street to Ira Needles Boulevard bisects the Plan area.

The Official Plan of the City of Kitchener designates the subject area predominantly as Low Density Residential at the intersections of Highland Road and proposed Ira Needles Boulevard and Highland and Fischer Hallman Roads. Major Open Space affects areas of natural features such as a large woodlot and the Henry Sturm and Detweiler Greenways as well as H.E.P.C. right-of-way. A Secondary Collector Road is proposed to service this area, forming a loop extending from Westheights Drive in the Forrest Heights community to the south. Refer to Map "B" for the Official Plan, Map 1, "Plan for Land Use".

The original Highland West Secondary Plan was prepared by a private consultant in 1972. Following major revisions which included showing the final alignments of the Victoria Street extension and Fischer Hallman corridor, the Plan was approved by Regional Council in 1977. While the original Plan included the lands north of the C.N.R. as a planning unit of the Highland West area, Regional Council, with the support of the City of Kitchener deleted this area from the Highland West Plan pending further consideration of a high school site and the impact of the extension of University Avenue on same. Approval of a Secondary Plan covering this area, Glasgow Heights, was given by Kitchener Council on December 16, 1985.

In February, 1978, Kitchener Council approved revisions to this Secondary Plan which redistributed the park facilities within the neighbourhood (PD 1/78). A number of additional minor revisions were made to the Secondary Plan as approved by Council on November 5, 1979 which, among other changes, designated the H.E.P.C. easements, revised the community trail link, and relocated the fire hall and commercial sites (PD 78/79). A reduction in the density of part of Area 3 was approved by Council in September, 1985 (PD 108/85). In 1987, Council considered a number of revisions to the Plan, the major effects of which were to reduce residential densities and lower population projections (PD 83/87). Consequently, the demand for public elementary schools in the Community was reduced by one (1) school.

3.0 RECOMMENDATIONS

The following principles will guide the development of the Highland West Community and will provide the basis for evaluation of proposals for subdivision, rezoning and development of the area.

3.1 TRANSPORTATION

- 3.1.1 That a hierarchy of streets be developed to facilitate the movement of local and through traffic as shown on Map A attached.
- 3.1.2 That the use of public transportation be recognized as an essential service. Accordingly, that subdivision street patterns and paved pedestrian walkways be designed so as to conform to Transit's Subdivision Design Guidelines. Inclusive of the above, that subdivisions be designed so that 95% of all dwelling units are located within a 450 metre walk distance to bus stops and that all multiple dwellings be located within a 300 metre walk distance.
- 3.1.3 That transit service be provided along Victoria Street and Highland Road, the latter route utilizing land owned by Ontario Hydro to turn around, subject to satisfactory arrangements between the City and Ontario Hydro. These proposed routes are shown on Map G attached. Should the proposed scheme utilizing Ontario Hydro lands for the Highland Road route not materialize, then an alternative route will be required, without utilizing local streets.
- 3.1.4 That the following key pedestrian links be provided for at the Draft Plan Subdivision stage in order to achieve the objective outlined in 3.1.2:

Area 1:

- a) A pedestrian walkway extending from the Secondary Collector Road through the Medium Density Multiple to Highland Road;

Area 2:

- b) A public road (preferable) or alternatively, a pedestrian walkway linking the Secondary Collector Road to Highland Road approximately midway between the legs of the Collector Road loop;
- c) A pedestrian crossing of the Detweiler Greenway in the vicinity of the link outlined in b) above;
- d) A pedestrian walkway linking a local street to Victoria Street, approximately midway between the legs of the Secondary Collector loop;
- e) A Connector Street linking the Collector Road to Victoria Street;
- f) A pedestrian walkway linking the Collector Road to Highland Road, through the Medium Density Multiple lands;
- g) A pedestrian walkway to the potential north-south line on Ira Needles from the Collector Road in Area 2, across the Low Rise Multiple lands;

Area 3:

- h) A pedestrian walkway to Ira Needles Boulevard from the local streets in the northeast section of Area 3; and,
- i) A pedestrian walkway between the separate elementary school and the neighbourhood park linking the residential area to Victoria Street.

The approximate location of these links is shown on Map G. Additional pedestrian links may be required at the Draft Plan of Subdivision stage, to the satisfaction of the Departments of Transit and Parks.

- 3.1.5 That Highland Road be recognized as a Regional road and designed as a Primary Arterial Road with a basic right-of-way of 36 metres (120 feet). Notwithstanding the above, additional right-of-way may be required for grading purposes. The specific right-of-way requirements would be determined by the Region through engineering studies prior to subdivision plan approval.
- 3.1.6 That Fischer Hallman Road be recognized as a Regional road and designed as a Primary Arterial Road, with a right-of-way of 45 metres (150 feet).
- 3.1.7 That the Victoria Street extension be recognized as a Regional road and designed as a Primary Arterial Road with a basic right-of-way of 30 metres (100 feet) and an alignment along the H.E.P.C. right-of-way to intersect with the proposed Ira Needles Boulevard. Notwithstanding the above, additional right-of-way may be required for grading purposes. The specific right-of-way requirements are to be determined by the Region through engineering studies prior to subdivision plan approval.
- 3.1.8 That the proposed Ira Needles Boulevard on the west side of the planning area be recognized as a Regional road and designed as a Primary Arterial Road with a basic right-of-way of 35 metres (115 feet) and an alignment to the east of the Detweiler Sub-Station. It is recognized that the specific alignment of the West Side arterial, including the precise location of the C.N.R. crossing has yet to be determined by the Region through engineering studies prior to subdivision plan approval. Notwithstanding the above, additional right-of-way may be required for grading purposes.
- 3.1.9 That Connector Roads provide links between Collector Roads or Collector and Arterial Roads.
- 3.1.10 That all Secondary Collector Roads and Connector Roads shown on the Community Plan be designed with rights-of-way of 20 metres (66 feet) unless otherwise noted, as in 3.1.10.
- 3.1.11 That the loop street within the Highland West Community which is an extension to Westheights Drive be designed as a Secondary Collector Road with a right-of-way

of 26 metres (86 feet) between Highland Road and Victoria Street and 20 metres (66 feet) north of Victoria Street.

- 3.1.12 That access to the Low Density Residential lands in the westerly end of Area 3 be provided by a Secondary Collector Road, and a Connector Road linking the Collector Road to Victoria Street, the alignments of which are to be determined at the Draft Plan of Subdivision Stage.
- 3.1.13 That access to the Low Density Residential and Low Rise Multiple areas in the westerly section of Area 2 be provided by a Secondary Collector Road and Connector Road linking the Collector Road to Victoria Street. The location and alignments of these roads are to be determined at the Draft Plan of Subdivision Stage. The Connector Road outlined here and the Connector Road in Area 3 shall intersect at the same location.

And further, that the northerly alignment of the collector loop in the west Area 2 and its intersection with the secondary collector be considered flexible and subject to revision based on further environmental review at time of draft plan of subdivision and mutual concurrence of abutting property owners and the City.

- 3.1.14 That consideration be given to reduced rights-of-way on local streets, such as cul-de-sacs and crescents in accordance with Council policy.
- 3.1.15 That consideration be given to the provision of temporary access points to Highland Road to facilitate staging of development, the location of which is to be determined at the Draft Plan of Subdivision Stage.
- 3.1.16 That access to Highland Road from the Medium Density Multiple area in Area 2 be provided by way of mutual driveways, minimizing the number of access points onto Highland Road.
- 3.1.17 That access to Ira Needles Boulevard from the industrial area to the west be provided midway between Victoria Street and Highland Road.

3.2 RESIDENTIAL

- 3.2.1 That existing vegetation and topography be incorporated into the subdivision design and development of Highland West Community where feasible and that tree planting be required along city streets.
- 3.2.2 That innovative housing and subdivision design be encouraged to provide an aesthetic neighbourhood environment.
- 3.2.3 That the complete range of housing type and prices be considered to satisfy the varying housing needs of future residents.

- 3.2.4 That development design, vegetation and landscaping give consideration to the Energy policies contained in the Official Plan.
- 3.2.5 That residential densities and the location of multiple dwellings take place in conformity with Section V.7 of the Official Plan:
- “Multiple dwellings such as cluster, row house and apartment development in the Low Density Residential category of Official Plan may be restricted to the following areas:
- (i) sites which abut major roads as identified in the Secondary Plan (major roads in this Plan being the Primary Roads and Secondary Collectors), and
 - (ii) sites where topography or other natural features such as woodlots would be best preserved by fewer buildings rather than single family subdivisions.”
- 3.2.6 That the Low Density Residential areas permit are or two unit dwellings to a maximum of 25 uph (10 upa); Multiple Residential areas permit dwellings each containing 3 or more units, at a density of 26-40 uph (11-16 upa); Medium Density Multiple Residential permit apartments at 101-200 uph (41-81 upa). Home occupations and private home day care are permitted in accordance with Sections IV.4 (xix), V.7, and V.8 of the Official Plan.
- 3.2.7 That all new residential development be back-lotted onto Highland Road, Victoria Street, Fischer Hallman Road, and the proposed Ira Needles Boulevard, or front onto a local street abutting these roads. The exception to this shall be that the Medium Density Multiple development in Area 2 will front-lot onto Highland Road with restricted access according to Policy 3.1.15.
- 3.2.8 Where possible, berms, noise barriers, house design, or other noise attenuation measures should be employed to screen traffic and railway noise and vibration and warning clauses placed in the deeds of abutting properties, as required by the Region of Waterloo and/or the Ministry of the Environment.
- 3.2.9 That soils reports, as part of any subdivision agreements be required to indicate the adequacy of foundation soils of all residential dwellings proposed to be developed in those areas near swamp wetlands, (kettle holes) or areas containing peat deposits.
- 3.2.10 That those lands which back onto Victoria Street South and the proposed Ira Needles Boulevard, designated as Low Density Residential within the Community Plan may be developed for multiple dwellings containing a maximum of three (3) units.

3.3 OPEN SPACE

- 3.3.1 That provision be made for the integration of community trails into the open space network of the community to link residential areas relying on parkland, the Henry Sturm and Detweiler Greenways, the H.E.P.C. right-of-way, and schools as provided for in the Official Plan and Linked Open Space report of 1972.
- 3.3.2 That a minimum 15 metre (50 feet) Community Trail System to be developed along the acoustical/visual berm required along the south side of the C.N.R. tracks between the Henry Sturm Greenway and Ira Needles Boulevard be dedicated to the City of Kitchener by the developer.
- 3.3.3 That land along the Henry Sturm Greenway and Detweiler Greenway be conveyed to the City as a condition of Draft Plan of Subdivision approval, in accordance with the City's Official Plan policies, and the recommendations of the "Detweiler Drainage Study."

Further, that in accordance with Council's resolution at November 7, 1988. That the Detweiler Greenway continue to cross Highland Road and intersect the Sandrock Greenway, with those costs for the replacement of the culvert under Highland which exceed that which would have been incurred by channelling the intercourse in a grass-lined ditch along the north side of Highland Road to be borne by the developer.

- 3.3.4 That sound management practices will be undertaken in the wooded areas which are to be retained as Open Space to keep them in as natural a state as possible.
- 3.3.5 Any construction or development proposed below the elevation of the Regulatory Flood will require a Fill, Construction and Alteration to Waterways Permit from the Grand River Conservation Authority. Further, that the Regulatory Flood limits be determined as detailed on Maps 1, 2 and 3 to the "Detweiler Drainage Study", dated March 21, 1989, prepared by Paray on Engineering Ltd.
- 3.3.6 That in keeping with Section V.7 of the Official Plan and Policy 3.2.5 of this Plan, that a cluster townhouse development be permitted to develop within the existing woodlot in Area 1 with specific measures being taken to preserve the western and northern edges of the woodlot in accordance with the recommendations of the "Environmental Overview of Woody Vegetation and Surface Water Features – Brubacher Farm" prepared by Ecoplans, dated February, 1989. Specific setback and tree saving measures will be required at the Draft plan of Subdivision and Zoning stage.
- 3.3.7 That the question of retaining existing ponds in the Highland West Community be examined at the time of draft subdivision plan approval on the basis of the submission of detailed ecological, engineering and storm water management studies to be undertaken by the developer.

- 3.3.8 That pedestrian crossings of the Detweiler and Henry Sturm Greenways be provided at locations which are to be determined at the Draft Plan of Subdivision stage, subject to the approval of the Department of Parks and Recreation and Transit.
- 3.3.9 That a minimum 1.8 metre (6 feet) chain line fence or noise barrier be provided along both sides of the C.N.R. railway adjacent to public open space and parks with the costs of same not to be paid by the City or C.N.R.
- 3.3.10 That subject to C.T.C. authorization and C.N.R. concurrence, a pedestrian underpass may be constructed under the C.N.R. tracks, to provide pedestrian access between the Highland West and Glasgow Heights Community to the north. Alternative means of providing a pedestrian link may also be considered.

3.4 SCHOOLS AND PARKS

- 3.4.1 That provision be made within the community for both active and passive recreation facilities.
- 3.4.2 That parks/recreational facilities be provided in accordance with the standards adopted by the City as set out in the Kitchener Master Parks Plan.
- 3.4.3 That elementary schools established to serve the community be centrally located, so as to reduce the necessity of children to cross Arterial Roads, and further, that such schools be planned and located in conjunction with a Neighbourhood Park facility, where feasible.
- 3.4.4 That a minimum 5 hectare (12 acres) District Park having sufficient site area to accommodate community facilities (e.g. an arena) be located between the east leg of the collector loop and the Union Gas line south of the H.E.P.C. right-of-way in Area 1. With realization of the proposed number of dwelling units within the Low Rise Multiple and Medium Density Multiple Residential area adjacent to Fischer Hallman and Highland Roads, additional land will be added to expand the 5 hectare (12 acre) District Park to equate unit density with park dedication on the basis of 300 dwelling units per hectare (120 dwelling units per acre). Further, that the parkland dedication of 1.38 hectares (3.4 acres) from the Feick Farm be included as part of the dedication required from Area 1.
- 3.4.5 That one public elementary school of approximately 3.5 hectares (8.5 acres) be located adjacent to the District Park in Area 1.
- 3.4.6 That the public elementary school in Area 1 be separated from the high pressure Union Gas line in accordance with the wishes of the Waterloo Board of Education.
- 3.4.7 That a minimum 2 hectare (5 acre) Neighbourhood Park be situated adjacent to the Detweiler Greenway, east of the Secondary Collector Road loop, in Area 2.

- 3.4.8 That a minimum 0.9 hectare (2.2 acres) Neighbourhood Park be situated in Area 2, west of the secondary Collector Road loop.
- 3.4.9 That a separate elementary school of approximately 2.6 hectares (7 acres) and a public elementary school of approximately 4.2 hectares (10.5 acres) be situated in Planning Area 3 in approximately the centre of the Highland West Community, with a 1.9 hectare (4.7 acres) Neighbourhood Park situated between these schools.
- 3.4.10 That a Neighbourhood Park of approximately 3.8 hectares (9.4 acres) be situated along the Henry Sturm Greenway, south of the railroad tracks in Area 3, which will contain approximately 2 hectares of active parkland with the remainder utilized for berming and trail links.
- 3.4.11 That a Neighbourhood Park of approximately 0.8 hectares (2.5 acres) be situated adjacent to the Henry Sturm Greenway to be developed in conjunction with and provide access to the park outlined in 3.4.10 above.
- 3.4.12 That provision be made for a small Neighbourhood Park of about 0.4 hectares (1 acre) to be located adjacent to the Open Space Corridor in the north-western section of Area 3.
- 3.4.13 That the exact size, configuration and location of Neighbourhood Parks be determined at the Draft Plan of Subdivision Stage in accordance with City requirements for parkland dedication and ensuring adequate parkland above the storm water detention areas.
- 3.4.14 That cash in lieu of parkland dedication be taken from those landowners not required to provide land for parks purposes.

3.5 SERVICING AND FIRE PROTECTION

- 3.5.1 That a major water main connecting the Mannheim reservoir trunk and pumping stations to the Hallman trunk in Waterloo and the St. Agatha reservoir and pumping station be located through the proposed Detweiler industrial area, and further that the exact alignment and land requirements (including dedications) be determined by the Region.
- 3.5.2 That an 18 inch water main be located in the Fischer Drive right-of-way as part of the Fischer Hallman water main and the establishment of Water Pressure Zone Three.

3.6 STORMWATER MANAGEMENT

- 3.6.1 That all development take place in accordance with the recommendations of the

“Detweiler Drainage Study” prepared by Paragon Engineering Ltd., dated March 21, 1989 and as approved by the Grand River Conservation Authority on February 24, 1989. Specifically, the following measures are to be taken to implement the storm water management plan and to address channel improvements of the Detweiler watercourse:

- i) the construction of a permanent in-line pond in conjunction with the development of Area 1, within the Detweiler Greenway in the location generally shown with an asterisk (*) on Map B, the Community Plan;
- ii) the construction of a permanent, in-line pond within the Detweiler Greenway in the location generally shown with an asterisk (*) on Map B, the Community Plan, to be constructed in conjunction with the development of easterly section of Area 2;
- iii) the construction of a permanent, in-line pond within the Detweiler Greenway in the location generally shown with an asterisk (*) on Map B, to be constructed in conjunction with the development of westerly section of Area 2;
- iv) that at the time of submission of Draft Plans of Subdivision containing the existing pond in Area 2, that a study to be submitted by the developers to determine the impact of urbanization on the pond, with recommendations regarding mitigating measures and future treatment of the pond;
- v) that storm water management ponds (off-line detention) be constructed on each of the north and south branches of the Detweiler on the industrial lands to the west of the Highland West Community;
- vi) that the majority of the natural channel of the Detweiler Greenway be maintained except for that section between Highland Road and the in-line pond in Area 1, which section is to be replaced with a grass lined, concrete low-flow channel, to convey the 100 year storm flow;
- vii) that the Sandrock Greenway between Highland Road and Fischer Hallman Road, in Area 1, be reconstructed to convey at least the 100 year flow.

3.7 CONVENIENCE COMMERCIAL

- 3.7.1 That a convenience commercial site of approximately 0.57 hectares in land area be located adjacent to the Secondary Collector Road loop and Victoria Street extension in Area 3 as shown on Map B. Further, that the maximum gross leasable commercial space of this commercial building not exceed 999 square metres.
- 3.7.2 That a convenience commercial site be located adjacent to the Secondary Collector Road loop at Highland Road as shown on Map B. The site is

approximately 0.4 hectares in size and shall not be permitted to be developed with the gross leasable commercial space in excess of 999 square metres.

- 3.7.3 That a convenience commercial site of approximately 0.3 hectares in size be located on the northeast corner of Highland Road and the easterly leg of the Secondary Collector Road loop as shown on Map B. Further, that the site be developed comprehensively, including all lands designated Convenience Commercial, and with a gross leasable commercial space not in excess of 500 square metres.

3.8 NOISE

- 3.8.1 That Fischer Hallman Road, Victoria Street, Highland Road and Ira Needles Boulevard be recognized as major traffic corridors generating significant noise pollution and that general abatement measures be added where required by the Regional Municipality of Waterloo.
- 3.8.2 That the C.N.R. line be recognized as a major noise generator. Accordingly, a detailed acoustical and ground-borne vibration study will be required prior to registration of any abutting Plans of Subdivision to determine potential noise impacts and the requirements for noise abatement to the satisfaction of the Regional Municipality of Waterloo and C.N. Rail.

3.9 INTERPRETATION

- 3.9.1 That where metric units are employed with the Imperial Units given in parenthesis, the metric units shall govern.

APPENDIX A

HIGHLAND WEST COMMUNITY PLAN

APPROXIMATE MAXIMUM POPULATION – AREA 1

Density Category	Property	Units	P.P.U.	Projected Population
Low Density Residential (to 25 uph)				
Singles	30T-88024	157	3.5	549
Semi's	30T-88024	278	3.5	973
Multiple Residential (26-40)				
	30T-88024 846 ha x 40 uph	338		
	950-984 Highland Road 1.19 ha x 40 uph		3.4	1,311
		48		
Medium Density Multiple (101-200 uph)				
	30T-88024 3.6 ha x 200 uph	720	2.1	1,512
	890 & 908 Highland Road 2.4 ha x 200 uph	480		1,008
TOTAL		2,021		5,353 Persons

Rev. May 26, 1989.

APPENDIX B
HIGHLAND WEST SECONDARY PLAN
APPROXIMATE MAXIMUM POPULATION – AREA 2

Density Category	Property	Units	P.P.U.	Projected Population
Low Density Residential				
Singles	Alliance-Muskrat (30T-78023)	379		
	Udvari	73		
Semi's	Alliance	108	604	3.5
	Eiwo	20		
	Udvari	24		
Low Rise Multiple (to 40 upha)				
Zero lot line, semi, or town-house (25 upha)	Alliance (30T-78023)	125		
Townhouse	Alliance (30T-78023)	43	285	3.4
	EIWO	8		
Low Rise Multiple at 35 upha	EIWO (3.12 ha)	109	889 units	969
Medium Density Multiple (100-200 upha)				
Apartment	EIWO 1.27 ha	4.54 ha at 125 upha	567	2.1
	Other 3.27 ha			
TOTAL		1,611 units		4,274 persons

July 16, 1986.

APPENDIX C

HIGHLAND WEST SECONDARY PLAN APPROXIMATE MAXIMUM POPULATION – AREA 3

Density Category	Property	Units	P.P.U.	Projected Population
Low Density Residential (to 25 upha)				
Singles	Beechwood Forest	276		
	Monarch Phase II	310	3.5	2,894
	Huck, Udvari et al.	241		
TOTAL		827 units		2,894 persons

July 16, 1986.

APPENDIX D

HIGHLAND WEST SECONDARY PLAN APPROXIMATE MAXIMUM POPULATION – TOTAL

Planning Areas	Low Density Residential (to 25 upha)	Multiple Residential (26 to 40 upha)	Medium Density Multiple (101-200 upha)	Total
1.	435 units @ 3.5 p.p.u. 1,522	386 units @ 3.4 p.p.u. 1,312	1,200 units @ 2.1 p.p.u. 2,520	2,021 units 5,353 persons
2.	604 units @ 3.5 p.p.u. 2,114	285 units @ 3.4 p.p.u. 969	567 units @ 2.1 p.p.u. 1,191	1,456 units 4,274 persons
3.	827 units @ 3.5 p.p.u. 2,894			827 units 2,894 persons
TOTAL	1,866 units 6,530 persons	671 units 2,281 persons	1,767 units 3,711 persons	4,304 units 12,522 persons

July 16, 1986.
Rev. May 26, 1989.

APPENDIX E
HIGHLAND WEST SECONDARY PLAN
PROJECTED SCHOOL GENERATION

	UNITS		ELEMENTARY SCHOOLS										HIGH SCHOOL
			PUBLIC							SEPARATE			
	LOW	APT.	K-6			7 & 8			K-8 TOTAL	K-8			9-13 TOTAL
			LOW	APT.	TOTAL	LOW	APT.	TOTAL		LOW	APT.	TOTAL	
Area 1 – Units Population	821 2,834	1,200 2,520	328	60	388	82	15	97	485	170	25	195	195
Area 2 – Units Population	889 3,083	567 1,191	355	38	393	89	9	98	491	185	12	197	197
Area 3 – Units Population	827 2,894	-	331	-	331	83	-	83	414	174	-	174	174
Students			1,014	98	<u>1,112</u>	254	24	<u>278</u>	<u>1,390</u>	529	37	<u>566</u>	<u>566</u>
Units Population Total	2,537 8,811 12,522	1,767 3,711											

School Population Projected Formulas:

Public

K-6: low = .4/u
 apt. = .05/u
 7 & 8: low = .1/u
 apt. = .0125/u

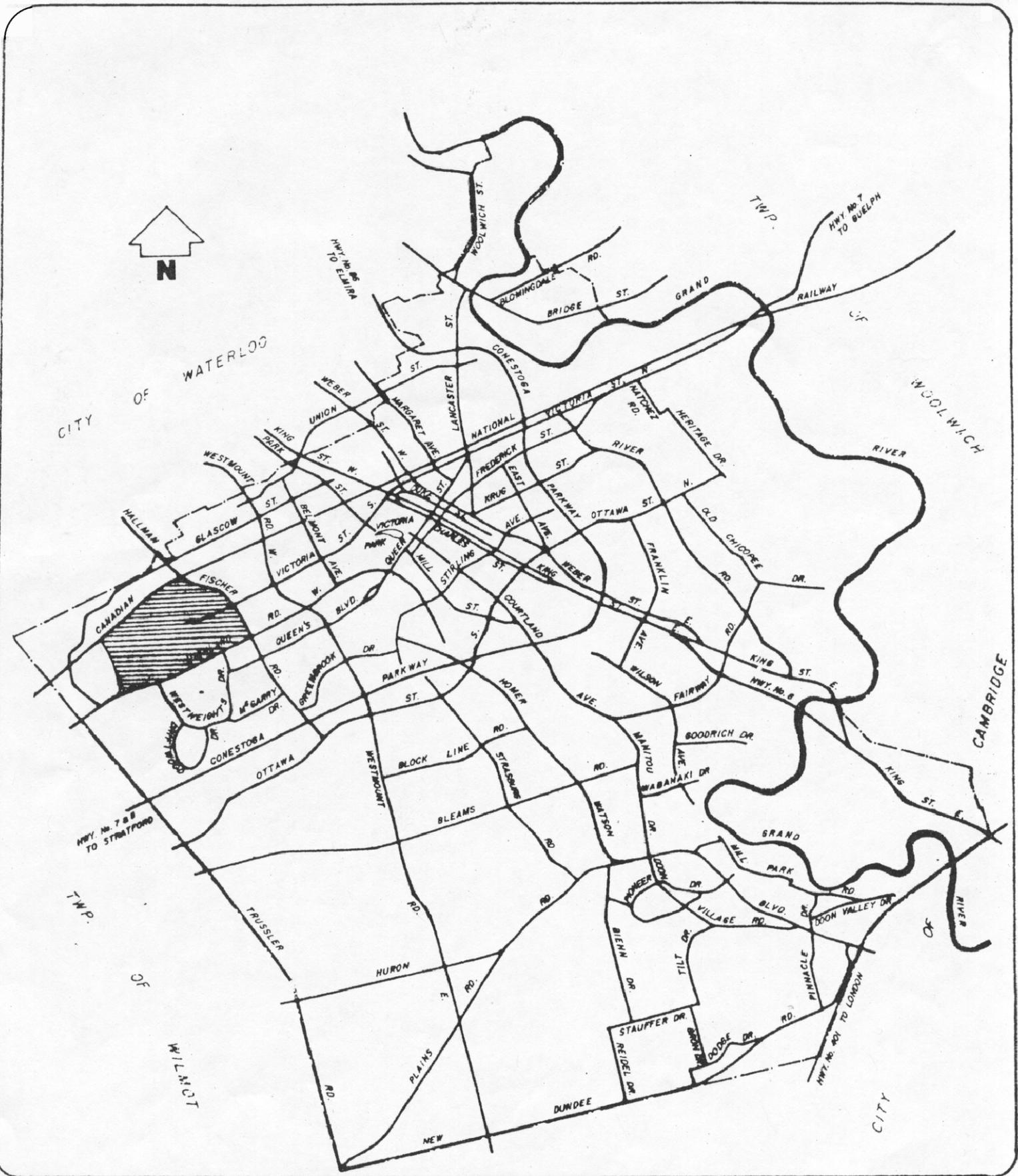
Separate

K-8: low = 6% pop.
 apt. = 1% pop.

High School

9-13: low = 6% pop.
 apt. = 1% pop.

July 16, 1986.
 Rev. May 26, 1989.



MAP - A -



Location of Highland West Community

CITY OF KITCHENER

Scale 1:80,000

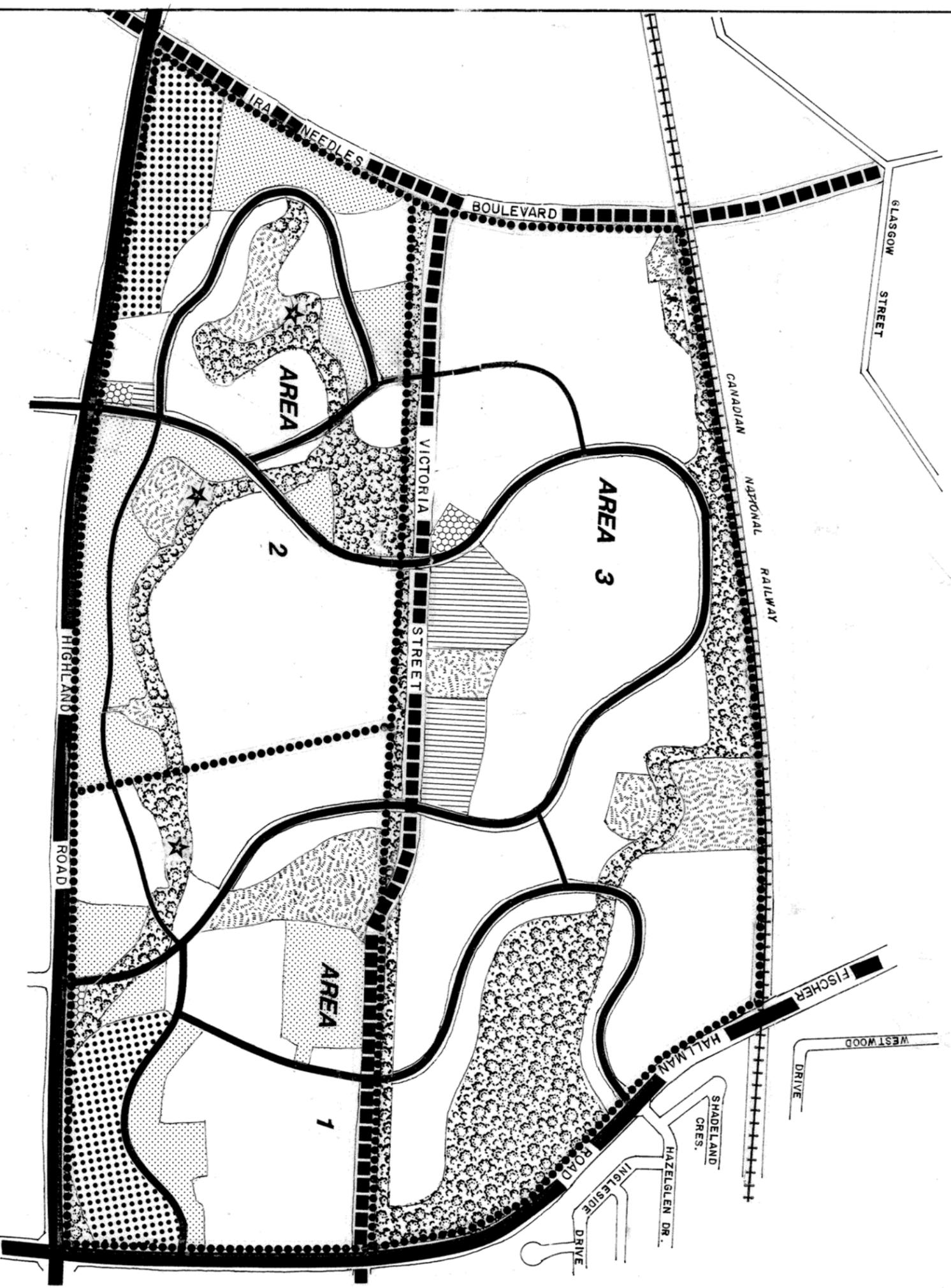
HIGHLAND WEST COMMUNITY PLAN

MAP B - REVISED GENERAL LAND USE

Designations

-  LOW DENSITY RESIDENTIAL (to 25 UPH)
-  MULTIPLE RESIDENTIAL (26 - 40 UPH)
-  MEDIUM DENSITY MULTIPLE RESIDENTIAL (101 - 200 UPH)
-  CONVENIENCE COMMERCIAL
-  NEIGHBOURHOOD INSTITUTIONAL
-  PARKS
-  OPEN SPACE
-  MUNICIPAL SERVICES & FACILITIES

-  EXISTING PRIMARY ROAD
-  PROPOSED PRIMARY ROAD
-  SECONDARY COLLECTOR
-  STORMWATER DETENTION



Scale 1:9000

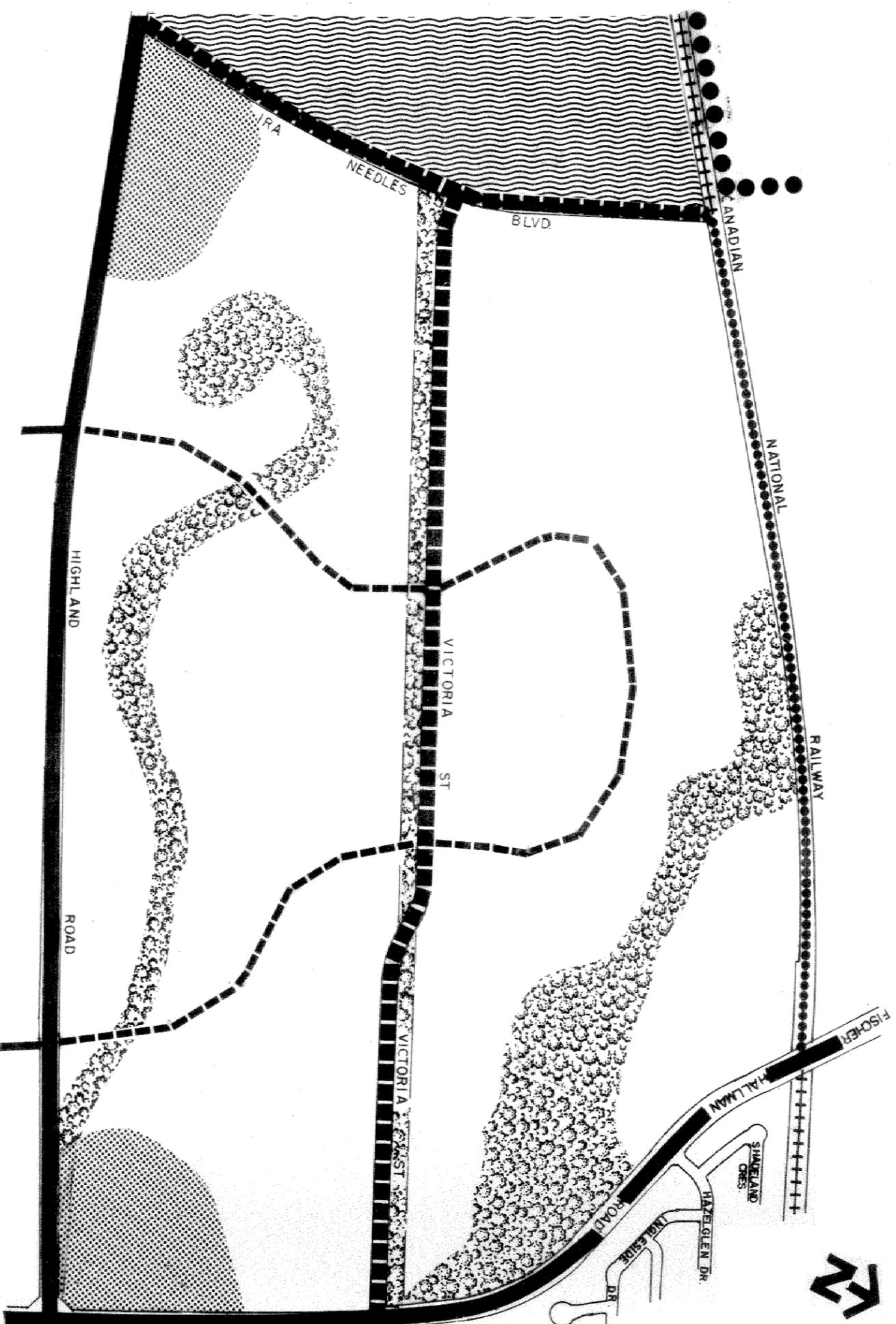
Dec. 11, 2000

HIGHLAND WEST COMMUNITY PLAN

MAP C
OFFICIAL PLAN

Designations

-  LOW DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  MAJOR OPEN SPACE
-  INDUSTRIAL
-  EXISTING PRIMARY ARTERIAL ROADS
-  PROPOSED PRIMARY ARTERIAL ROADS
-  PROPOSED COLLECTOR ROAD

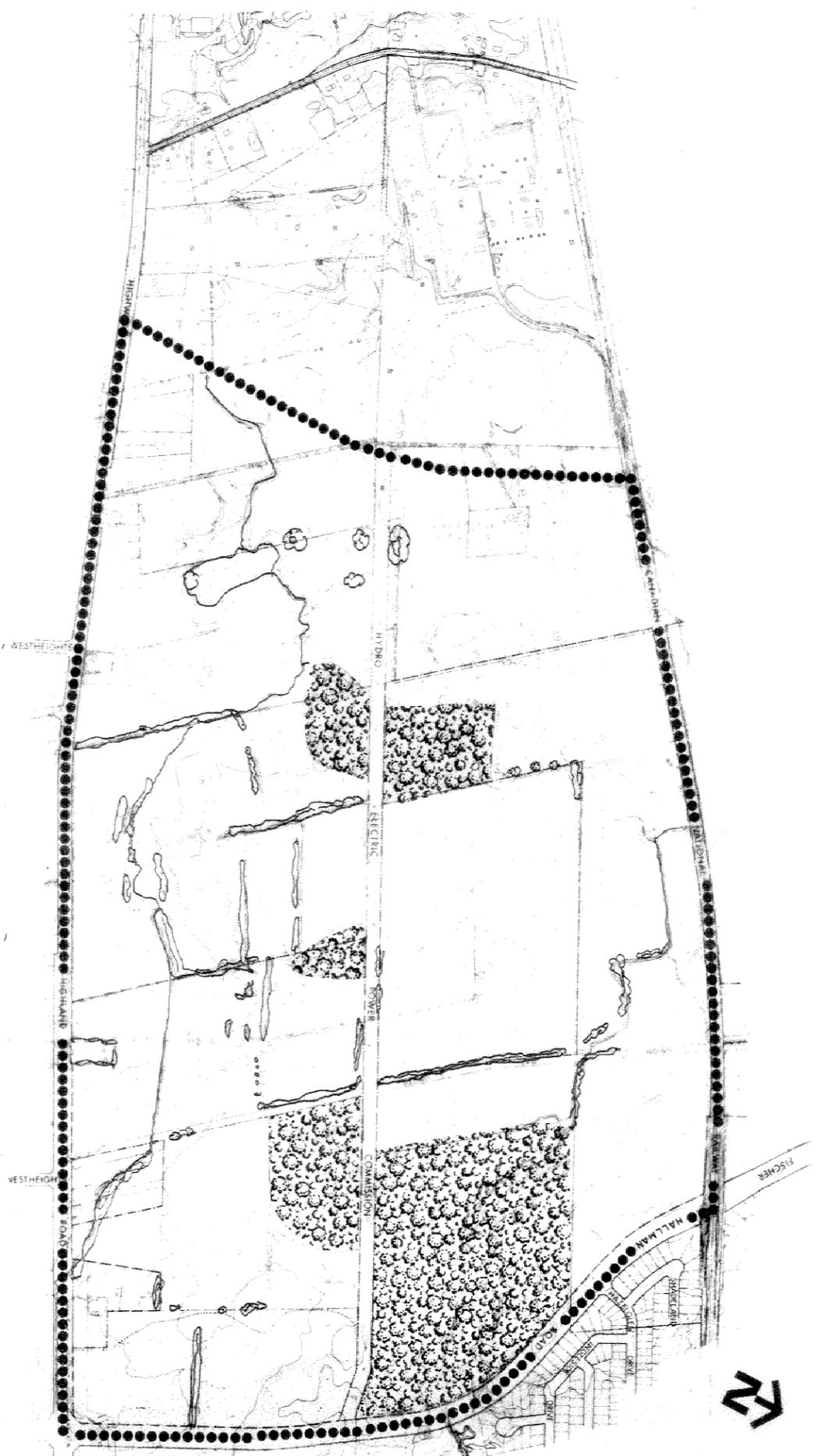


HIGHLAND WEST COMMUNITY PLAN

MAP D NATURAL FEATURES

Designations

..... HIGHLAND WEST COMMUNITY

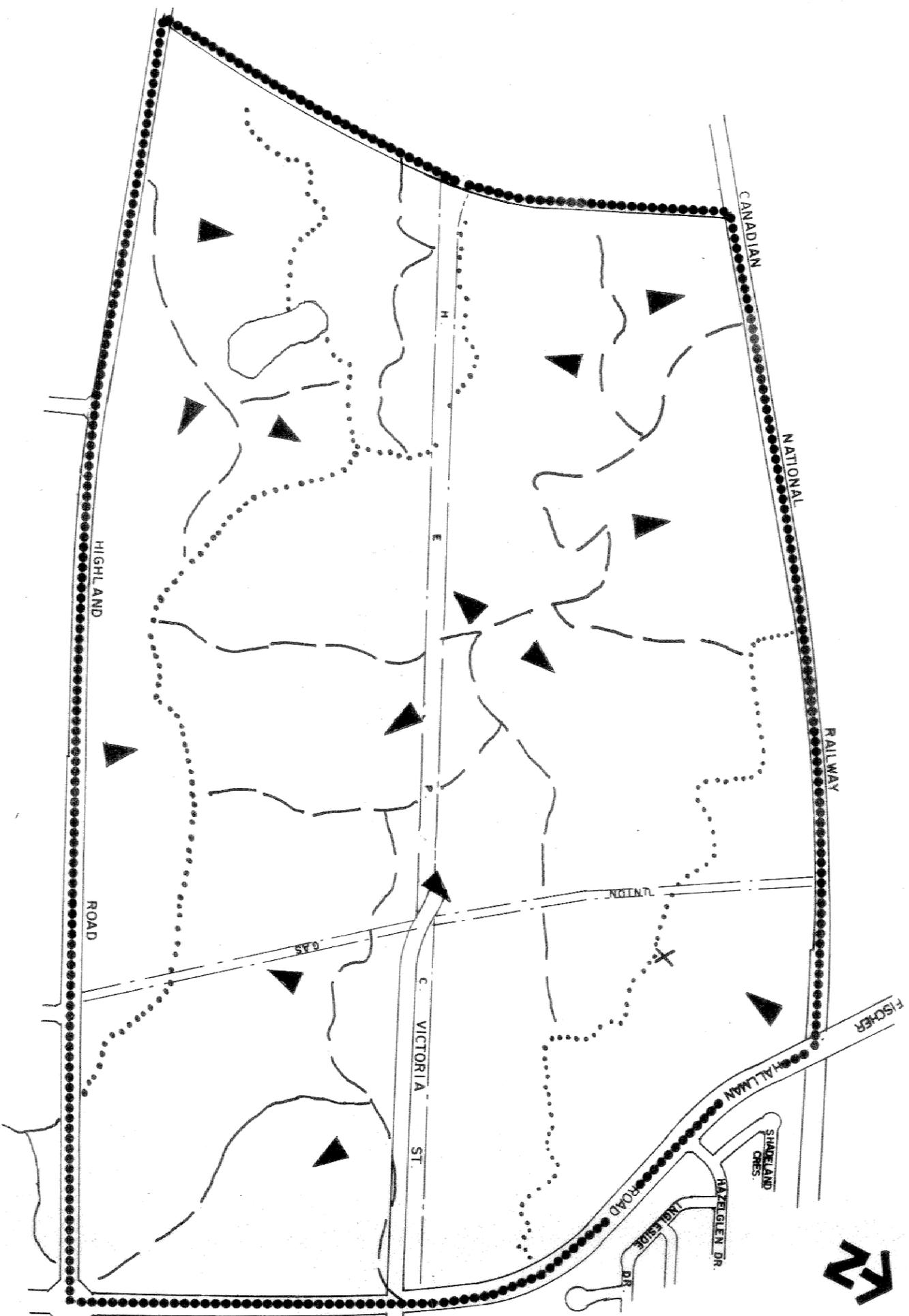


HIGHLAND WEST COMMUNITY PLAN

MAP F SERVICES

Designations

- DRAINAGE SHED BOUNDARIES
- ▲ DIRECTION OF SLOPES
- WATERCOURSE
- X PUMPING STATION
- HIGHLAND WEST COMMUNITY



HIGHLAND WEST COMMUNITY PLAN

MAP G PROPOSED TRANSIT SERVICE

Designations

- PROPOSED TRANSIT ROUTES
- — — — — EXISTING TRANSIT ROUTES
- DIRECTION OF TRANSIT SERVICE
- (a) — — — — — APPROXIMATE LOCATION OF KEY PEDESTRIAN LINKS TO TRANSIT SERVICE (POLICY 3.1.4)

