

CITY OF KITCHENER

DEPARTMENT OF DEVELOPMENT AND TECHNICAL SERVICES

PD 94/7

# **HURON COMMUNITY PLAN**

Recommended by Planning and Economic Development Committee:

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Approved by Regional Council:

# TABLE OF CONTENTS

1.0	INTRODUCTION .....	1
2.0	RECOMMENDATIONS .....	2
3.0	GENERAL POLICIES.....	2
4.0	RESIDENTIAL.....	2
5.0	INSTITUTIONAL.....	3
6.0	COMMERCIAL .....	3
7.0	BUSINESS .....	4
8.0	NATURAL ENVIRONMENT AND PARKS.....	5
9.0	TRANSPORTATION .....	7
10.0	TRANSIT .....	8
11.0	SERVICING AND UTILITIES.....	8
12.0	NOISE .....	9
13.0	HERITAGE RESOURCES.....	10
14.0	STAGING .....	10

Land Use Map

Appendix 1 – Transit Routes

Appendix 2 – Population/Unit Estimates

## 1.0 INTRODUCTION

Huron is a mixed residential and business community of approximately 616 hectares bounded by Bleams Road on the north, Westmount Road on the west, Strasburg Road on the east with the City's urban boundary below Huron and Plains Road forming the south limit.

An original Community Plan approved in 1982 laid out a completely business/industrial community. Full implementation of this plan was delayed due to an economic downturn in the early 1980's. Since that time environmental factors and increased development costs have resulted in requests from owners to change some undeveloped industrial land designations to allow residential uses. This change, combined with plans for preservation of large natural areas in the community has led to a full review of the land use plan.

The Kitchener Municipal designates the Community as Low Rise Residential, Business Park and Open Space. This provides a framework for a range of general residential, business, environmental, and complimentary uses.

The business area in the north part of the community is mostly developed as a planned business area allowing a full range of business type uses. The residential areas to the south will promote a mix of housing types, schools and parks while taking advantage of the surrounding natural features.

The Plan is unique as it contains three significant natural and heritage features. The Steckle Heritage Homestead is a preserved operational Mennonite farm. Steckle Woods, a large mature forested area popular with the public and the proposed Huron Natural Area. This natural areas will be the dominant environmental feature in Huron, a 150 ha remnant landscape with many natural features; the cold water Strasburg Creek, upland woods, plantations and wetlands and open fields. This combination provides a unique area for education, recreation and environmental preservation within the urban boundary of the City.

The balance between the protection and public enjoyment of the natural areas while ensuring the viability and economic attractiveness of the adjacent business areas is the major planning challenge in the area. The land use map attached to the plan is general in nature and will be detailed by plans of subdivision once development proceeds.

Recent requests to replace business with residential uses and plans for the Huron Natural Area necessitates a re-evaluation of the current plan. The purpose of this revised plan is to expedite development while balancing its role as the primary business/industrial centre and its significant natural features.

## **2.0 RECOMMENDATIONS**

The following policies will guide the development of the Huron Community. They will provide the basis for the evaluation of proposals for the subdivision, rezoning and development of the area.

## **3.0 GENERAL POLICIES**

- 3.1 That the Huron Community Plan shall conform to and implement the Regional Official Policies Plan and the City of Kitchener Municipal Plan.
- 3.2 That the Huron Community Plan Land Use Map shall comprise the land use plan for the Community.
- 3.3 That the Huron Community Plan shall conform to all applicable development and implementation standards adopted by the City of Kitchener.
- 3.4 That all business park development be subject to the Standard Terms of agreement with Land Purchasers in Huron Business Park, as approved by City Council.
- 3.5 That prior to Draft Plan Approval, any alteration, filling construction within a watercourse, floodplain, pond or wetland will require a ``Fill, Construction and Alteration to Waterway Permit`` from the Grand River Conservation Authority prior to any registration of Plans of Subdivision or approval of severance.
- 3.6 That the exact boundary of lands designated as being within the ``Limit of Fill`` line be established by submission of a permit as outlined in Policy 1.5. Further, should the area of these lands be reduced through this process, the underlying development oriented land use shall apply.
- 3.7 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 truck roads.

## **4.0 RESIDENTIAL**

- 4.1 That the Low Density Residential use permit singles, semis, duplexes, street townhouses and multiples at a maximum net density of 25 units per hectare.
- 4.2 That no new Low Density Residential lots have direct vehicular access to Westmount, Huron or Strasburg Road.

- 4.3 That a wide range of housing types be provided in the Huron Community to Satisfy varying housing needs. The intended housing mix shall consist of 25% to 40% multiple residential units.
- 4.4 That residential development and landscaping give consideration to energy policies contained in the Municipal Plan.
- 4.5 That to encourage a variety of housing forms, residential land use designations shall be based on density as well as structure type. Where appropriate, integration of residential densities shall be encouraged throughout the community.
- 4.6 That multiple residential sites be encouraged where natural features such as topography or woodlots would be best accommodated or preserved by fewer buildings rather than extensive site coverage with one and two unit dwellings.

## **5.0 INSTITUTIONAL**

- 5.1 That Neighbourhood Institutional uses be located as shown on the Land Use Map. This use includes schools, day care and small residential care facilities.
- 5.2 That a public elementary school site of approximately 3.3 hectares be located on the east side of Street B, north of Street A.
- 5.3 That a public elementary school site of approximately 3.3 hectares be located on the east side of Street B, north of Street A.
- 5.4 That a separate elementary school of approximately 3.3 hectares be located on the north side of Street C immediately west of a neighbourhood park.
- 5.5 That school sites next to wetlands be situated so as to separate active and passive use areas. This is protecting sensitive natural areas and protect students from potentially hazardous areas such as open water.
- 5.6 That should any designated school site be declared surplus, alternate land uses will be restricted to singles, semis, duplexes or Neighbourhood Institutional uses.
- 5.7 That the Steckle Heritage Homestead be recognized as a major institutional use due to its role as a working educational heritage farm.

## **6.0 COMMERCIAL**

- 6.1 That Convenience Commercial facilities be located as shown on the Land Use Map. Section 3.2.1 of the Municipal Plan provides the locational criteria for these

uses with regard to size, configuration, access and land use compatibility. Housing will be allowed above these facilities at a maximum density of 40 units per hectare.

- 6.2 That a distribution of more, smaller, Convenience Commercial sites be encouraged to bring them into walking distance of the majority of residents.
- 6.3 That the Business Park Service Centres as shown on the Land Use Map and described in Policy 5.3 be recognized for their commercial potential.

## **7.0 BUSINESS**

- 7.1 That the Business Park designation permit a wide range of business/industrial uses in a planned business community. Accessory retail uses are permitted subject to the provisions of Zoning By-law 85-1. Examples of business uses permitted include manufacturing, warehousing and wholesaling.
- 7.2 That the Restricted Business Park designation governs business land use adjacent to residential areas. As with the Business Park, this designation permits a full range of business uses with accessory retail but prohibits uses incompatible with residential areas. This restriction includes uses that emit noise, odour or other pollution.
- 7.3 That the Business Park Service Centre allows commercial services to be combined with the restricted range of business uses permitted in the Restricted Business Park designation described in Policy 5.2. Additional uses such as restaurants, banks, convenience retail and office uses are included.
- 7.4 That any business uses adjacent to residential development be planned with adequate separation and buffering between the two uses. However, the plan recognizes the importance of maintaining the viability and economic attractiveness of the business areas as the major industrial/business area of the City.
- 7.5 That further to Municipal Plan policy 12.17ii, the Business Park designations marked with a star on Westmount Road at Street A will also allow free standing office uses.
- 7.6 That all uses in Huron meet Ministry of Environment and Energy requirements under the Environmental Protection Act regarding pollution, vibration and noise.
- 7.7 That to protect the areas of natural environment in the Huron Community, uses that may lead to groundwater contamination be controlled by standards of the Ministry of the Environment and Energy. Further, business uses surrounding the Huron Natural Area will also be restricted by the provisions of a study to be undertaken to protect the Natural Area from groundwater or other contamination.

## **8.0 NATURAL ENVIRONMENT AND PARKS**

- 8.1 That park dedication from residential land be calculated as 5% of land to be subdivided, alternatively, dedication may be taken at once hectare per 300 units with an option for cash payment in lieu of land conveyance, all further to Municipal Plan Policy 3.1.2.
- 8.2 That park dedication from institutional land be calculated as 5% of land to be subdivided.
- 8.3 That park dedication from commercial land be calculated as 2% of land to be subdivided.
- 8.4 That all lands identified to the Land Use Map as Flood Plain or Fill Lone be reserved from development. These lands are in addition to the 5% park dedication. The boundaries of the Draft Fill Line may be refined by the Grand Policy 1.5. Further, if the draft Fill Line is reduced by this process the underlying land use will apply, as described in Policy 1.6.
- 8.5 That open space links be established between flood plain areas, school, parks and recreational facilities to provide an open space walkway and cycling network throughout the community.
- 8.6 That to protect sensitive areas of the Huron Natural Area, public access will be restricted to suitable entrance points. These will be determined as part of the overall plan for the natural area.
- 8.7 That the cost of primary walk links and bridges providing direct links to schools, parks and transit be paid for by the developers.
- 8.8 That a district park of approximately 4 hectares be located south of Street B between the elementary school site and the flood plain area.
- 8.9 That a neighbourhood park of approximately 2 hectares be located on the north side of Street C between the two elementary school sites.
- 8.10 That the width of the buffers around the wetlands shall conform to the Strasburg Creek Master watershed Plan and Provincial Wetland Guidelines as well as being determined by submission of an Environmental Implementation Report during the Draft Plan of Subdivision process.
- 8.11 That the Huron Community Plan recognize the Huron Natural Environmental Area as a significant natural resource. The boundaries of this area will be determined by City Council based on the following criteria:

- ◆ Recommendations of the Huron Environmental Area Co-Operative Project prepared by Geomatics International in 1992.
  - ◆ An Environmental Implementation Report as outlined by the Strasburg Creek Mater Watershed Study.
  - ◆ An environmental Impact Study under the Provincial Wetlands Policy Statement.
- 8.12 That a comprehensive Environmental Impact Statement be undertaken by the City through the Development Charges Fund to establish the boundary setting out the limits of developable from the non-developable lands along the residential/open space boundary extending between Huron and Westmount Roads. This is to allow rezoning of these lands from their current Business Park zone to Residential, Open Space and Hazard Land zoning under By-law 85-1.
- 8.13 That with the approval of Ontario Hydro and the local electrical utility, the hydro rights-of-way be utilized as open space linkage to connect the Huron Community to the City's walking and cycling paths.
- 8.14 That the Schneider Creek Floodline Mapping Study, prepared by Paragon Engineering Limited be the basis for floodline definition in the Huron Community. The exact boundaries will be determined on site in conjunction with area developers and the Grand River Conservation Authority.
- 8.15 That the Strasburg Creek Master Watershed Plan and Huron environmental Area Co-operative project be the governing documents in all matters related to protection and maintenance of the woodlots, wetlands and other natural features within the Community.
- 8.16 That to accommodate the collector road system, some outlying wetland pockets identified in Huron may not be identified as Flood Plain in the Community Plan.
- 8.17 That prior to the beginning of grading, a temporary fence be installed along the boundaries of all areas of environmental sensitivity. Signs will be placed every 45 metres stating that there will be no dumping, grading, excavation or fill within the enclosed area.
- 8.18 That at the time of submission of Draft Plan of Subdivision the developer submit a general Vegetation Overview for the subdivision. Further, prior to any rough grading or tree removal, the developer's environmental consultant shall submit a Detailed Vegetation Plan in accordance with the City's Tree Management Policy. This plan will describe vegetative communities to be retained and methods by which vegetative areas will be protected.

- 8.19 That where feasible, existing topography and vegetation be incorporated into the design and development of the Huron Community.

## **9.0 TRANSPORTATION**

- 9.1 That transportation choices such as bicycle and pedestrian links be provided for residents in the community through street design to provide alternate routes between locations.
- 9.2 That the planning, design and construction of all roads and walkways within Huron be accomplished with regard to protection of existing environmental features.
- 9.3 That a street pattern be developed that discourages traffic cutting through the community while allowing route choices for internal traffic. Neo traditional street designs or other innovative street layouts are encouraged.
- 9.4 That a full interchange be built at Homer Watson Boulevard and Huron Road to provide access from the south portion of the Huron Community to the Downtown and Highway 401. The completion of this interchange is required prior to residential development in the community as outlined in Policy 12.1.
- 9.5 That Westmount Road be recognized as Regional Road No. 50 and be designed as a Secondary Collector with a right-of-way of 30.5 metres.
- 9.6 That Bleams Road be recognized as Regional Road No. 56 and designed as a Secondary Collector road with a right-of-way of 30.5 metres.
- 9.7 That all collector road be designed with standard right of way of 20 meters. An increase to 26m may be required where necessary.
- 9.8 That local roads be designed with a standards right of way of 20 metres. Reductions in accordance with Council Policy will be considered for minor roads.
- 9.9 That no new Low Density Residential lots have direct vehicular access onto Westmount, Huron or Strasburg Road.
- 9.10 That the 1982 Transportation and Engineering Study for the Huron Industrial Development and the 1989 Huron Road/Homer Watson Boulevard Intersection Study prepared by McCormick Rankin Limited be the basis for the location for the location of realigned Huron Road between Homer Watson Boulevard and Strasburg Road.
- 9.11 That further to the recommendation of the Doon south Brigadoon Transportation Network and Corridor Study, the existing collector road system in the west side of

the City will be used to handle any traffic increase. This means no construction of any new arterial roads through the Huron community.

- 9.12 That in the development of a transportation network, consideration be given to alternate forms of transportation. These would include public transit, walking and cycling through measures such as:
- ◆ The creation of street networks and pedestrian links suitable to alternate transportation modes.
  - ◆ The use of site planning and urban design techniques to foster attractive pedestrian streetscapes and environments.
  - ◆ Minimizing walking distances between housing, schools, transit stops, parks, open space and other local destinations.

## **10.0 TRANSIT**

- 10.1 That public transit in Huron be recognized as essential. Accordingly, community design that shall conform to the Subdivision Design Guidelines of Kitchener Transit.
- 10.2 That site design in Huron have regard for convenient and safe pedestrian access between on street transit facilities and buildings.
- 10.3 That consideration be given to reduced building setback or off street transit facilities for large transit generators.
- 10.4 That land uses generating higher transit usage such as office, commercial or institutional uses be located adjacent to transit routes.
- 10.5 That local streets and walkways be designed to provide convenient and direct pedestrian access to transit routes.
- 10.6 That although three separate major land use areas have been defined in this Plan, the Huron area is still considered a single community with regard to internal links, access and transit routing.

## **11.0 SERVICING AND UTILITIES**

- 11.1 That new development be serviced by municipal water, sanitary and storm sewers.

- 11.2 That all Site Plans meet the criteria of the Ontario Ministry of Environment and Energy as a Certified Storm Water Plan. A certificate of approval from the M.O.E.E. will be required.
- 11.3 That the Strasburg Creek Master Watershed Study, prepared by Paragon Engineering and recommendations made to its revision by the Huron Environmental Area Co-operative Project, prepared by Geomatics International be the governing documents for servicing, storm water management and environmental protection within the Huron Community.
- 11.4 That to prevent contamination of ground and water resources, all service related uses that process, or store chemicals in bulk shall provide containment facilities in case of spills. Deferred by  
City Council
- 11.5 That where feasible, the existing storm water management upstream of Huron Road, discharging into the Middle and North branch of the Strasburg Creek, be retrofitted to enhance the storm water quality for the Huron Natural Area in accordance with the Strasburg Creek Master Watershed Plan.
- 11.6 That individual at-source controls for storm water quality be incorporated into the site design for new development where existing ponds cannot be retrofitted for water quality enhancement or no central quality control facilities exist.
- 11.7 That any industrial operation that may discharge materials into the environment obtain necessary approvals from the Ministry of Environment and Energy and other appropriate agencies.
- 11.8 That storm water management practices in the Huron Community be in compliance with "Interim Storm Water Management Guidelines for New Development" and "Storm water Management Practices, Planning and Design Manual" documents published by the Ontario Ministry of Environment and Energy in 1994.
- 11.9 That the location of the Middle Strasburg Creek trunk sanitary sewer be determined in accordance with the Class Environment Assessment process as outlined in the Environmental Assessment Act.
- 11.10 That with the approval of Ontario Hydro, the local electrical utility and the City of Kitchener, the hydro rights-of-way may be used in conjunction with adjacent uses.
- 11.11 That an electrical transformer station of approximately 1ha be located on Huron or Strasburg Road adjacent to the Ontario Hydro Easement.

## **12.0 NOISE**

- 12.1 That attention be given to noise attenuation on residential lands located near Westmount Road and Huron Road.
- 12.2 That site plans, acoustical barriers, architectural design and building construction features be used in attenuating noise impact.
- 12.3 That where necessary, site design of business uses take into consideration ways to protect users of the Huron Natural Area from noise pollution from the Business areas.

## **13.0 HERITAGE RESOURCES**

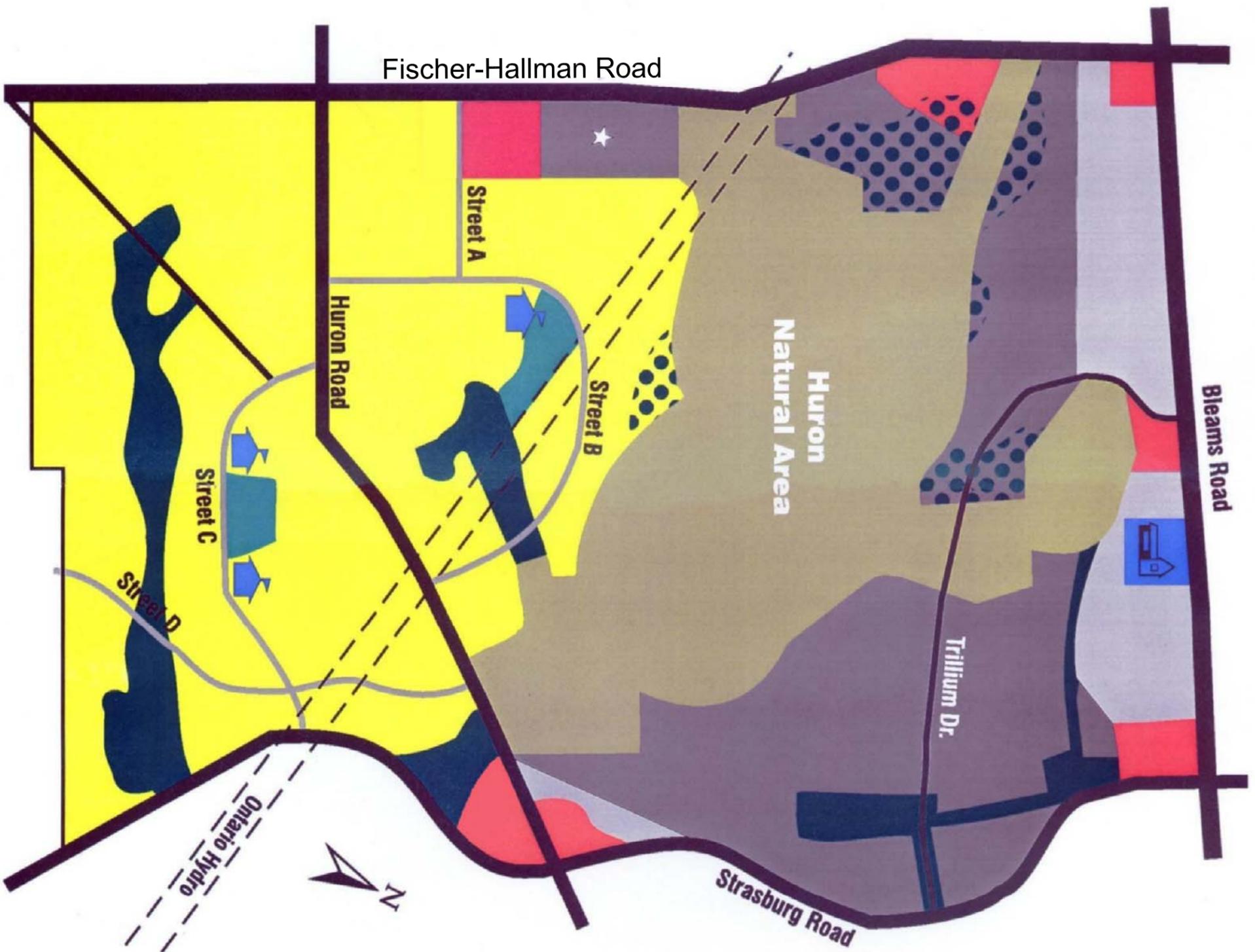
- 13.1 That further to Policy 5.3.17 of the Kitchener Municipal Plan, consideration be given to the effects of public works on the heritage resources of the Community.
- 13.2 That recognition be given to Heritage Resources and potential significant archaeological sites within the plan area. Provision is hereby made for any required study and possible designation of such sites under the provisions of The Ontario Heritage Act prior to development or grading.
- 13.3 That the Steckle Farm at 811-831 Bleams Road be recognized as a designated property under the Ontario Heritage Act and a significant historical landmark in the community.
- 13.4 That under the guidelines of the Ontario Heritage Act, the site of former New Aberdeen on Huron Road be the focus of archaeological assessment prior to development.
- 13.5 That the “Archaeological Resource Assessment of the Huron and Strasburg Road Alignments – Huron Industrial Park” by the Museum of Indian Archaeology in September 1982 provide guidance to any archaeological work.
- 13.6 That Huron Road be recognized as a Heritage Highway due to its significant role in the early settlement of this area.

## **14.0 STAGING**

- 14.1 That no residential plans of subdivision be developed in the Huron Community until the realigned (new) Huron Road is constructed from Strasburg Road to Homer Watson Boulevard, including completion of the interchange at Homer Watson Boulevard.

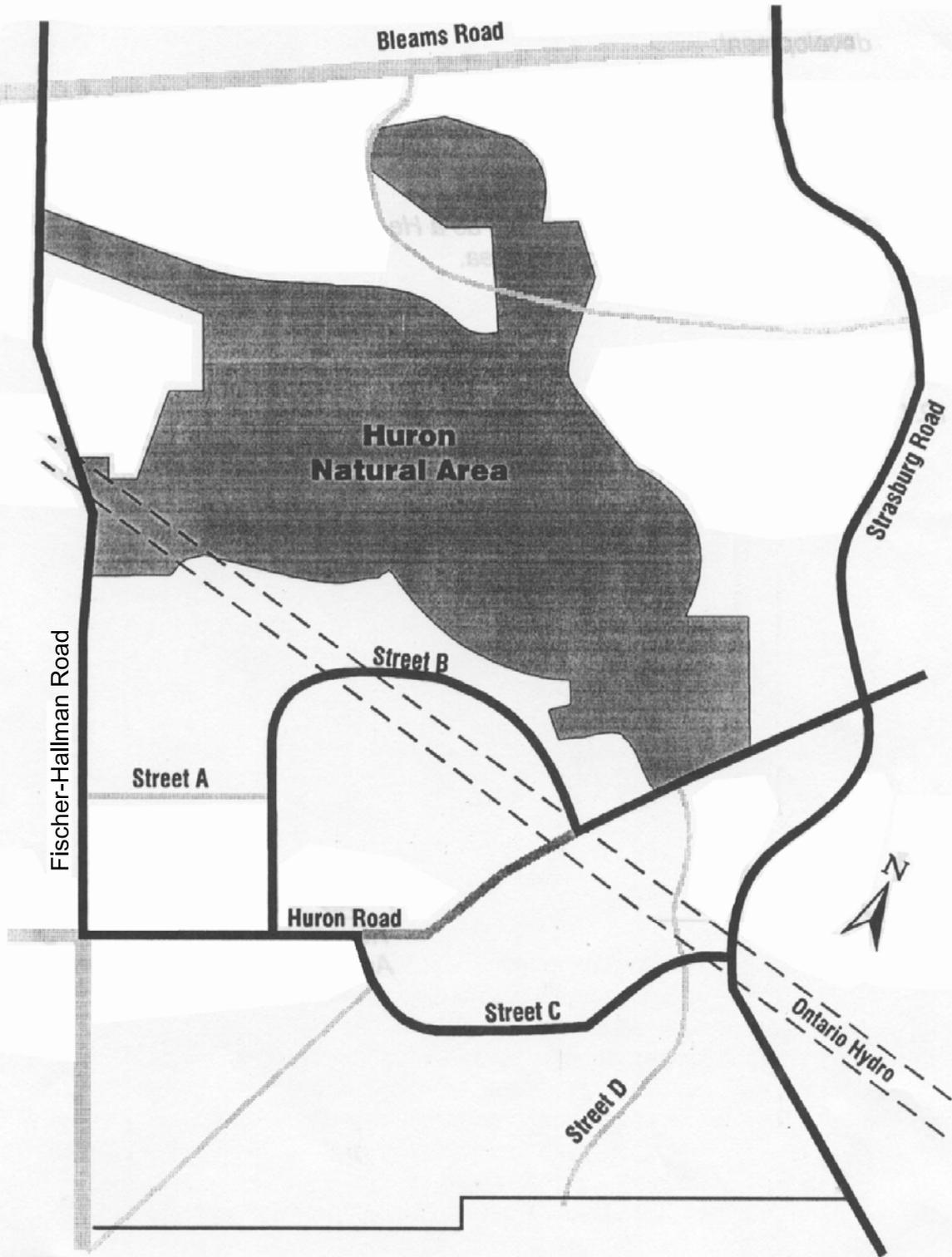
# Land Use Map

## Huron Community Plan



- Low Density Residential
- Institutional
- Business Park
- Business Park/Office
- Restricted Business Park
- Business Park Service Centre
- Active Park
- Flood Plain
- Fill Line
- Huron Natural Area
- Designated Heritage Resource
- Elementary School Site
- Primary Arterial
- Secondary Arterial
- Major Collector
- Proposed Collector Rd.

# HURON COMMUNITY PLAN APPENDIX 1 - TRANSIT ROUTES



**Transit Routes**

Not To Scale

June 1994

## **Appendix 2**

### **Population/Unit Estimates**

When fully developed, the residential portion of the Huron Community Plan is expected to comprise of approximately 2,000 homes with an estimated population of 7,000 people.