



Planning & Strategic Initiatives Committee Agenda

Monday, January 5, 2026, 5:30 p.m. - 6:30 p.m.

Council Chambers - Hybrid

City of Kitchener

200 King Street W, Kitchener, ON N2G 4G7

People interested in participating in this meeting can register online using the delegation registration form at www.kitchener.ca/delegation or via email at delegation@kitchener.ca. Please refer to the delegation section on the agenda below for in-person registration and electronic participation deadlines. Written comments received will be circulated prior to the meeting and will form part of the public record.

The meeting live-stream and archived videos are available at www.kitchener.ca/watchnow.

A Revised Agenda, if required, will be published on Friday prior to the meeting at approximately 12:00 p.m. to include any additional delegations or written submissions received, related matters on the on the agenda. New items appear with a * beside them.

Accessible formats and communication supports are available upon request. If you require assistance to take part in a city meeting or event, please call 519-741-2345 or TTY 1-866-969-9994.

Chair: Councillor P. Singh

Vice-Chair: Councillor D. Chapman

Pages

1. Commencement

2. Disclosure of Pecuniary Interest and the General Nature Thereof

Members of Council and members of the City's local boards/committees are required to file a written statement when they have a conflict of interest. If a conflict is declared, please visit www.kitchener.ca/conflict to submit your written form.

3. Consent Items

The following matters are considered not to require debate and should be approved by one motion in accordance with the recommendation contained in each staff report. A majority vote is required to discuss any report listed as under this section.

3.1 Demolition Control Application - DC25/034/S/AA - 26 Siebert Ave, DSD-2026-009

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4. Delegations

Pursuant to Council's Procedural By-law, delegations are permitted to address the Committee for a maximum of five (5) minutes. All Delegations where possible are encouraged to register prior to the start of the meeting. For Delegates who are attending in-person, registration is permitted up to the start of the meeting. Delegates who are interested in attending virtually must register by 3:30 p.m. on January 5, 2026, in order to participate electronically.

4.1 Item 6.1 - Kevin Muir, Zehr Group of Companies

5. Discussion Items

5.1 None.

6. Public Hearing Matters under the Planning Act (advertised)

This is a formal public meeting to consider applications under the Planning Act. In accordance with the Ontario Planning Act, only the applicant or owner of land affected by the planning applications, a specified person, or a public body, and or the Minister may appeal most decisions. If you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you may not be entitled to appeal the decision of the City of Kitchener to the Ontario Land Tribunal (OLT), and may not be added as a party to the hearing of an appeal before the OLT. To understand your right of appeal, if any, or for further clarification regarding appeals, please see the Ontario Land Tribunal website (<https://olt.gov.on.ca/>).

6.1 Official Plan Amendment Application OPA24/011/C/AP, Zoning By-law Amendment Application ZBA24/023/C/AP, 808-836 Courtland Avenue East, 808 Courtland GP Inc., DSD-2025-002 *(Staff will provide a 5-minute presentation on this matter.)*

30 m

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6.2 Zoning By-law Amendment Application ZBA25/026/W/EW, 7 Wimbledon Crescent, DSD-2026-001 *(Staff will provide a 5-minute presentation on this matter.)*

20 m

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7. Information Items

7.1 Kitchener's Great Places Awards 2025 Program Update, DSD-2026-003

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8. Adjournment

Mariah Blake
Committee Coordinator

REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: January 5, 2026

SUBMITTED BY: Garrett Stevenson, Director, Development and Housing Approvals Division, 519-783-8922

PREPARED BY: Arwa Alzoor, Planner, 519-783-8903

WARD(S) INVOLVED: Ward 3

DATE OF REPORT: December 4, 2025

REPORT NO.: DSD-2026-009

SUBJECT: Demolition Control Application - DC25/034/S/AA
26 Siebert Avenue

RECOMMENDATION:

That Demolition Control Application DC25/034/S/AA for 26 Siebert Avenue requesting permission to demolish a Single Detached Dwelling with one Additional Dwelling Unit (ADU)(Attached)(Duplex) and replace it with a new Single Detached Dwelling, BE APPROVED.

REPORT HIGHLIGHTS:

- The purpose of this report is to outline a request to be approved by Council to demolish an existing Single Detached Dwelling with an ADU (Attached) (Duplex) and replace it with a new Single Detached Dwelling located at 26 Siebert Avenue.
- The key finding of this report is that staff support the demolition of the Duplex and replacing it with a Single Detached Dwelling.
- There are no financial implications as there is no impact to the capital or operating budget.
- Community engagement included the information posted to the City's website with the agenda in advance of the Council/Committee meeting. All property owners within 30 metres of the subject property will receive notice of the demolition control application for information purposes immediately following Council approval.
- This report supports the delivery of core services.

BACKGROUND:

The Development Services Department has received an application requesting the demolition of an existing duplex located at 26 Siebert Avenue.

The purpose of this Demolition Control is to remove the existing building that contains two dwelling units in the form of a Single Detached Dwelling with one ADU (Attached) and

replace it with only one dwelling unit in the form of a Single Detached Dwelling, which will result in a loss of one dwelling unit.

The subject property is located on Siebert Avenue between Clark Avenue and Harber Avenue.

The subject property is identified as 'Major Transit Station Area' on Map 2 – Urban Structure and 'Low Rise Residential' on Map 3 – Land Use in the City's 2014 Official Plan. The property is zoned 'Low Rise Residential Two Zone (RES-2)' in Zoning By-law 2019-051.

In 2012, a Building Permit was issued to finish the basement to convert an existing Single Detached Dwelling into a Duplex.

A detached garage was constructed in 2023. The detached garage size required a Minor Variance to approve its height. It is proposed to remain to serve the new Single Detached Dwelling.

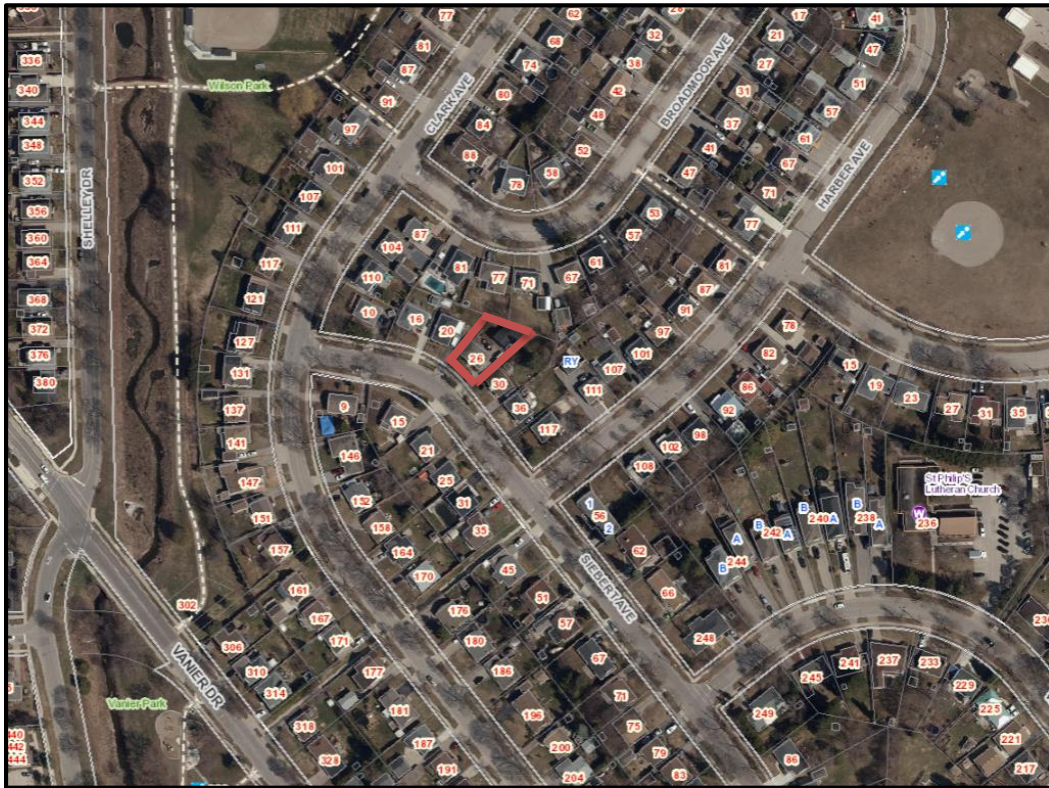


Figure 1: Location Map

Development and Housing Approvals Staff visited the site on December 4, 2025.



Figure 2: Front image of the subject property



Figure 3: An image of the subject property showing the detached garage in the rear yard

REPORT:

Arcadia Home Design Ltd has requested the demolition of the existing Duplex located at 26 Seibert Avenue and submitted a Building Permit Application for the construction of a new Single Detached Dwelling. As part of the application, the applicant provided a justification report explaining that the property owner does not wish to continue operating a rental unit.

The proposed redevelopment is intended to accommodate the Owner's family as their primary residence, supporting their long-term goal of aging in place within a home that meets their spatial and functional needs.

The design of the new dwelling requires additional basement space to support the family's living arrangements. The Owner has expressed a desire for full control over the building's use, including management of utilities and security systems, which is not feasible under the current duplex configuration.

Furthermore, the proposed Single Detached Dwelling has been designed to reflect and complement the established character of the surrounding neighbourhood. The removal of the existing basement accessory dwelling unit (ADU) is requested to allow the property to function as a Single Detached Dwelling.

The applicant has confirmed that both dwelling units have been vacant for an extended period, with the upper unit unoccupied for approximately 16 months and the lower unit vacant for approximately 28 months. As the property has fewer than six dwelling units and has not been tenanted for over a year, the Rental Replacement By-law does not apply.

Demolition Control Considerations:

The property is located within the City's Demolition Control Area, as defined in the City's Demolition Control By-law. The demolition control provisions under Section 33 of the Planning Act are intended to:

- Prevent the premature loss of viable housing stock and the creation of vacant parcels of land.
- Protect the appearance, character, and integrity of residential neighborhoods and streetscapes where no redevelopment is planned.
- Prevent the premature loss of municipal property assessment.
- Retain existing dwelling units until redevelopment plans have been considered and approved.
- Ensure that redevelopment occurs in a timely manner, where proposed.

Since the demolition will result in the loss of a dwelling unit without a plan for replacement, a Council decision is required in accordance with the City's Demolition Control Policy.

Heritage Comments:

The subject property has no heritage status and is not located adjacent to any heritage resource. Thus, staff have no issues or concerns.

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

Capital Budget – The recommendation has no impact on the Capital Budget.

Operating Budget – The recommendation has no impact on the Operating Budget.

COMMUNITY ENGAGEMENT:

INFORM—This report and the agenda have been posted to the City's website in advance of the Council / Committee meeting. Immediately following council approval, all property owners within 30 metres of the subject properties will receive notice of the demolition control application for information purposes.

PREVIOUS REPORTS/AUTHORITIES:

- [City of Kitchener's Demolition Control By-law](#)
- [Zoning By-law 2019-051](#)
- [Official Plan, 2014](#)

REVIEWED BY: Tina Malone-Wright, Manager, Development Approvals, Development and Housing Approvals Division

APPROVED BY: Justin Readman – General Manager, Development Services

REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: January 5, 2026

SUBMITTED BY: Garrett Stevenson, Director of Development and Housing Approvals, 519-783-8922

PREPARED BY: Andrew Pinnell, Senior Planner, 519-783-8915

WARD INVOLVED: Ward 3

DATE OF REPORT: December 18, 2025

REPORT NO.: DSD-2025-002

SUBJECT: Official Plan Amendment Application OPA24/011/C/AP
Zoning By-law Amendment Application ZBA24/023/C/AP
Address: 808-836 Courtland Avenue East
Owner: 808 Courtland GP Inc.

RECOMMENDATION:

That Official Plan Amendment Application OPA24/011/C/AP for 808-836 Courtland Avenue East, requesting to change the land use designation from 'Commercial' and 'General Industrial Employment' to 'Strategic Growth Area C' and to exempt the proposal from subsections d) and j) of Policy 15.D.12.81, to facilitate a high-density, mixed-use development comprising 977 dwelling units, 532.1 square metres of non-residential use on the ground floor, with a maximum building height of 30 storeys, be approved, in the form shown in the Official Plan Amendment attached to Report DSD-2025-002 as Attachment 'A'; and

That Zoning By-law Amendment Application ZBA24/023/C/AP for 808-836 Courtland Avenue East be approved in the form shown in the Proposed By-law and Map No. 1, attached to Report DSD-2025-002 as Attachment 'B'; and further

That the Urban Design Brief prepared by Zehr Group, dated December 2024 (Revised), attached as Attachment 'C' to report DSD-2025-002 be endorsed and that staff be directed to implement the Urban Design Brief through a future Site Plan Approval process, and at the discretion of the City's Director of Development & Housing Approvals, significant changes to the Urban Design Brief will be to the satisfaction of Council.

REPORT HIGHLIGHTS:

- The purpose of this report is to evaluate and provide a planning recommendation regarding the Official Plan Amendment and Zoning By-law Amendment Applications for the subject property, addressed as 808-836 Courtland Avenue East. Development and Housing Approvals staff recommend that the Official Plan and Zoning By-law Amendment Applications be approved.
- The requested amendments would facilitate a development concept comprising a mixed-use development, containing 3 high-rise residential towers (22, 27 and 30 storeys), situated on a shared podium (total of 977 dwelling units, consisting of a mix of 1-, 2-, and 3- bedroom units). The podium would contain commercial uses (total of 532.1 square metres). The subject property currently contains three commercial buildings and surface parking.
- Community engagement included:
 - Circulation of a preliminary notice letter to property owners and residents within 240 metres of the subject property on September 25, 2024;
 - Installation of a notice sign on the property;
 - Follow-up one-on-one correspondence with members of the public;
 - A neighbourhood Meeting with the community held on October 23, 2024;
 - A postcard advising of the statutory public meeting was circulated to all residents and property owners within 240 metres of the subject property, those who responded to the preliminary circulation, and those who attended the Neighbourhood Meeting;
 - Notice of the public meeting was published in The Record on December 12, 2025.
- This report supports the delivery of core services.
- This application was deemed complete on September 17, 2024. The Applicant can appeal this application for non-decision after January 15, 2025. Staff and the Applicant have been working with Canadian National Railway and the Ministry of Transportation for the past year to address land use compatibility issues, including traffic and noise mitigation.

EXECUTIVE SUMMARY:

The owner of the subject lands addressed as 808-836 Courtland Avenue East is requesting Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) Applications to facilitate a development concept comprising a mixed-use development, containing 3 high-rise residential towers (22, 27 and 30 storeys; total of 977 dwelling units, consisting of a mix of 1-, 2-, and 3- bedroom units), situated on a shared podium. The podium would contain commercial uses (total of 532.1 square metres).

The main purpose of the OPA is to change the land use designations from 'Commercial' and 'General Industrial Employment' to 'Strategic Growth Area C'. The ZBA would change the zoning of the developable portions of the subject property from Arterial Commercial Zone (C-6) and General Industrial Zone (M-2), both with site specific provisions, under Zoning By-law 85-1, to Strategic Growth Area Four Zone (SGA-4) with a Site Specific Provision and a Holding Provision, under Zoning By-law 2019-051. The proposed site specific provision would regulate matters such as building height, number of storeys, floor plate area, physical separation, amenity space, building length, and geothermal energy systems. The proposed Holding Provision would prohibit new sensitive land uses until a

Detailed Noise Study has been completed, and implementation measures have been addressed; and a Record of Site Condition (RSC) has been completed.

The ZBA would also change the zoning of small portions of the property that are not developable due to the floodplain from Arterial Commercial Zone (C-6) and General Industrial Zone (M-2), both with site specific provisions, under Zoning By-law 85-1, to Natural Conservation Zone (NHC-1) in Zoning By-law 2019-051.

Development and Housing Approvals staff recommends that the applications be approved.

BACKGROUND:

The City of Kitchener has received Official Plan Amendment and Zoning By-law Amendment Applications from 808 Courtland GP Inc. for the subject lands, addressed as 808-836 Courtland Avenue East. The purpose of the applications is to facilitate a development concept comprising a mixed-use development, containing 3 high-rise residential towers (22, 27 and 30 storeys; total of 977 dwelling units, consisting of a mix of 1-, 2-, and 3- bedroom units), situated on a shared podium. The podium would contain commercial uses (total of 532.1 square metres). Various amenities and shared common areas would be provided throughout the development. Most of the parking would be located within a parking structure, though a small surface parking lot is proposed. A total of 509 parking spaces are proposed. Bicycle parking would be provided in accordance with the requested zoning (e.g., 1 Class A stall per dwelling unit).

The portion of the subject property addressed as 808 Courtland Avenue East is currently designated Commercial in the City's 2014 Official Plan, while the portion of the subject property addressed as 836 Courtland Avenue East is currently designated 'General Industrial Employment' and in the same Official Plan. A small strip of land along the northwest side of the subject property and along Courtland Avenue is designated 'Natural Heritage Conservation'.

Site Context

The subject property is located on the northeast side of Courtland Avenue East, immediately southeast of the on-ramp to Highway 7/8. The subject property has an approximate lot area of 1.3 hectares (3.21 acres), and a frontage of approximately 114 metres on Courtland Avenue East. The subject property contains three buildings:

- 1 one-storey, multi-tenant commercial building,
- 1 multi-tenant building composed of 3 attached Quonset huts, and
- 1 portable building containing a take-out restaurant.

The surrounding lands contain a wide range of land uses, of various heights and densities. The lands immediately to the northwest are owned by the Ministry of Transportation and are used for Highway 7/8 on and off ramps. The property backs onto two apartment buildings that have frontage on Vanier Drive (37 Vanier Drive: 12-storeys; and 49 Vanier Drive: 9-storeys). The lands on the opposite side of Courtland Avenue East are zoned for industrial use and are used for manufacturing and Natural Heritage Conservation purposes. The property to the south is owned by Zevest Development Corporation and is occupied with the SleepEzzz mattress store.

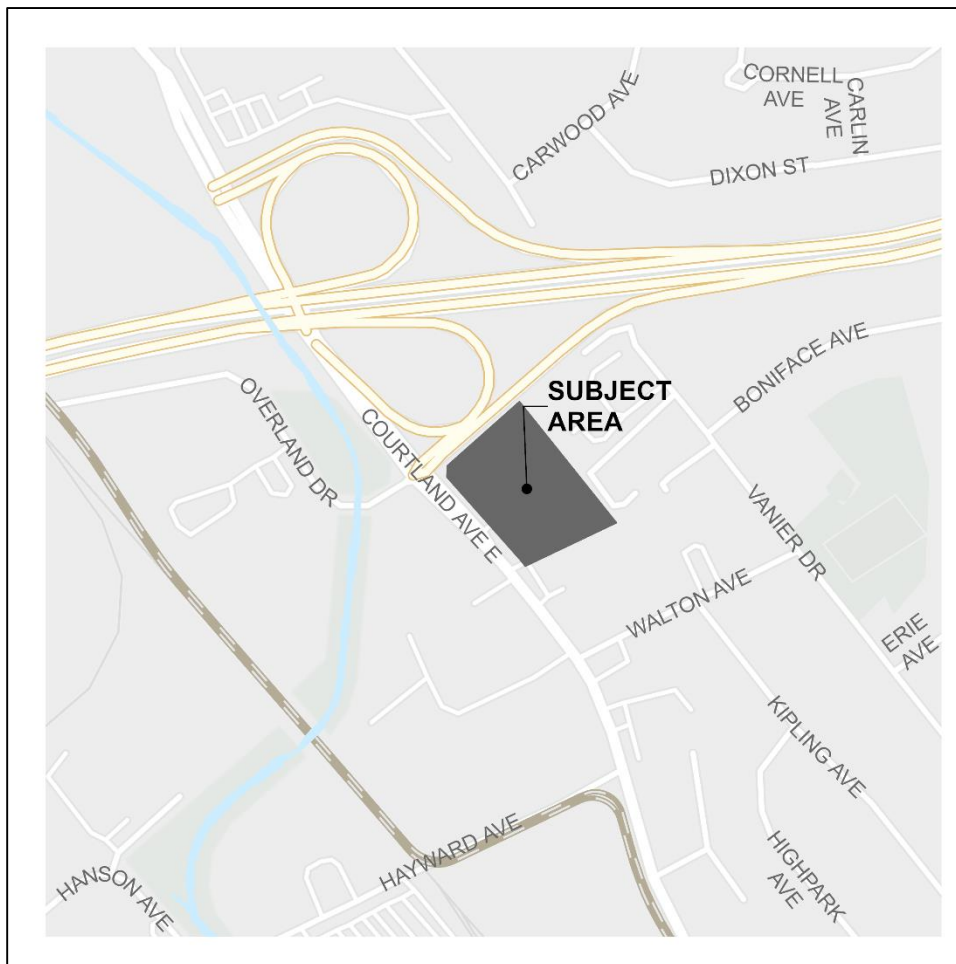


Figure 1 - Map showing the location of the Subject Area, 808-836 Courtland Ave E.

REPORT:

The applicant is proposing to redevelop the subject lands with a mixed-use development containing 3 high-rise residential towers (22, 27 and 30 storeys), situated on a shared 6-storey podium. A total of 977 dwelling units are proposed, consisting of a mix of 1-, 2-, and 3- bedroom units. The ground floor of the podium would contain a total of 532.1 square metres off commercial use. Various amenities and shared common areas would be provided throughout the development, including:

- 6th Storey outdoor terraces: 2,242.7 square metres;
- Indoor amenity spaces: 1,045.5 square metres;
- Courtland Avenue patio: 145.3 square metres;
- Total of 3,433.5 square metres of amenity space or 3.5 square metres per dwelling unit.

Most of the proposed 509 parking spaces would be included within the podium parking structure, which would be wrapped with active use along Courtland Avenue, as well as within one level of underground parking. A small surface parking lot is also proposed (11 parking spaces). Bicycle parking would be provided in accordance with the requested SGA-4 zoning category (e.g., 1 Class A stall per dwelling unit). Access would be achieved via a single driveway leading to Courtland Avenue East, which would be shared with the neighbouring property (844 Courtland Ave E) and located as far as possible from the Highway 7/8 on-ramp.



Figure 2 – Aerial photo showing the Subject Property outlined in red and surrounding context.



Figure 3 – Conceptual Rendering showing the proposed development from the intersection of Overland Drive at Courtland Avenue East, looking East.



Figure 4 – Conceptual Rendering showing the proposed development from Courtland Avenue East, looking North.

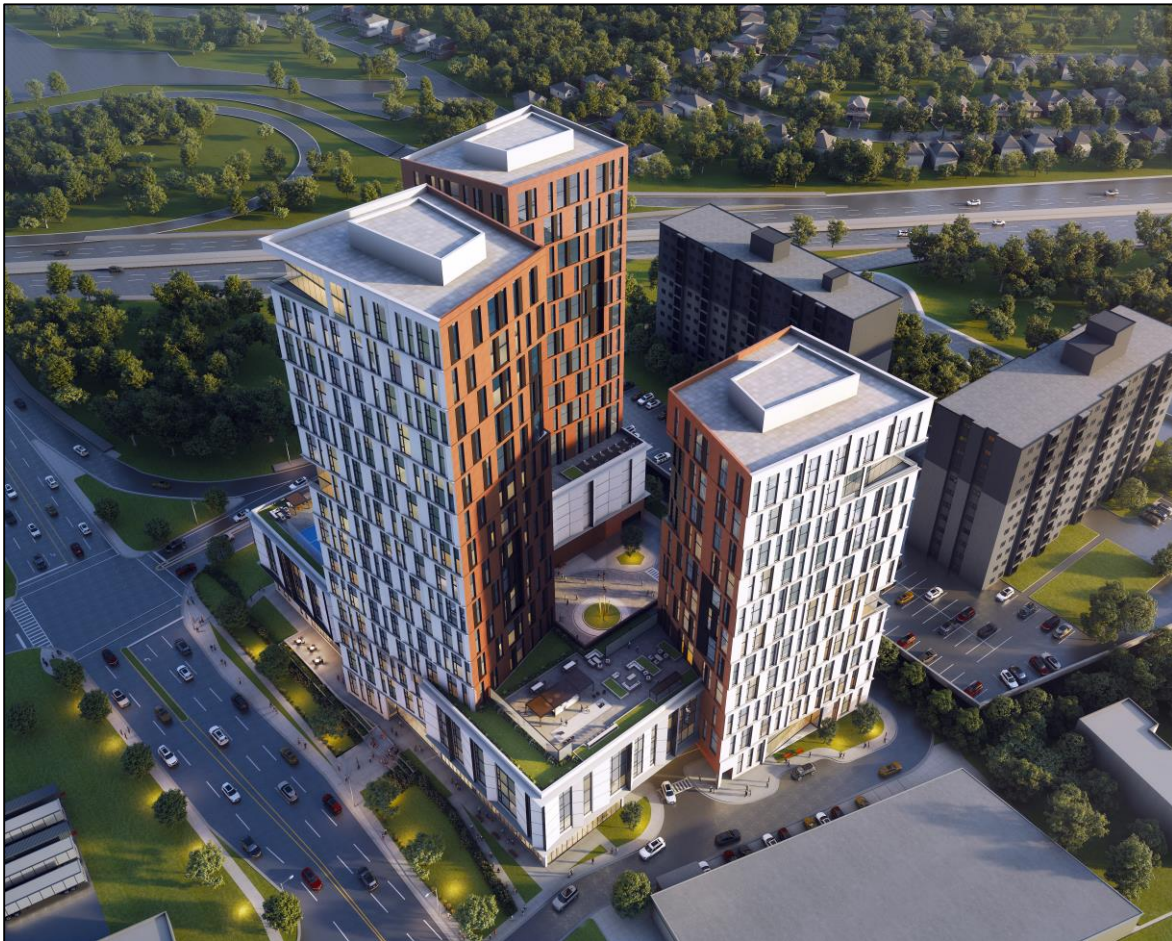


Figure 5 – Conceptual Rendering showing the proposed development from Courtland Avenue East, looking North, from above.

Planning Analysis:

Planning Act, R.S.O. 1990, c. P.13 25.

Section 2 of the Planning Act establishes matters of provincial interest and states that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g) The minimization of waste;
- h) The orderly development of safe and healthy communities;
- j) The adequate provision of a full range of housing, including affordable housing;
- k) The adequate provision of employment opportunities;
- p) The appropriate location of growth and development;
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) The promotion of built form that,
 - (i) Is well-designed,
 - (ii) Encourages a sense of place, and
 - (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

These matters of provincial interest are addressed and are implemented through the Provincial Planning Statement, 2024, as it directs how and where development is to occur. The City's Official Plan is the most important vehicle for the implementation of the Provincial Policy Statement, 2024 and to ensure Provincial policy is adhered to.

Provincial Planning Statement, 2024:

The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. The PPS 2024 came into force on October 20, 2024.

According to the Province, the PPS 2024 provides municipalities with the tools and flexibility they need to build more homes. It enables municipalities to:

- plan for and support development, and increase the housing supply across the province
- align development with infrastructure to build a strong and competitive economy that is investment-ready
- foster the long-term viability of rural areas
- protect agricultural lands, the environment, public health and safety

Sections 2.1.6 and 2.3.1.3 of the PPS 2024 promote planning for people and homes and support planning authorities to support general intensification and redevelopment while achieving complete communities by, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

Development and Housing Approvals (DHA) staff advises that the requested amendments will facilitate the intensification of the subject property with a high-density, mixed-use development that is compatible with the surrounding community, is transit-supportive, and will make use of existing infrastructure. No new public roads would be required for the proposed development and Engineering Services staff has confirmed there is capacity in the sanitary sewer to facilitate intensification with the proposed development concept. DHA staff is of the opinion that the requested amendments are consistent with the PPS 2024.

Regional Official Plan (ROP):

The Region of Waterloo is an upper-tier municipality without planning responsibilities. The More Homes Built Faster Act, 2022, amended the Planning Act by transferring planning responsibilities from upper-tier governments across the Province, including the Region of Waterloo to local municipalities. The Region is responsible for commenting on the infrastructure and service delivery that the Region of Waterloo delivers to the community, such as public health and paramedic services, affordable housing, source water protection, water and wastewater infrastructure, transit and transportation, waste management, and the Region of Waterloo International Airport. As a result, the Region no longer has an Official Plan (ROP) as it is now an Official Plan for area municipalities who are responsible for implementation of the ROP until it is repealed through a future Area Municipal planning exercise.

The subject property is located in the Urban Area, Delineated Built-Up Area, and Block Line Major Transit Station Area (MTSA) in the Regional Official Plan (ROP). Urban Area policies of the ROP identify that the focus of the Region's future growth will be within the Urban Area.

Growth is directed to the Built-Up Area of the Region to make better use of infrastructure that can assist in transitioning the Region into an energy efficient, low carbon community. Furthermore, intensification within the Built-Up Area assists the gradual transition of existing neighbourhoods within the Region into 15-minute neighbourhoods that are compact, well-connected places that allow all people of all ages and abilities to access the needs for daily living within 15 minutes by walking, cycling or rolling. Regional policies require Area Municipalities to plan for a range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents.

Section 2.D.2 of Regional Official Plan Amendment 6 (ROPA 6) establishes policies for development within Major Transit Station Areas (MTSAs). The policies within this section support the provision of increased mixed-use densities that are transit supportive. The

minimum density target established for the Block Line MTSA is 80 people and jobs/hectare.

The proposed development conforms the ROP, since the proposed development helps to achieve the planned intensification target. Moreover, the proposed built form provides a mix of unit types and is appropriately located along a corridor in which growth can be located close to transit and active transportation services and infrastructure. In addition, Chapter 3 of ROPA 6 establishes policies for housing in the region. The proposed development meets the intent of these policies.

Furthermore, Region staff has advised that they have no objection to approval of the OPA and ZBA Applications, provided:

- A Holding Provision is applied to the property, requiring completion of a detailed Noise Study to confirm recommendations associated with Regional road noise sources prior to Site Plan Approval; and
- The amending by-law includes a geothermal prohibition.

DHA staff advises that the requested detailed Noise Study and geothermal prohibition have been incorporated into the holding provision and site specific provision, included in the recommended Zoning By-law Amendment.

In addition, Region staff has advised that they have reviewed the Transportation Impact Study submitted in support of the applications and accepts it.

DHA staff is of the opinion that the requested amendments conform to the Regional Official Plan.

City of Kitchener Official Plan and Requested Official Plan Amendment:

The City of Kitchener Official Plan (OP) provides the long-term land use vision for Kitchener. The vision is further articulated and implemented through the guiding principles, goals, objectives, and policies which are set out in the Plan. The vision and goals of the OP strive to build an innovative, vibrant, attractive, safe, complete, and healthy community.

Urban Structure:

The OP establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. Intensification Areas are targeted throughout the Built Up Area as key locations to accommodate and receive the majority of development or redevelopment for a variety of land uses. Primary Intensification Areas include the Urban Growth Centre (Downtown), Protected Major Transit Station Areas, City Nodes, Community Nodes, and Urban Corridors, in this hierarchy, according to Section 3.C.2.3 of the Official Plan.

The subject property is located within the Block Line Protected Major Transit Station Area (PMTSA), as outlined on *Map 2 – Urban Structure* and *Map 4 - Protected Major Transit Station Areas and Urban Growth Centre* of the City's Official Plan. The subject property is

located 660 metres from the station stop. Per Policy 3.C.2.17, the planned function of PMTSAs, in order to support transit and rapid transit, is to:

- a) provide a focus for accommodating growth through development to support existing and planned transit and rapid transit service levels;
- b) provide connectivity of various modes of transportation to the transit system;
- c) achieve a mix of residential, office (including major office), institutional (including major institutional) and commercial development (including retail commercial centres), wherever appropriate; and,
- d) have streetscapes and a built form that is pedestrian-friendly and transit-oriented.

Policy 3.C.2.18h) states that the Block Line Station Protected Major Transit Station Area shall be planned to achieve a *minimum* density of 80 residents and jobs per hectare.

The subject proposal will assist the City in achieving the above noted density target. It is estimated that based on the proposed 977 dwelling units, a total of 532.1 square metres of commercial space, and a net site area of 1.3 hectares, would result in approximately 1,750 residents and 19 jobs. According to Planning and Housing Policy Division staff, this would increase the density of the Block Line PMTSA from approximately 51 residents and jobs per hectare to 66 residents and jobs per hectare. This increased density would assist in supporting rapid transit and local transit within this PMTSA.

The City of Kitchener is growing, and much of this growth is occurring in the areas around the ION LRT system. Policy 3.C.2.19 states, that:

The City, in collaboration with the Region and in accordance with the Regional Official Plan, will prepare Station Area Plans for each Protected Major Transit Station Area... Each Station Area Plan will provide direction on how Protected Major Transit Station Areas are to be planned, designed, developed and phased-in over time.

In this regard, on March 18, 2024, City Council approved the first phase of Station Area Planning for PMTSAs, known as Growing Together West. This included Official Plan Amendments and Zoning By-law amendments to introduce new Strategic Growth Area land uses and zones and apply them within seven of Kitchener's ten Protected Major Transit Station Areas (PMTSAs). However, the first phase of the study excluded the Block Line, Fairway, and Sportsworld MTSA (the subject property is located within the Block Line PMTSA).

The final phase of Station Area Planning, named *Growing Together East* (GTE), will update the planning framework for these three remaining PMTSAs. GTE was approved by Council in May 2025. The Official Plan Amendment associated with GTE has been approved by the Ministry of Municipal Affairs and Housing and is currently in-effect. However, the associated Zoning By-law Amendment was appealed to the Ontario Land Tribunal by a private developer and continues to be under appeal at the date of this report. The subject property was excluded from GTE since the privately- initiated OPA and ZBA Applications had already been submitted and were under review.

The PMTSA policies of the Official Plan continue with Policy 3.C.2.22, which states,

“...a) in areas that are intended to be the focus for intensification, development applications will support the planned function of Protected Major Transit Station Areas and have regard for the following:

- i) the Regional Official Plan and the Transit-Oriented Development Policies included in Section 13.C.3;
- ii) new non-transit-supportive uses such as low density uses and/or auto-oriented uses will be discouraged;
- iii) appropriate pedestrian and public transit facilities may be required with all major development or redevelopment proposals;
- iv) vehicular access points will be controlled to minimize disruption to traffic flow and new development may be required to share common driveways and provide for maneuverability between sites...”

In this regard, DHA staff is of the opinion that the requested applications would facilitate a mixed-use, Transit-Oriented Development with a high-density, compact urban form, that is directly connected to the Regional transit system (e.g., ION, GRT Route 6), with frontage on a street that benefits from a multi-use trail and sidewalk. Grand River Transit (GRT) notes that at the future Site Plan Application stage, the applicant will be required to relocate the nearby Route 6 transit stop adjacent to the subject property and pay for upgrades to the shelter (it is anticipated that the transit stop will be located adjacent to the lobby entrance for the tower closest to Courtland Avenue East). Moreover, the proposed development would maintain the existing shared driveway with the property to the southeast (844 Courtland Ave E), which will minimize disruption to traffic flow.

As detailed in the Land Use Designation section, below, the applications request to convert the portion of the subject property that is designated for industrial uses (the portion of the subject property that is addressed as 836 Courtland Avenue East) from ‘General Industrial Employment’ to ‘Strategic Growth Area C’. Per PMTSA Policy 3.C.2.21., “Development applications proposing the conversion of....lands designated for industrial uses, to...non-employment uses in Protected Major Transit Station Areas may be considered in advance of the implementation of approved Station Area Plans, subject to the completion of a comprehensive review and provided any proposal is in accordance with the Regional Official Plan and the Transit-Oriented Development Policies in Section 13.C.3.” In this regard, the Regional Official Plan Amendment 6 (ROPA 6) has acted as the prescribed comprehensive review. ROPA 6 determined that the subject property is part of a PMTSA, rather than an ‘Employment Area’ (see Figure 6). Furthermore, DHA staff is satisfied that regard has been had to the Transit-Oriented Development Policies in Section 13.C.3 of the City’s Official Plan (for more information, see Transportation Policies section, below).

Based on the above, DHA staff is of the opinion that the requested amendments conform to the City’s PMTSA policies.

Land Use Designation:

As noted above, the subject property was excluded from GTE, since the subject, OPA and ZBA Applications had already been submitted. However, through GTE, the property located immediately southeast of the subject property (i.e., 844 Courtland Avenue East)

was redesignated to 'Strategic Growth Area C', and SGA-4 zoning was approved by Council, along with a holding provision which limits building height to 120.0 metres. This designation and zoning category permit the greatest opportunity for growth and development of all the SGA designations and zones. The lands immediately to the northeast (fronting onto Vanier Drive) were redesignated to 'Strategic Growth Area B' and rezoned to SGA-3, which permit a maximum building height of 28 storeys.

The owner is requesting to change the land use designation of only those portions of the subject property that are designated 'Commercial' (approximately the northwestern half of the subject property) and 'General Industrial Employment' (approximately the southeastern half of the subject property) to 'Strategic Growth Area C' (i.e., only those developable portions of the subject property). Those small portions of the subject property that are designated 'Natural Heritage Conservation', which are consistent with the floodplain of Schneider Creek, would not be changed (see Figure 8).

It should be mentioned that notification of the subject OPA to City departments, agencies, and the community originally stated the requested change was to the High Rise Residential land use designation with a Site Specific Policy Area to permit a maximum Floor Space Ratio of 7.0. However, through the review period, the option to apply the recently created 'Strategic Growth Area C' land use designation became available (through resolution of the appeal regarding Growing Together West), which represents the most appropriate designation for this context within a PMTSA.

There are several Commercial land use designation policies that relate to the requested OPA, such as:

15.D.5.15. Lands designated as Commercial are intended to provide for a range of retail and service commercial uses that cater primarily to the weekly and daily needs of residents within the surrounding neighbourhoods.

and

15.D.5.17. In addition to Policy 15.D.5.16, the permitted uses on lands designated Commercial and identified as a Protected Major Transit Station Area, City Node, Community Node or Urban Corridor on Map 2:... b) may include dwelling units, where appropriate, provided that they are located in the same building as compatible commercial uses and are not located on the ground floor to a maximum Floor Space Ratio of 2.0.

The requested OPA to change the land use designation to 'Strategic Growth Area C' would facilitate a development concept that includes 532.1m² (5,727.5 sq.ft) of non-residential (e.g., commercial) space on the ground floor of Tower B (tower closest to Courtland Avenue East – see Figure 7).

Considering the above, DHA staff is not concerned about the change in land use from 'Commercial' to 'Strategic Growth Area C'.

Moreover, there are several industrial employment areas policies that relate to the requested OPA, such as:

15.D.6.5. A conversion of an industrial employment area to a non-employment use, which includes any use not otherwise permitted in the industrial employment area designations of this Plan, may only be permitted through a municipal comprehensive review where it has been demonstrated that...

and

15.D.6.6. For the purposes of Policy 15.D.6.5:

- a) residential, institutional, non-ancillary commercial, non-ancillary retail and major retail will be considered a non-employment use and any conversion to such uses will require a municipal comprehensive review...

Regarding the above policies, it must be noted that the requested change in land use is not a conversion of an employment area, for the following reasons:

- The PPS defines employment area as - *Employment Area: means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.* Importantly, this definition speaks to "areas that are designated in an Official Plan for cluster of business and economic activities..."
- The City's Official Plan includes *Map 2 - Urban Structure* which identifies "Industrial Employment Areas". Official Plan Policy 5.C.1.3 states, "Industrial Employment areas are *identified on Map 2 and designated on Map 3...*". Further, Official Plan policy 5.C.1.4 states, "Lands designated for Industrial Employment are critical to the local economy, and are anticipated to accommodate a significant share of employment growth to 2031 and beyond..."
- Map 2 of the City's Official Plan does not show any lands within the Protected Major Transit Station Areas as "Industrial Employment Areas". This is because of the City's Comprehensive Review of Employment Lands Study (2010) (CREL) which concluded that employment parcels in the Urban Growth Centre and Major Transit Station Areas (MTSAs) were identified and excluded from the employment lands inventory since they were lands that could help achieve density targets and objectives of MTSAs, identified in Provincial and Regional policy.
- Further, CREL was used to inform the Region's employment study, which informed updates to the Region's Official Plan (ROP) (now Kitchener's Official Plan as of January 1, 2025, in accordance with the transition of Regional planning responsibilities to area municipalities), through Regional Official Plan Amendment 6 (ROPA 6). *Map 3 – Employment Areas* of the ROP continues to not include any lands within Kitchener's PMTSAs as employment areas, nor were any of these lands included as lands needed to accommodate employment forecasts to 2051.
- A municipal comprehensive review (MCR) was completed by the Regional Municipality of Waterloo in 2022 via Regional Official Plan Amendment 6 (ROPA 6),

which identified the subject lands as a Major Transit Station Area (MTSA) (see Figure 6, below). Accordingly, a further MCR is not required.

DHA staff is of the opinion that the portion of the subject property that is proposed to redesignated from 'General Industrial Employment' to 'Strategic Growth Area C' land use designations *is not employment areas* per the PPS and Planning Act. Accordingly, PPS policy 2.8.2.5, which permits planning authorities to remove lands from employment areas (subject to criteria) *does not apply*. The land use change requested through the subject OPA aligns with the City's Official Plan, Regional Official Plan, and PPS policies related to PMTSAs, including the ability to achieve minimum density targets.

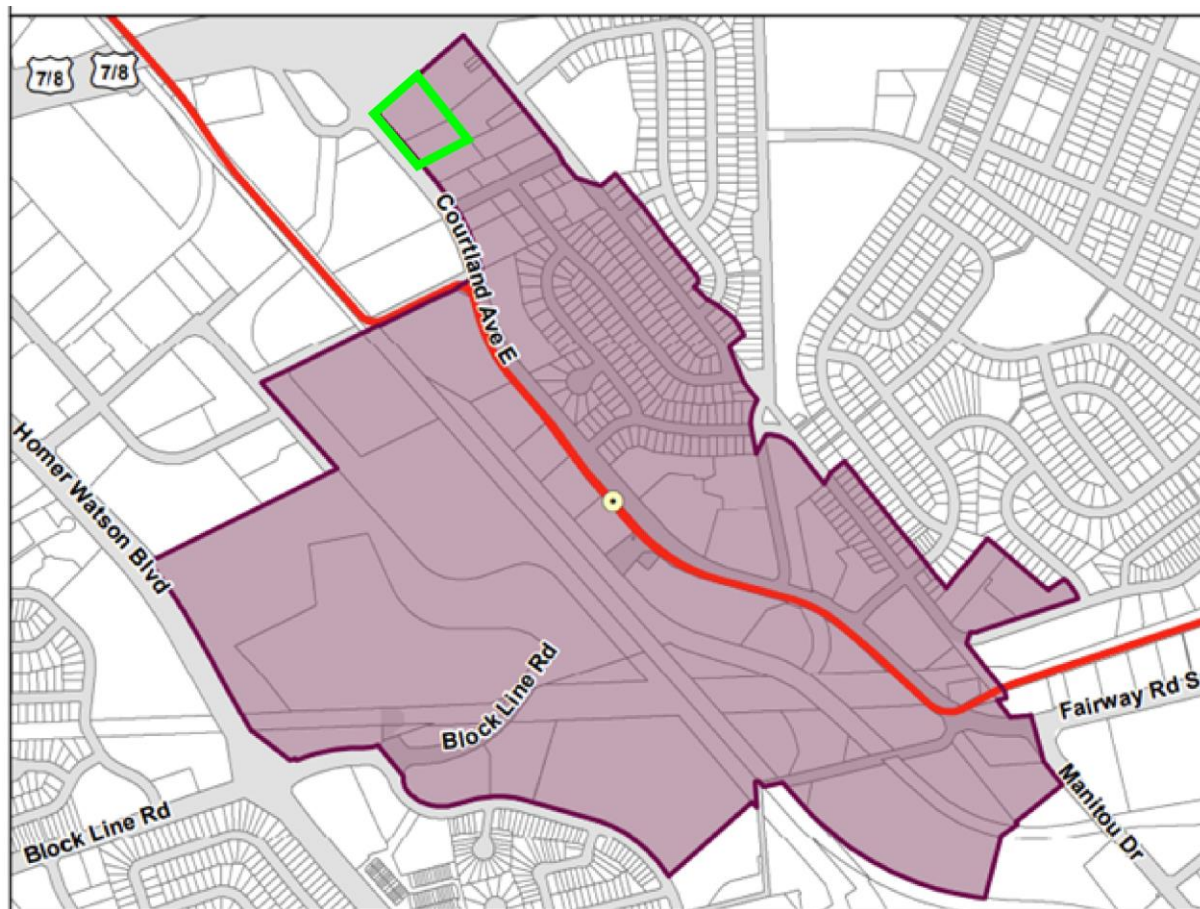


Figure 6 – Excerpt of *Block Line Station - Figure 7c* of ROPA 6, showing that the subject lands (outlined in green) are included within the Block Line Station MTSA.

The applicant is requesting to change the land use designation of the subject property to 'Strategic Growth Area (SGA) C'. There are several SGA policies that relate to the requested OPA, such as:

Strategic Growth Area Policies:

15.D.2.3. The Urban Growth Centre (Downtown) and Protected Major Transit Station Areas will be planned: a) As a focal area for public gatherings, institutions and services, as well as commercial recreational, cultural and entertainment uses; b) To accommodate and support major transit infrastructure; c) To serve as a high density major employment location that will attract provincially, nationally and

internationally significant employment uses; d) To accommodate a significant share of the city's population and employment growth; and, e) To provide services and amenities to attract population growth.

15.D.2.5. Notwithstanding policies 4.C.1.8 and 4.C.1.9, site specific applications which seek relief from the implementing zoning through a minor variance(s) or amendment to the Zoning By-law, and/or seek to amend this Plan will consider the following factors: a) Compatibility with the planned function of the subject lands and adjacent lands; b) Suitability of the lot for the proposed use and/or built-form; c) Lot area and consolidation as further outlined in Policy 3.C.2.11; d) Compliance with the City's Urban Design Manual and Policy 11.C.1.34; e) Cultural heritage resources, including Policy 15.D.2.8; and, f) Technical considerations and other contextual or site specific factors.

15.D.2.6. The implementing zoning may regulate matters related to built form including, but not limited to, building length, floor plate area, on-site separation between buildings, and off-site separation between buildings.

15.D.2.7. Large scale developments will be expected to provide appropriate landscaping in accordance with the City's Urban Design Manual through the Site Plan Control process.

General Uses:

15.D.2.15. The City recognizes that new sensitive uses will be introduced through development and redevelopment within areas historically designated for industrial employment. The City anticipates the eventual relocation of existing industrial uses. In the interim, new sensitive uses should prioritize sensitivity to existing industrial uses, acknowledging their unique operational requirements. Emphasizing land use compatibility, development applications for new sensitive uses should proactively engage with industrial stakeholders to address potential conflicts and implement measures that enable coexistence until a full land use transition is realized.

Transportation:

15.D.2.26. The Urban Growth Centre (Downtown) and Protected Major Transit Station Areas will be part of an integrated provincial, regional and city transportation system while at the same time provide a transit-oriented, pedestrian-friendly and walkable environment.

15.D.2.28. Where new parking spaces are proposed to be developed in combination with all new development or redevelopment, the City will: a) Consider parking space reductions where warranted where such new development or redevelopment will enhance and contribute to the planned function of the Urban Growth Centre (Downtown); b) Encourage owners/applicants to utilize Transportation Demand Management (TDM) measures; c) Encourage owners/applicants to provide cash-in-lieu of required parking; d) Encourage parking structures that are integrated with other uses as the desired form of parking; e) Encourage required off-street parking to be located away from and/or screened

from the view of the public realm; and, f) Discourage the creation of new surface parking lots and commercial parking facilities.

Urban Design:

15.D.2.32. A high quality of urban design will be expected of the buildings, building elevations, building massing, storefronts, store signs, patios, streetscapes and public spaces to enhance street life and create local pride and interest as well as tourism interest. The City will encourage innovation and architectural excellence in urban development.

Strategic Growth Area C:

15.D.2.66. Permitted uses may include those permitted in the Strategic Growth Area B land use designation.

15.D.2.61. The Strategic Growth Area B land use designation will accommodate a range of medium and high density residential housing types including those permitted in the Medium Rise Residential and High Rise Residential land use designations.

15.D.2.62. Permitted non-residential uses within the Strategic Growth Area B land use designation may include the following:... a) Compatible commercial uses such as, but not limited to, retail, commercial entertainment, restaurants, financial establishments, hotels, and light repair operations;

With respect to the above Strategic Growth Area policies, DHA staff has prepared the following comments:

- The proposed development will help implement the City's policy that PMTSAs will be planned to support major transit infrastructure, accommodate a significant share of the city's population growth, and provide services. The proposal would facilitate high density residential housing, including the types permitted in the High Rise Residential land use designation. As noted above, staff estimates that the proposed 977 dwelling units would result in 1,750 residents. Additionally, the proposed 532.1 square metres of compatible commercial space would provide services to help attract population growth and would result in approximately 19 jobs.
- The proposal, which includes a Site Specific Provision:
 - Would support the planned function of the Block Line PMTSA, since it accommodates significant growth through development and supports existing and planned transit rapid transit, achieves a mix of residential and commercial development, and fosters a streetscape and built form that is pedestrian-friendly, and transit-oriented;
 - Is on a lot that is well-suited for the proposed uses and built form, and which is the result of consolidation of two parcels of land, the specific purpose of which is to facilitate comprehensive redevelopment;
 - Has been thoroughly reviewed by Urban Design staff against the Urban Design Manual (UDM) and Urban Design policies of the Official Plan, including the at-grade interface with Courtland Avenue.

- The requested zoning appropriately modifies certain design-related provisions of the SGA-4 Zone to address site-specific factors and the proposed development concept. Suitable landscaped and amenity areas have been provided to the satisfaction of DHA staff. As noted above, the requested OPA and ZBA Applications, including the development concept, were received and circulated prior to the SGA designations and zones being incorporated into the Official Plan and Zoning By-law;
- The Road/Rail Traffic and Stationary Noise Impact Study submitted in support of the subject applications has been thoroughly reviewed by the City, Region, and CN Rail to ensure land use compatibility between proposed sensitive land uses (e.g., residential uses) and nearby industrial / employment uses. Holding Provisions have been incorporated into the ZBA to ensure that a Detailed Stationary and Transportation (including rail) Noise Study has been completed, and implementation measures have been satisfactorily addressed. Nearby industrial operations were circulated on the subject applications, from whom no concerns were received.
- In accordance with the City's Zoning By-law and the Planning Act, minimum parking for motor vehicles is not required within PMTSAs such as this case. Notwithstanding, all parking that is proposed will be screened from the view of the public realm, behind active uses or located underground within a parking garage.

Moreover, as part of the Growing Together East project, OPA No. 62 was approved by the province on November 19, 2025 and is now in effect. Through this OPA, Policy 15.D.12.81 was added to the Official Plan which applies to the Block Line, Fairway, and Sportsworld PMTSAs, including the subject property (though the regular land use policies do not apply to the subject property).

In the context of the subject property and proposed development, this policy would ensure that the development protects for existing and planned transit system infrastructure and transit vehicle movement and routing. In this regard, the Region has thoroughly reviewed the proposed development as it relates transit and is satisfied.

The policy would also require that development applications demonstrate through a Transportation Demand Management (TDM) Strategy, that the proposal incorporates:

- Measures to increase active transportation and transit use and reduce single occupancy vehicle use;
- Multi-modal transportation assessments and site-related traffic mitigation measures to demonstrate sufficient and safe transportation infrastructure to service the proposed development;
- A range of parking management strategies that minimize the need for auto parking supply and that prioritize facilities and TDM programs; and
- Phasing of TDM measures to support development.

In this regard, the applicant submitted a TDM Letter in support of the proposed development. This letter speaks about a range of TDM measures that will be incorporated into the proposed development (e.g., unbundled parking and bicycle parking, connections to municipal pedestrian facilities). While the policy speaks to more criteria than the letter that was submitted, it must be noted that the subject applications were submitted long before the policy came into effect and Transportation Services is supportive. The

requested Official Plan Amendment incorporates an exemption from the specific requirements of the above noted policy.

The Planning Justification Report states that “the proposed development is intended to be constructed in one phase.” However, if at the Site Plan stage, the development is revised to be phased, a phasing plan would be required to be submitted as part of a complete application, as part of the policy.

The new policy also requires that, where a redevelopment proposes to reduce the existing non-residential gross floor area on a lot, a Retail Impact Study that addresses that future on-site and local populations will be adequately served, is required as part of a complete application. In this case, the proposed development incorporates 532.1 square metres of non-residential use in the base of the building. While this demonstrates a reduction in the amount of non-residential use that currently exists on the site (approximately 2,250 square metres), it must be reiterated that subject applications were submitted long before the policy came into effect. The requested Official Plan Amendment incorporates an exemption from the requirement to provide a Retail Impact Study.

Based on the above, DHA staff is of the opinion that the proposed redevelopment conforms to the City’s Strategic Growth Area land use policies.

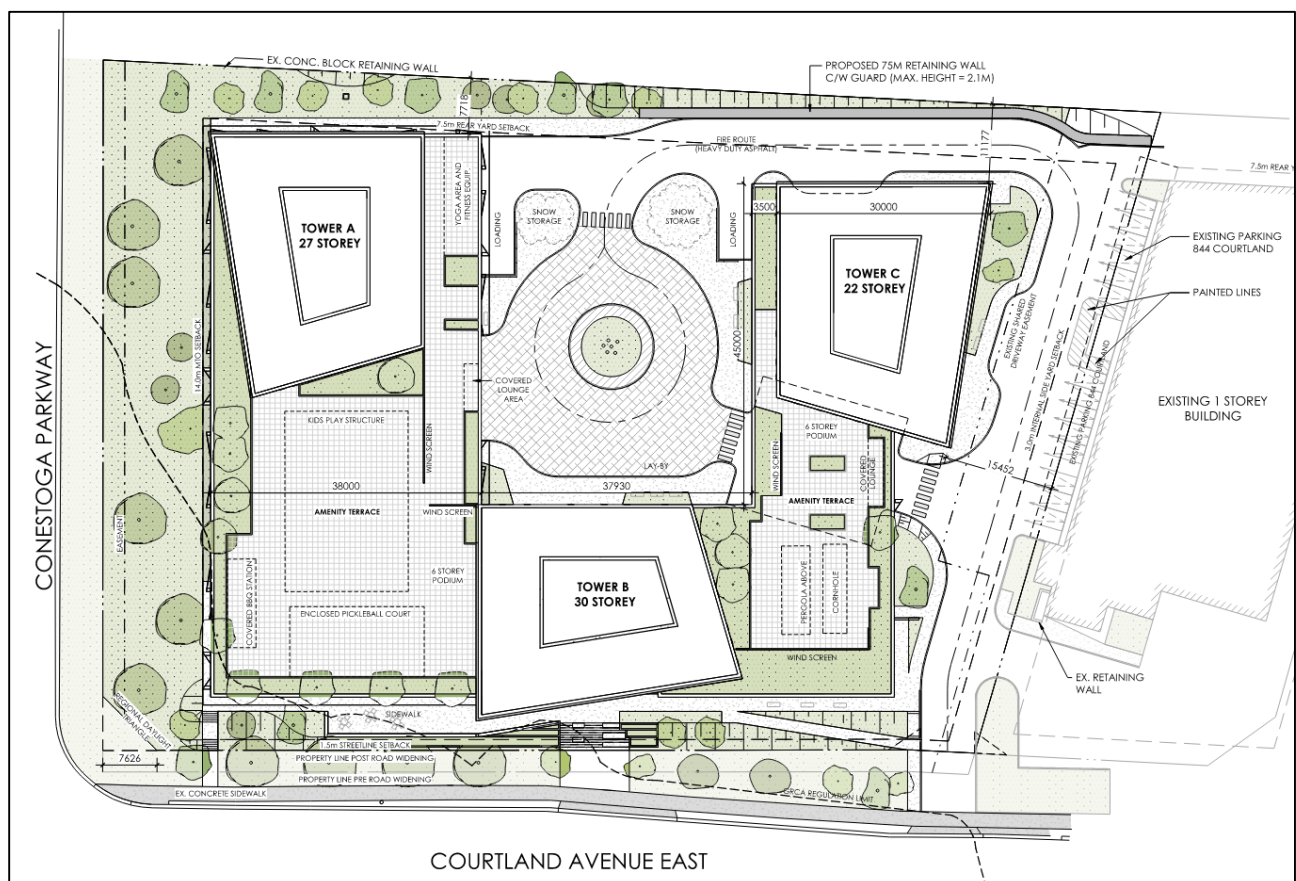


Figure 7 – Aerial Site Plan showing the Proposed Development Concept

Urban Design Policies:

The City's urban design policies are outlined in Section 11 of the City's OP. In the opinion of staff, the proposed development satisfies these policies. To address these policies, an Urban Design Brief was submitted and has been reviewed by City staff. The Urban Design Brief is acceptable and outlines the vision and principles guiding the site design and informs the requested zoning regulations.

Streetscape:

The setback from Courtland Avenue East works with the grades and allows for a generous streetscape realm. A walkway lines the building edge linking to the three pedestrian connections to the Courtland Avenue sidewalk. Trees and plantings are accommodated in the front yard. The 6-storey building base height provides a human-scale streetscape relationship. The tower closest to Courtland Avenue provides an oblique-angled projection past the podium base, which will contribute positively to the streetscape. The ground floor design provides for a fully active and animated edge to the public streetscape of Courtland Avenue East. Along the streetscape, a regular spacing pattern of entrances is set by three individual commercial unit entrances, the residential lobby entrance, and residential amenity rooms. A single, shared driveway access to the street serves the proposed development, minimizing the number of interruptions of the public streetscape.

Skyline:

The proposed design's angular three-tower configuration has a dual purpose of providing visual interest to the building form and tower skyline as well as strategic placement of tower mass to maximize separation between tower footprints. The design also provides a distinguished skyline addition through differing tower heights, angled floorplates, and alternative building elevations.

Safety:

Urban Design staff will address implementation of Crime Prevention through Environmental Design (CPTED) principles through the future Site Plan Application review, and Fire Services will ensure that the site meets the Emergency Services Policy. The Urban Design Brief notes that the proposed design "Provides for 'eyes on the street' and implements other CPTED measures through the podium massing and fenestration."

Universal Design:

The development will be designed to comply with Accessibility for Ontarians with Disabilities Act and the Ontario Building Code. The building entrance on Courtland Avenue is designed to be barrier-free with a ramp. Barrier-free parking is provided within all levels of underground and above-grade parking levels.

Shade:

The proposed design includes a covered canopy near the front entrance to the podium, facing Courtland Avenue East. Also, the amenity terraces at the 7th storey include various shade structures, for example, a pergola, covered lounge, and covered BBQ station.

Site Design, Building Design, Massing and Scale:

The subject proposal is designed to facilitate development that enhances the site, future, and the streetscape. Through the future Site Plan Application process, many design-related matters will be reviewed and addressed, such as:

- improving the quality of development from the public realm, adjacent properties, and on-site;
- ensuring safe, comfortable and functional on and off site circulation for all modes of transportation; and
- ensuring that site servicing components are functional, attractive and appropriately screened from view from the public realm.

Also, the proposed design enhances pedestrian and cycling usability, respects human scale, fosters a streetscape that is accessible, safe, has a functional relationship to the street, and represents an attractive and compatible building form.

Design in Protected Major Transit Station Areas:

Policy 11.C.1.36 states that development will require a high standard of urban design in Protected Major Transit Station Areas and will require a site-specific urban design brief to demonstrate how the development application exemplifies high quality urban design and will contribute to the public realm and placemaking in the station area and around the station stop. In this regard, the applicant has submitted an Urban Design Brief (see Attachment 'C') that has been reviewed and accepted by the assigned City Planner, Urban Designer, and Parks Planning and Development Project Manager. DHA staff recommends that the Urban Design Brief be endorsed by Council and that staff be directed to implement the Urban Design Brief through future Site Plan Approval process (disregarding any references to the previously requested High Rise Residential designation and zoning), and at the discretion of the City's Director of Development & Housing Approvals, significant changes to the Urban Design Brief will be to the satisfaction of Council.

Shadow Impact Analysis:

In support of the subject applications, the applicant has completed a Shadow Impact Analysis as part of the Urban Design Brief. Urban Design staff has reviewed the Analysis and advises that it is acceptable, since it confirms that the proposal maintains access to at least 5 hours of cumulative direct sunlight to nearby sidewalks and open spaces. Due to the low sun angle in December, the shadows cast by buildings are at their longest, which makes it difficult for any new development especially high-rise buildings to meet the target.

Tower Design:

Size and Proportion:

The three proposed towers are best characterized as point towers, each having a tower footprint of 915 square metres. None of the towers have balconies, which slims the building mass, while the angled configuration of the tower footprints lessens the perception of mass from various vantage points. The tower articulation and "cut-outs" on certain

levels, plus other architectural elements, combine to further visually reduce the tower masses.

Placement:

The three towers are purposely arranged on the site in a triangular pattern, with obliquely angled floorplates to optimize the Physical Separation, as regulated through the SGA-4 Zone. To distinguish the skyline and view of the development, the angled tower floor plates are flipped in orientation between each tower. The tower designs share many of the same features, but the flipped orientations create different perspectives and variation.

Tower B is proposed to have an oblique-angled projection past the podium base, which creates a unique architectural expression along the streetscape, together with varied materiality and fenestration patterns.

Relative Height:

The three towers have varied building heights, which will create a desirable built form and skyline:

- Tower A, at the north end of the site, abutting the Highway 7/8 ramp is 27 storeys;
- Tower B, directly abutting Courtland Avenue East, is 30 Storeys; and
- Tower C, at the south end of the site, is 22 storeys.

Transportation Policies:

The Official Plan supports an integrated transportation system which incorporates active transportation, allows for the movement of people and goods and promotes a vibrant, healthy community using land use designations and urban design initiatives that make a wide range of transportation choices viable.

On Map 11 of the City's Official Plan, Courtland Avenue East is identified as a "Regional Road", along with a "Primary Multi-Use Pathway/Connection (Type 1)". The proposed development has sufficient access to active-transportation networks, noting that the Trans-Canada Trail, which is a Multi-Use Trail along this section, is located directly opposite the subject property, on the southwest side of Courtland Avenue East. A municipal sidewalk is located directly in front of the subject property, on the northeast side of Courtland Avenue. The subject property is very well connected to the public transportation system, being located within 660 metres of the Block Line ION station stop, which provides region-wide access and connectivity. Also, the property is located directly on GRT Local Route 6 (Bridge-Courtland), and within walking distance to iXpress Route 201, and Local Routes 22 (Laurentian West) and 33 (Huron). The proposal will support the City's integrated transportation system and represents pedestrian-friendly and transit-oriented development.

Within PMTSAs such as this, no minimum parking for motor vehicles is required and the applicant is not requesting any parking relief through the subject applications. However, the applicant is choosing to provide a total of 509 parking spaces. It should be noted that if, for example, the subject property was not located within a PMTSA and was zoned High Rise Residential (RES-7), a total of 1,091 spaces would be required for the residential and

commercial uses combined, which represents approximately double the parking that is provided. Visitor, barrier-free, and electric-vehicle-ready parking must still be provided as a percentage of the parking provided, in accordance with the Zoning By-law. As noted above, all parking that is proposed will be screened from the view of the public realm, behind active uses or located underground within a parking garage. Also, the proposed development would maintain the existing shared driveway with the property to the southeast (844 Courtland Ave E), to minimize disruption to traffic flow.

With respect to Transportation Demand Management strategies, the applicant has expressed a willingness to provide unbundled parking, which the City strongly encourages for new developments. Also, Class A bicycle parking will be provided at a rate of 1 stall per dwelling unit. At least 6 Class B bicycle parking stalls will be provided.

Direct and barrier-free walkway connections between the municipal sidewalk and the proposed development, and other pedestrian and cycling facilities, will be planned through the future Site Plan Application.

Official Plan Conclusions:

The OPA Application requests that the land use designation of subject property be changed from 'Commercial' and 'General Industrial Employment' to 'Strategic Growth Area C' and to exempt the proposal from subsections d) and j) of Policy 15.D.12.81. Based on the above-noted policies and planning analysis, DHA staff is of the opinion that the requested OPA represents good planning and recommends that it be approved in the form shown in Attachment 'A'.

In addition, within the Kitchener 2051 Draft Official Plan, the subject property continues to be located within the Built Up Area, a Strategic Growth Area, and within a Protected Major Transit Station Area. Within Strategic Growth Areas, Protected Major Transit Station Areas will be the primary focus for intensification. Primary land uses within PMTSAs include Mixed Use A, Mixed Use B, and Mixed Use C, which are the equivalent to the existing Strategic Growth Area A, B, and C land use designations. The application of a Strategic Growth Area C land use designation to portions of the subject lands meets the general intent of the draft Official Plan.

Zoning By-law and Requested Zoning By-law Amendment:

The subject property is currently split-zoned:

- The portion of the property containing the building addressed as 808 Courtland Avenue East is zoned under By-law 85-1 as Arterial Commercial Zone (C-6), with Special Regulation Provisions 1R and 73R, and Special Use Provision 76U;
- The portion of the property containing the building addressed as 836 Courtland Avenue East is zoned under By-law 85-1 as General Industrial Zone (M-2), with Special Regulation Provision 29R.

The current commercial and industrial zoning are out-of-synch with the current PMTSA Urban Structure of the Official Plan and ought to be updated to be consistent.

As aforementioned, the subject property was excluded from the Growing Together East Study since the subject OPA and ZBA Applications had already been submitted and were under review.

The applicant has requested a ZBA to change the zoning of the developable portions of the subject property to Strategic Growth Area Four Zone (SGA-4) with Site Specific Provision (439) and Holding Provision (115H), under By-law 2019-051.

It should be mentioned that the notification of this ZBA to City departments, agencies, and the community originally stated the requested change was to High Rise Residential (Zone) with site specific provisions. However, through the review period, the option to apply the recently created 'SGA' zones became available, which represents the most appropriate zoning for this context, considering location of the subject property within a PMTSA. DHA staff notes that Council approved the 'SGA-4' Zone for the abutting property addressed as 844 Courtland Avenue East through the Growing Together East Study. Natural continuation of the SGA-4 Zone north to the subject property represents partial justification for the subject ZBA.

In addition, the ZBA requests to change the zoning of the portions of the property that are not developable due to the floodplain of the nearby Scheider Creek, as identified by the GRCA from Arterial Commercial Zone (C-6) with site specific zoning provisions and General Industrial Zone (M-2) with site specific zoning provisions to Natural Conservation Zone (NHC-1). These portions that would be changed are very narrow and include part of the front lot line abutting Courtland Avenue and part of the lot line abutting the Highway 7/8 ramp. This would have the effect of preventing existing natural hazards from being aggravated and/or creating new natural hazards. This aspect of the ZBA is consistent with the current, though much more recent, Official Plan mapping, which already shows this floodplain area designated as 'Natural Heritage Conservation'. In this regard, a corresponding OPA is not necessary.

Site Specific Provision:

The requested Site Specific Provision (439) would establish new development standards for the proposed concept, including maximum building height, maximum number of storeys, maximum floor plate area, minimum physical separation, minimum amenity space, maximum building length, and prohibition on geothermal systems. As noted above, OP Policies 15.D.2.5 and 15.D.2.6 provide guidance / considerations for ZBAs which seek relief from the SGA zones.

DHA staff offers the following comments with respect to the requested Site Specific Provision:

- a) *The maximum Building Height shall be 102.6 metres, which, despite Section 4.13, shall be measured to the top of the building including the mechanical penthouse;*
- b) *The maximum number of Storeys shall be 30;*

While the 'SGA-4' Zone does not have a maximum building height, the Planning Justification Report, Urban Design Brief, Shadow Impact Assessment, and Wind Assessment submitted with the subject applications support a maximum building height of 102.6 metres and 30 storeys to ensure compatibility with adjacent properties. These

requested provisions limit the requirements of the 'SGA-4' Zone. It should also be mentioned that the Region would have concerns with allowing a building height that is significantly taller due to airport requirements.

- c) *The maximum Floor Plate Area shall be 930 square metres for the nineteenth (19th) through thirtieth (30th) Storeys;*

The 'SGA-4' Zone sets maximum floor plate areas for various storey ranges for medium and high rise towers. Generally, the smaller floor plate, the less impact on other on- and off-site land uses. For Storeys 19-26, the SGA-4 Zone sets a maximum floor plate area of 1,000 square metres. This requested provision limits the requirement of the SGA-4 Zone by requesting a reduction of the floor plate area to 930 square metres, which ensures narrower point towers.

- d) *The minimum Physical Separation shall be 10.5 metres for the nineteenth (19th) through thirtieth (30th) Storeys;*
e) *Despite d) above, the minimum Physical Separation with respect to the Rear Lot Line shall be 8.0 metres for the thirteenth (13th) through thirtieth (30th) Storeys;*

The SGA-4 Zone sets minimum Physical Separation requirements for various storey ranges of medium and high rise towers. Physical Separation is defined as, "...the distance from a *building's facade* to its *interior side lot line* and *rear lot lines*. When two or more *buildings* are on the same *lot*, the total distance between each pair of *facades* in any direction is to be calculated as the sum of both individual *physical separations*." In this regard, the towers comply with all Physical Separation scenarios, except for:

- The upper storey range (Storeys 19-30), relative to tower relationships B-A and B-C, where there is a worst case Physical Separation of 10.5 metres, rather than the required minimum 12 metres; and
- Storeys 13-30, relative to the rear lot line, where there is a Physical Separation of 8.0 metres, rather than the required minimum 9.0 to 12 metres.

DHA staff has no concerns with these minor requests for relief, noting that the existing residential tower developments on the properties to the rear are not likely to redevelop, consequently, development compatibility conflicts are unlikely, and otherwise would be minor in terms of impact. Also, the reduced maximum floor plate for the towers (described above) helps to justify the reduced Physical Separation, since narrower towers provide less overlook impact.

- f) *A minimum of 6.5 m² of amenity space is required per dwelling unit;*
g) *Further to subsection f), where private amenity space totals less than 3m² per unit, 3.5m² of common amenity space is required per dwelling unit.*

The 'SGA-4' Zone requires a minimum of 8 m² of amenity space per dwelling unit; and where private amenity space total less than 3 m² per unit, 5 m² of common amenity space is required per dwelling unit. The subject property was excluded from the Growing Together East Study since the subject applications had already been submitted and were under review. When the applications were submitted, the outdoor amenity spaces for the proposed development concept had already been reviewed against the Urban Design Manual (UDM) and determined to be sufficient, providing approximately 2,400 m² of

outdoor amenity space, whereas the UDM, which previously guided minimum amenity areas, targeted approximately the same minimum area. The UDM guideline did not factor the additional 1,050 m² of indoor amenity that is proposed. The Urban Design Brief submitted in support of the subject applications provides further direction for the future amenity spaces. Despite the zoning deficiency of the proposed amenity area provided, DHA staff is of the opinion that request for relief is appropriate and recommends that the UDB be endorsed to provide direction for the amenity spaces through the future Site Plan Application review.

- h) For a building having a maximum height of 12 storeys, the maximum building length shall be 75 metres for the seventh (7th) through twelfth (12th) Storeys;*

The 'SGA-4' Zone allows a maximum building length of 60.0 metres. Building Length is defined as, "the horizontal measurement of any *façade* of a *building*". The applicant is requesting relief to allow 75 metres as a contingency, in case the proposed 3-tower high-rise development becomes unviable due to market conditions. DHA staff does not have concerns with this limited instance to permit relief, in this context. Staff has added a limitation to ensure that such a provision would only be applied in the case of a building with a maximum height of 12 storeys.

- i) Geothermal energy systems shall be prohibited. A geothermal energy system is defined as a vertical well, borehole or pipe installation used for geothermal systems, ground-source heat pump systems, geo-exchange systems or earth energy systems for heating or cooling; including open-loop and closed-loop vertical borehole systems or a horizontal system.*

DHA staff supports the Region's request for a Site Specific provision to prohibit geothermal energy systems. This provision would prohibit geothermal energy systems that might otherwise cause contamination to the region's groundwater resources.

Holding Provision:

Moreover, Holding Provision (115H) is recommended by DHA staff to ensure that no new residential or other sensitive land uses are permitted until the following conditions have been fulfilled to the satisfaction of the City and Region:

- A Detailed Stationary and Transportation (including rail) Noise Study has been completed, and implementation measures have been addressed; and
- A Record of Site Condition (RSC) has been submitted to the Ministry of Conservation and Parks, and the RSC and Ministry Acknowledgement Letter are provided.

Inclusionary Zoning:

Inclusionary Zoning is a tool that allows the City to require affordable housing to be provided in new developments within PMTSAs. Inclusionary Zoning applies to all lands within PMTSAs, including the subject property within the Block Line PMTSA. According to the schedule in Section 4.3, Table 4-1 (Inclusionary Zoning Set-aside Requirements), the Block Line PMTSA is an "Emerging" Market Area. Currently, within this category, the minimum percentage of Gross Leasable Residential Floor Area to be provided for

affordable units is 0 (zero) percent. Table 4-1 further states that “the City intends to amend the Zoning By-law periodically to adjust the rates in this table up to 5% by the year 2031 and according to market conditions as outlined in the Official Plan...” In this regard, while IZ applies, the current set-aside rate is zero and is not expected to change for 2026. If a Building Permit is issued for the proposed redevelopment after 2026, the relevant set-aside rate may apply.

Proposed Zoning By-law Amendment Conclusions:

DHA staff is of the opinion that the requested ZBA to change the zoning of the:

- developable portions of the subject property to Strategic Growth Area Four Zone (SGA-4) with Site Specific Provision (439) and Holding Provision (115H), under By-law 2019-051; and
- undevelopable portions of the property to Natural Conservation Zone (NHC-1);

represents good planning, as it will facilitate the redevelopment of the lands with a high-density mixed-use development that is compatible with the existing neighbourhood, will contribute to the streetscape, and will appropriately accommodate on-site facilities such as parking and amenity areas. DHA staff supports the proposal and recommends that the requested ZBA be approved as shown in Attachment ‘B’.

Department and Agency Comments:

Circulation of the OPA and ZBA Applications was undertaken to all applicable City departments and other review authorities. Issues raised during the review period have been addressed to the satisfaction of City staff.

An issue that was ongoing throughout the review period was CN Rail’s questions and concerns regarding the Noise Study, which greatly extended the application review time. The subject property is 250 metres from CN Rail facilities, including a rail yard and tracks. Initial CN comments were received on September 26, 2024 and back-and-forth discussions ensued between CN Rail, Jade Acoustics (CN’s peer-reviewer), JJ Acoustic Engineering Ltd. (applicant’s noise consultant), the applicant, and City DHA staff, until the latest comments from Jade were received on November 17, 2025. To address Jade’s latest set of comments, DHA staff has added conditions within the Holding Provision to require specific criteria for the preparation of the Detailed Stationary and Transportation Noise Study, which must be completed to the satisfaction of the City.

Also, two sets of comments were received from Six Nations of the Grand River Elected Council (SNGREC) staff. These comments have been forwarded to the applicant for their consideration as part of the future Site Plan Application. Regarding SNGREC’s comment requesting inclusion of a standard archaeological warning clause, DHA staff hereby advises the applicant that:

If an archaeological find is discovered, work at the site must immediately stop to prevent further damage or disturbance. All work must be stopped, the site secured, and the licensed archaeologist, the City of Kitchener, and the Ministry of Tourism, Culture and Sport must be notified. If human remains are found, all work must stop immediately to preserve the site as an archaeological find. The area must be

secured, and the discovery reported to the licensed archaeologist, the City of Kitchener, the Ministry of Tourism, Culture and Sport, the Registrar at the Ministry of Public and Business Service Delivery, and Waterloo Region Police.

This warning clause will also be included in a future registered development agreement.

Copies of City Department and Agency comments are found in Attachment 'E' of this report.

The following Reports and Studies were considered as part of this proposed Official Plan Amendment and Zoning By-law Amendment:

Cover Letter

Prepared by: Zehr Development, September 17, 2024

Planning Justification Report

Prepared by: MHBC Planning, August 2024

Urban Design Brief

Prepared by: Zehr Development, December 2024 (Revised)

Architectural Drawings

Prepared by: ABA Architects, June 17, 2024

3D Model (SketchUp)

Prepared by: ABA Architects

Renderings

Prepared by: ABA Architects

Landscape Concept

Prepared by: GSP Group, June 11, 2024

Pedestrian Wind Assessment

Prepared by: SLR Consulting, June 12, 2024

Sustainability Statement

Prepared by: Zehr Development, June 15, 2024

Functional Servicing and Stormwater Management Report

Prepared by: MTE, June 11, 2024

Preliminary Geotechnical Investigation

Prepared by: Chung & Vander Doelen, November 27, 2023

Grading and Servicing Plans

Prepared by: MTE, June 11, 2024

NAV Canada Letter & Obstacle Information for NAV Canada Assessment
Prepared by: NAV Canada, July 19, 2024

Road / Rail and Stationary Noise Impact Study (*plus several response documents*)
Prepared by: JJ Acoustic Engineering Ltd., March 4, 2024, updated May 13, 2025

Risk Management Plan
Signed by: 808 Courtland GP Inc. and Regional Municipality of Waterloo, June 7, 2024

Notice of Source Protection Plan Compliance (Section 59 Notice)
Signed by: 808 Courtland GP Inc. and Regional Municipality of Waterloo, June 7, 2024

Transportation Demand Management Letter
Prepared by: Paradigm Transportation Solutions Limited, August 26, 2024

Transportation Impact Study
Prepared by: Paradigm Transportation Solutions Limited, June 2024

Community Input & Staff Responses:

WHAT WE HEARD



507 households (occupants and property owners) were circulated and notified.



3 people/households provided comments by email or telephone.



A City-led, virtual neighbourhood meeting was held on October 23, 2024 and approximately 10 different users logged on.

Staff received written responses from 3 residents in response to the circulation of the OPA and ZBA applications. Responses are included in Attachment 'F'. A Neighbourhood Meeting was held on October 23, 2024. A summary of what staff heard from the community, along with City staff responses, are noted below (i.e., Table 3).

Table 3 – Community Comments and City Staff Responses

What Staff Heard from the Community	Development & Housing Approvals Staff Response
<p><u>Concerns Regarding Land Use and Proximity to ION:</u></p> <ul style="list-style-type: none"> ○ Concern about changing the land use permissions from currently not allowing residential use to allowing 3 high rise residential buildings. ○ In general, adding more housing is good for the city and community, but this is not the area for more housing. ○ Proximity to the ION does not necessarily mean the subject property is, overall, a good place for residents. 	<p>All lands within the Block Line PMTSA were part of the Growing Together East (GTE) Study (the subject lands were excluded only because the subject applications had already been submitted and were under review). GTE was approved by Council in May 2025. currently, the OPA is in full force and effect, while the ZBA is under appeal. The property located immediately southeast of the subject property is within GTE (i.e., 844 Courtland Ave E), has been redesignated to ‘Strategic Growth Area C’, and SGA-4 zoning was Council-approved. This designation and zoning category represent the greatest opportunity for growth and development of all SGA designations / zones. Had the subject property been included within GTE, the same designation and zoning likely would have been applied.</p> <p>DHA staff is of the opinion that high rise residential uses are beneficial for this area, especially because of the proximity to transit, including the ION. Numerous technical studies have been completed to ensure compatibility of the proposed residential use with adjacent non-residential uses.</p>
<p><u>Concerns Regarding Building Height and Lot Area:</u></p> <ul style="list-style-type: none"> ○ Concern that the proposed development represents the tallest buildings in Region. ○ The subject property is not large enough to support the proposed development. ○ Maybe supportive of 2 lower rise buildings. 	<p>The proposed 22, 27, and 30 storey towers are by no means proposed to be the tallest buildings in the Region. There are many planned and existing developments in Kitchener alone that propose towers that are 30 storeys or greater, and several of these are outside of Downtown.</p> <p>DHA staff is of the opinion that the subject property, which represents a consolidation of 2 large lots, is more than sufficient in area to support the proposed development. It should be noted that the SGA-4 Zone requires a minimum lot width of 30.0 metres and minimum lot area of 1,500 m², whereas the subject property has a lot width of 114 m and lot area of 13,000 m². In addition, while</p>

	<p>reduced Physical Separation is requested through the ZBA, this only applies to the 19th-30th storeys, and to Tower A relative to the rear lot line. As outlined in the above analysis, in their context, these reductions are justified.</p>
<p><u>Concerns Regarding Shadow Impact on and Views from 37 Vanier Drive (abutting 12-storey apartment building) and 49 Vanier Drive (abutting 9-storey apartment building):</u></p> <ul style="list-style-type: none"> ○ Concern that the proposed development would cause shadow impacts. ○ Concern that the proposed development would block current view of the west side of the city and sunrise / sunset. 	<p>City Urban Design staff has reviewed the Shadow Analysis submitted in support of the subject applications and advises that the Shadow Impact Analysis is acceptable, since it confirms that the proposed development will maintain access to at least 5 hours of cumulative direct sunlight to nearby sidewalks and open spaces.</p> <p>While the proposed development would prevent views towards the west from the adjacent apartment buildings, protecting views in this context is not considered a compatibility issue / impact. Urban Design staff notes that ensuring sufficient access to natural light is important and that the towers do not create significant overlook issues. In this case, compact point towers are proposed, which allow shadows to move more quickly and have less impact on sky view compared to large slab towers.</p>
<p><u>Traffic Concerns:</u></p> <ul style="list-style-type: none"> ○ Currently, peak traffic in area is busy: There are 2 nearby schools, and the area is busy with parents dropping off and picking up children. Also, the expressway is backed up from the Fairway cut off to Courtland. Adding 1,000 dwelling units will exacerbate the traffic situation. 	<p>A Transportation Impact Study (TIS) was submitted by the applicant in support of the subject applications. The City's Transportation Services staff has reviewed the TIS and advises that, while there are some delays at the intersections near the subject property, these delays are considered minor, based on Regional/Provincial guidelines, and primarily occur for a short time – during rush hour. The City and Region are supportive of increasing density in areas that are well served by transit, to discourage the need for vehicle ownership, which helps to reduce vehicle delays caused by new developments. The site is located within walking distance of 2 ION stations (Block Line and Mill), bus routes, and multi-use paths, so residents have many non-automobile options for shopping or getting to work. This is reflected in the reduced trip generation, as outlined in the TIS, noting that not all residents take their car</p>

	<p>to work during rush hour – some drive, while others work from home, walk, or take transit.</p> <p>It should be noted that Courtland Avenue is under the jurisdiction of the Region of Waterloo. In this regard, Region Corridor Planning staff has reviewed the TIS and advises that it accepts it for the purposes of the OPA and ZBA. The Region also advises that final determination on the access configuration will be made through the Access Permit process as part of the future Site Plan Application.</p>
<p><u><i>Parking Concerns</i></u></p> <ul style="list-style-type: none"> ○ The proposed 500-700 parking spaces for 1,000 dwelling units and commercial space are insufficient, since households have 2 vehicles. 	<p>The Province's recent changes to the Planning Act have eliminated minimum parking requirements for all uses within PMTSAs, including the Block Line PMTSA (in which the subject property is located). While no parking is required, the applicant is choosing to provide a total of 509 parking spaces. To assist in influencing residents and users of the proposed development away from automobile dependence (and, therefore, parking), the applicant is proposing certain Transportation Demand Management (TDM) strategies, including provision of unbundled parking (i.e., parking spaces are purchased / rented separately from dwelling units, so residents know the number of parking spaces they will have before they move in). Also, bicycle parking will be required per the SGA zoning rate (e.g., 1 Class A stall per dwelling unit).</p> <p>It should also be noted that the City permits 3-hour parking on City streets and nearby private properties may prohibit overnight parking. Nearby residents or business operators can call City By-law Enforcement Division if they notice overnight parking on City streets or on their property.</p>
<p><u><i>Concern Regarding Natural Heritage Conservation Lands:</i></u></p> <ul style="list-style-type: none"> ○ Concern that the existing natural heritage areas across from and beside the subject property are not being protected. 	<p>There are narrow portions of the Schneider Creek floodplain that extend onto the northwest and southwest portions of the subject property (see Figure 8, below). These portions include part of the front lot line abutting Courtland Avenue and part of the lot</p>

<ul style="list-style-type: none"> ○ Concern that the natural areas are proposed to be replaced with traffic and people, garbage and pollution 	<p>line abutting the Highway 7/8 ramp. These portions are also identified as an Ecological Restoration Area and are designated Natural Heritage Conservation in the City's Official Plan. It should be clarified that, as part of the requested OPA, no change is proposed to the portions that are designated Natural Heritage Conservation in the Official Plan.</p> <p>Moreover, the requested Zoning By-law Amendment would rezone these portions <u>from</u> Arterial Commercial Zone (C-6) and General Industrial Zone (M-2) <u>to</u> Natural Heritage Conservation Zone (NHC-1), which would have the effect of providing greater protection and preventing existing natural hazards from being aggravated and/or creating new natural hazards.</p> <p>For the above reasons, Environmental Planning staff advises that it supports the requested amendments.</p>
<p><u>Construction Timing and Impacts:</u></p> <ul style="list-style-type: none"> ○ What is the construction timing of the proposed development? ○ Noise impacts from the construction of the proposed development would be a major inconvenience. 	<p>The applicant advises that the construction timing is not yet known given current market conditions.</p> <p>DHA staff advises that construction is permitted to occur only during construction hours and parameters outlined in City by-laws and Provincial legislation.</p>

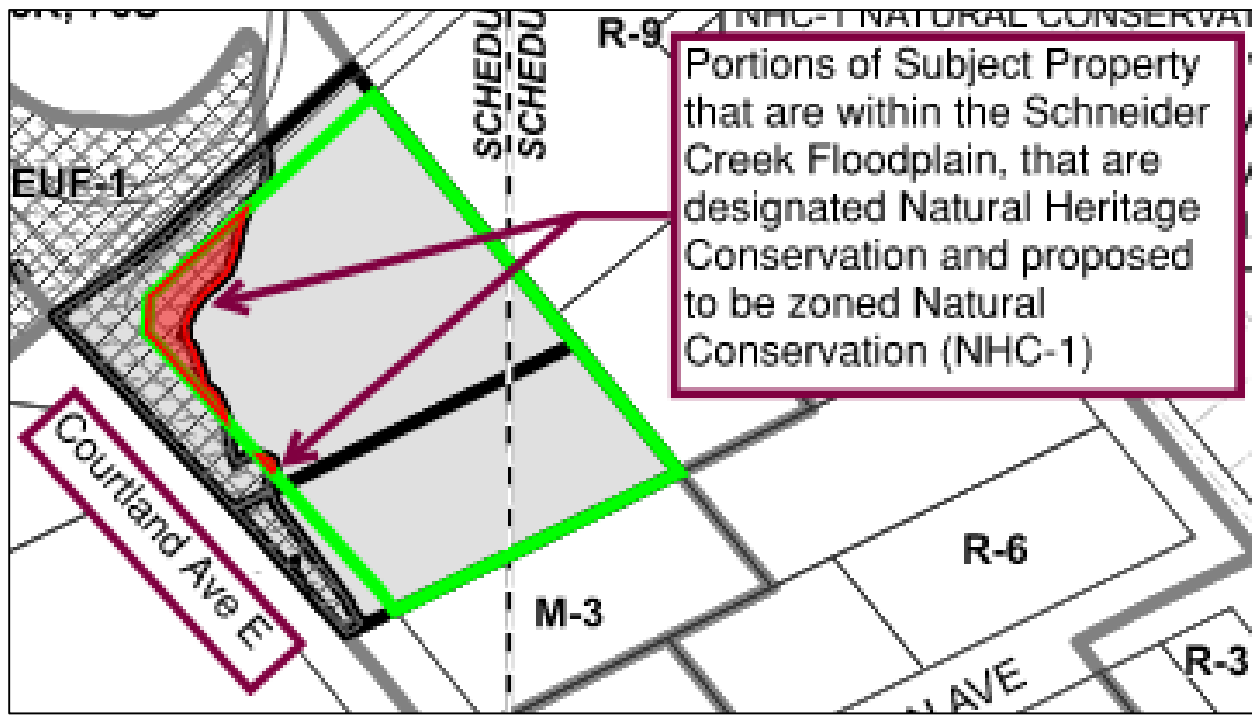


Figure 8 – Diagram showing Portion of the Subject Property within the Floodplain.

Planning Conclusions:

The final phase of Station Area Planning, Growing Together East (GTE), will update the planning framework for the three remaining PMTSAs, including the Block Line PMTSA. GTE was approved by Council in May 2025. The OPA has been approved by the Minister of Municipal Affairs and Housing, and the ZBA is currently under appeal. The subject property was excluded from GTE since the subject applications had already been submitted and were under review. In fact, before the GT study was fully underway, many aspects of the development concept (e.g., building height, building form, amenity areas) had already been reviewed by staff, under previous authoritative documents and guidelines (e.g., Urban Design Manual).

Through GTE, the property located immediately southeast of the subject property (i.e., 844 Courtland Ave E) was redesignated to 'Strategic Growth Area C' and SGA-4 zoning (along with a holding provision limiting height to 120.0 metres) were approved by Council. This designation and zoning category represent the greatest opportunity for growth and development of all SGA designations / zones. Had the subject property been included within GTE, the same designation and zoning would have been applied. *The benefit of the subject applications is that they customize the permissions to the specific site and area context.*

The proposed development will help to support the planned function of the Block Line PMTSA by supporting major transit infrastructure, providing a significant amount of housing, and providing a mix of uses. The proposed development will foster a built form that is both pedestrian-friendly and transit-friendly. The subject property is well-suited for the proposed redevelopment, in terms of land uses and built form. Landscaped and amenity areas have been proposed to the satisfaction of DHA staff. Road and rail noise

matters and confirmation of the environmental condition of the property have been appropriately addressed through the proposed holding provision.

In considering the foregoing, DHA staff supports the requested OPA and ZBA to permit the subject property to be redeveloped as outlined in the above report. Staff is of the opinion that the subject applications are consistent with policies of the Provincial Policy Statement (2024), the Regional Official Plan, and the City of Kitchener Official Plan. Moreover, staff is of the opinion that the proposal represents good planning and is in the public interest. In this regard, staff recommends that the OPA and ZBA Applications be approved, as shown in Attachment 'A' and Attachment 'B' and that the Urban Design Brief be endorsed to provide direction for the future Site Plan Application (see Attachment 'C').

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

Capital Budget – The recommendation has no impact on the Capital Budget.

Operating Budget – The recommendation has no impact on the Operating Budget.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City's website with the agenda in advance of the Council / Committee meeting. A notice sign was posted on the property and information regarding the application was posted to the City's website. Following the initial circulation referenced below, an additional notice of the statutory public meeting was circulated to residents and property owners within 240 metres of the subject lands and those who responded to the preliminary circulation. Notice of the Statutory Public Meeting was posted in The Record on December 12, 2025 (a copy of the notice may be found in Attachment 'D').

CONSULT – The requested OPA and ZBA were circulated to residents and property owners within 240 metres of the subject lands on September 25, 2024. In response to the circulation, staff received written responses from 3 residents, which are summarized within this staff report. DHA staff also responded to emails and phone calls from the community.

PREVIOUS REPORTS/AUTHORITIES:

- [Planning Act, R.S.O. 1990, c. P.13](#)
- [Provincial Policy Statement, 2024](#)
- [Regional Municipality of Waterloo Official Plan](#)
- [City of Kitchener Official Plan, 2014](#)
- [City of Kitchener Zoning By-law 85-1](#)
- [City of Kitchener Zoning By-law 2019-051](#)
- [City of Kitchener Growing Together Project](#)

REVIEWED BY: Tina Malone-Wright – Manager, Development Approvals

APPROVED BY: Justin Readman – General Manager, Development Services

ATTACHMENTS:

Attachment 'A' – Proposed Official Plan Amendment

Attachment 'B' – Proposed Zoning By-law Amendment

Attachment 'C' – Urban Design Brief, dated December 2024 (Revised)

Attachment 'D' – Newspaper Notice

Attachment 'E' – Department and Agency Comments

Attachment 'F' – Community Comments

AMENDMENT NO. XX TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER

CITY OF KITCHENER

808-836 Courtland Avenue East

AMENDMENT NO. XX TO THE OFFICIAL PLAN
OF THE CITY OF KITCHENER

CITY OF KITCHENER
808-836 Courtland Avenue East

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AMENDMENT NO. XX TO THE OFFICIAL PLAN OF THE CITY OF KITCHENER

SECTION 1 – TITLE AND COMPONENTS

This amendment shall be referred to as Amendment No. XX to the Official Plan of the City of Kitchener. This amendment is comprised of Sections 1 to 4 inclusive.

SECTION 2 – PURPOSE OF THE AMENDMENT

The purpose of the Official Plan Amendment is to amend the following, as shown on the attached Schedule 'A':

- a) *Map No. 3 – Land Use* by changing the land use designation of the portion of the subject lands designated *Commercial* to *Strategic Growth Area C*;
- b) *Map No. 3 – Land Use* by changing the land use designation of the portion of the subject lands designated *General Industrial Employment* to *Strategic Growth Area C*; and
- c) Part D, Section 15, Policy 15.D.12.81 is amended by adding the following after j) iii):

“808-836 Courtland Avenue East

- k) Policies 15.D.12.81 d) and j), do not apply to the redevelopment proposed through Official Plan Amendment OPA24/011/C/AP and Zoning By-law Amendment ZBA24/023/C/AP, both of which were deemed complete on September 17, 2024, or to any related development applications”

to facilitate a high-density, mixed-use development having 977 dwelling units, 532.1 square metres of non-residential use on the ground floor, with a maximum building height of 30 storeys.

SECTION 3 – BASIS OF THE AMENDMENT

Planning Analysis:

Planning Act, R.S.O. 1990, c. P.13 25.

Section 2 of the Planning Act establishes matters of provincial interest and states that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g) The minimization of waste;
- h) The orderly development of safe and healthy communities;
- j) The adequate provision of a full range of housing, including affordable housing;
- k) The adequate provision of employment opportunities;

- p) The appropriate location of growth and development;
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) The promotion of built form that,
 - (i) Is well-designed,
 - (ii) Encourages a sense of place, and
 - (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

These matters of provincial interest are addressed and are implemented through the Provincial Planning Statement, 2024, as it directs how and where development is to occur. The City's Official Plan is the most important vehicle for the implementation of the Provincial Policy Statement, 2024 and to ensure Provincial policy is adhered to.

Provincial Planning Statement, 2024:

The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. The PPS 2024 came into force on October 20, 2024.

According to the Province, the PPS 2024 provides municipalities with the tools and flexibility they need to build more homes. It enables municipalities to:

- plan for and support development, and increase the housing supply across the province
- align development with infrastructure to build a strong and competitive economy that is investment-ready
- foster the long-term viability of rural areas
- protect agricultural lands, the environment, public health and safety

Sections 2.1.6 and 2.3.1.3 of the PPS 2024 promote planning for people and homes and support planning authorities to support general intensification and redevelopment while achieving complete communities by, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

Development and Housing Approvals (DHA) staff advises that the requested amendments will facilitate the intensification of the subject property with a high-density, mixed-use development that is compatible with the surrounding community, is transit-supportive, and will make use of existing infrastructure. No new public roads would be required for the proposed development and Engineering Services staff has confirmed there is capacity in the sanitary sewer to facilitate intensification with the proposed development concept. DHA staff is of the opinion that the requested amendments are consistent with the PPS 2024.

Regional Official Plan (ROP):

The Region of Waterloo is an upper-tier municipality without planning responsibilities. The More Homes Built Faster Act, 2022, amended the Planning Act by transferring planning responsibilities from upper-tier governments across the Province, including the Region of Waterloo to local municipalities. The Region is responsible for commenting on the infrastructure and service delivery that the Region of Waterloo delivers to the community, such as public health and paramedic services, affordable housing, source water protection, water and wastewater infrastructure, transit and transportation, waste management, and the Region of Waterloo International Airport. As a result, the Region no longer has an Official Plan (ROP) as it is now an Official Plan for area municipalities who are responsible for implementation of the ROP until it is repealed through a future Area Municipal planning exercise.

The subject property is located in the Urban Area, Delineated Built-Up Area, and Block Line Major Transit Station Area (MTSA) in the Regional Official Plan (ROP). Urban Area policies of the ROP identify that the focus of the Region's future growth will be within the Urban Area.

Growth is directed to the Built-Up Area of the Region to make better use of infrastructure that can assist in transitioning the Region into an energy efficient, low carbon community. Furthermore, intensification within the Built-Up Area assists the gradual transition of existing neighbourhoods within the Region into 15-minute neighbourhoods that are compact, well-connected places that allow all people of all ages and abilities to access the needs for daily living within 15 minutes by walking, cycling or rolling. Regional policies require Area Municipalities to plan for a range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents.

Section 2.D.2 of Regional Official Plan Amendment 6 (ROPA 6) establishes policies for development within Major Transit Station Areas (MTSAs). The policies within this section support the provision of increased mixed-use densities that are transit supportive. The *minimum* density target established for the Block Line MTSA is 80 people and jobs/hectare.

The proposed development conforms the ROP, since the proposed development helps to achieve the planned intensification target. Moreover, the proposed built form provides a mix of unit types and is appropriately located along a corridor in which growth can be located close to transit and active transportation services and infrastructure. In addition, Chapter 3 of ROPA 6 establishes policies for housing in the region. The proposed development meets the intent of these policies.

Furthermore, Region staff has advised that they have no objection to approval of the OPA and ZBA Applications, provided:

- A Holding Provision is applied to the property, requiring completion of a detailed Noise Study to confirm recommendations associated with Regional road noise sources prior to Site Plan Approval; and

- The amending by-law includes a geothermal prohibition.

DHA staff advises that the requested detailed Noise Study and geothermal prohibition have been incorporated into the holding provision and site specific provision, included in the recommended Zoning By-law Amendment.

In addition, Region staff has advised that they have reviewed the Transportation Impact Study submitted in support of the applications and accepts it.

DHA staff is of the opinion that the requested amendments conform to the Regional Official Plan.

City of Kitchener Official Plan and Requested Official Plan Amendment:

The City of Kitchener Official Plan (OP) provides the long-term land use vision for Kitchener. The vision is further articulated and implemented through the guiding principles, goals, objectives, and policies which are set out in the Plan. The vision and goals of the OP strive to build an innovative, vibrant, attractive, safe, complete, and healthy community.

Urban Structure:

The OP establishes an Urban Structure for the City of Kitchener and provides policies for directing growth and development within this structure. Intensification Areas are targeted throughout the Built Up Area as key locations to accommodate and receive the majority of development or redevelopment for a variety of land uses. Primary Intensification Areas include the Urban Growth Centre (Downtown), Protected Major Transit Station Areas, City Nodes, Community Nodes, and Urban Corridors, in this hierarchy, according to Section 3.C.2.3 of the Official Plan.

The subject property is located within the Block Line Protected Major Transit Station Area (PMTSA), as outlined on *Map 2 – Urban Structure* and *Map 4 - Protected Major Transit Station Areas and Urban Growth Centre* of the City's Official Plan. The subject property is located 660 metres from the station stop. Per Policy 3.C.2.17, the planned function of PMTSAs, in order to support transit and rapid transit, is to:

- a) provide a focus for accommodating growth through development to support existing and planned transit and rapid transit service levels;
- b) provide connectivity of various modes of transportation to the transit system;
- c) achieve a mix of residential, office (including major office), institutional (including major institutional) and commercial development (including retail commercial centres), wherever appropriate; and,
- d) have streetscapes and a built form that is pedestrian-friendly and transit-oriented.

Policy 3.C.2.18h) states that the Block Line Station Protected Major Transit Station Area shall be planned to achieve a *minimum* density of 80 residents and jobs per hectare.

The subject proposal will assist the City in achieving the above noted density target. It is estimated that based on the proposed 977 dwelling units, a total of 532.1 square metres of commercial space, and a net site area of 1.3 hectares, would result in approximately 1,750 residents and 19 jobs. According to Planning and Housing Policy Division staff, this would increase the density of the Block Line PMTSA from approximately 51 residents and jobs per hectare to 66 residents and jobs per hectare. This increased density would assist in supporting rapid transit and local transit within this PMTSA.

The City of Kitchener is growing, and much of this growth is occurring in the areas around the ION LRT system. Policy 3.C.2.19 states, that:

The City, in collaboration with the Region and in accordance with the Regional Official Plan, will prepare Station Area Plans for each Protected Major Transit Station Area...Each Station Area Plan will provide direction on how Protected Major Transit Station Areas are to be planned, designed, developed and phased-in over time.

In this regard, on March 18, 2024, City Council approved the first phase of Station Area Planning for PMTSAs, known as Growing Together West. This included Official Plan Amendments and Zoning By-law amendments to introduce new Strategic Growth Area land uses and zones and apply them within seven of Kitchener's ten Protected Major Transit Station Areas (PMTSAs). However, the first phase of the study excluded the Block Line, Fairway, and Sportsworld MTSA (the subject property is located within the Block Line PMTSA).

The final phase of Station Area Planning, named *Growing Together East* (GTE), will update the planning framework for these three remaining PMTSAs. GTE was approved by Council in May 2025. The Official Plan Amendment associated with GTE has been approved by the Ministry of Municipal Affairs and Housing and is currently in-effect. However, the associated Zoning By-law Amendment was appealed to the Ontario Land Tribunal by a private developer and continues to be under appeal at the date of this report. The subject property was excluded from GTE since the privately- initiated OPA and ZBA Applications had already been submitted and were under review.

The PMTSA policies of the Official Plan continue with Policy 3.C.2.22, which states,

“...a) in areas that are intended to be the focus for intensification, development applications will support the planned function of Protected Major Transit Station Areas and have regard for the following:

- i) the Regional Official Plan and the Transit-Oriented Development Policies included in Section 13.C.3;
- ii) new non-transit-supportive uses such as low density uses and/or auto-oriented uses will be discouraged;
- iii) appropriate pedestrian and public transit facilities may be required with all major development or redevelopment proposals;
- iv) vehicular access points will be controlled to minimize disruption to traffic flow and new development may be required to share

common driveways and provide for maneuverability between sites...”

In this regard, DHA staff is of the opinion that the requested applications would facilitate a mixed-use, Transit-Oriented Development with a high-density, compact urban form, that is directly connected to the Regional transit system (e.g., ION, GRT Route 6), with frontage on a street that benefits from a multi-use trail and sidewalk. Grand River Transit (GRT) notes that at the future Site Plan Application stage, the applicant will be required to relocate the nearby Route 6 transit stop adjacent to the subject property and pay for upgrades to the shelter (it is anticipated that the transit stop will be located adjacent to the lobby entrance for the tower closest to Courtland Avenue East). Moreover, the proposed development would maintain the existing shared driveway with the property to the southeast (844 Courtland Ave E), which will minimize disruption to traffic flow.

As detailed in the Land Use Designation section, below, the applications request to convert the portion of the subject property that is designated for industrial uses (the portion of the subject property that is addressed as 836 Courtland Avenue East) from 'General Industrial Employment' to 'Strategic Growth Area C'. Per PMTSA Policy 3.C.2.21., “Development applications proposing the conversion of....lands designated for industrial uses, to...non-employment uses in Protected Major Transit Station Areas may be considered in advance of the implementation of approved Station Area Plans, subject to the completion of a comprehensive review and provided any proposal is in accordance with the Regional Official Plan and the Transit-Oriented Development Policies in Section 13.C.3.” In this regard, the Regional Official Plan Amendment 6 (ROPA 6) has acted as the prescribed comprehensive review. ROPA 6 determined that the subject property is part of a PMTSA, rather than an 'Employment Area' (see Figure 6). Furthermore, DHA staff is satisfied that regard has been had to the Transit-Oriented Development Policies in Section 13.C.3 of the City's Official Plan (for more information, see Transportation Policies section, below).

Based on the above, DHA staff is of the opinion that the requested amendments conform to the City's PMTSA policies.

Land Use Designation:

As noted above, the subject property was excluded from GTE, since the subject, OPA and ZBA Applications had already been submitted. However, through GTE, the property located immediately southeast of the subject property (i.e., 844 Courtland Avenue East) was redesignated to 'Strategic Growth Area C', and SGA-4 zoning was approved by Council, along with a holding provision which limits building height to 120.0 metres. This designation and zoning category permit the greatest opportunity for growth and development of all the SGA designations and zones. The lands immediately to the northeast (fronting onto Vanier Drive) were redesignated to 'Strategic Growth Area B' and rezoned to SGA-3, which permit a maximum building height of 28 storeys.

The owner is requesting to change the land use designation of only those portions of the subject property that are designated 'Commercial' (approximately the northwestern

half of the subject property) and 'General Industrial Employment' (approximately the southeastern half of the subject property) to 'Strategic Growth Area C' (i.e., only those developable portions of the subject property). Those small portions of the subject property that are designated 'Natural Heritage Conservation', which are consistent with the floodplain of Schneider Creek, would not be changed (see Figure 8).

It should be mentioned that notification of the subject OPA to City departments, agencies, and the community originally stated the requested change was to the High Rise Residential land use designation with a Site Specific Policy Area to permit a maximum Floor Space Ratio of 7.0. However, through the review period, the option to apply the recently created 'Strategic Growth Area C' land use designation became available (through resolution of the appeal regarding Growing Together West), which represents the most appropriate designation for this context within a PMTSA.

There are several Commercial land use designation policies that relate to the requested OPA, such as:

15.D.5.15. Lands designated as Commercial are intended to provide for a range of retail and service commercial uses that cater primarily to the weekly and daily needs of residents within the surrounding neighbourhoods.

and

15.D.5.17. In addition to Policy 15.D.5.16, the permitted uses on lands designated Commercial and identified as a Protected Major Transit Station Area, City Node, Community Node or Urban Corridor on Map 2:... b) may include dwelling units, where appropriate, provided that they are located in the same building as compatible commercial uses and are not located on the ground floor to a maximum Floor Space Ratio of 2.0.

The requested OPA to change the land use designation to 'Strategic Growth Area C' would facilitate a development concept that includes 532.1m² (5,727.5 sq.ft) of non-residential (e.g., commercial) space on the ground floor of Tower B (tower closest to Courtland Avenue East – see Figure 7).

Considering the above, DHA staff is not concerned about the change in land use from 'Commercial' to 'Strategic Growth Area C'.

Moreover, there are several industrial employment areas policies that relate to the requested OPA, such as:

15.D.6.5. A conversion of an industrial employment area to a non-employment use, which includes any use not otherwise permitted in the industrial employment area designations of this Plan, may only be permitted through a municipal comprehensive review where it has been demonstrated that...

and

15.D.6.6. For the purposes of Policy 15.D.6.5:

- a) residential, institutional, non-ancillary commercial, non-ancillary retail and major retail will be considered a non-employment use and any conversion to such uses will require a municipal comprehensive review...

Regarding the above policies, it must be noted that the requested change in land use is not a conversion of an employment area, for the following reasons:

- The PPS defines employment area as - *Employment Area: means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.* Importantly, this definition speaks to "areas that are designated in an Official Plan for cluster of business and economic activities..."
- The City's Official Plan includes *Map 2 - Urban Structure* which identifies "Industrial Employment Areas". Official Plan Policy 5.C.1.3 states, "Industrial Employment areas are *identified on Map 2 and designated on Map 3...*". Further, Official Plan policy 5.C.1.4 states, "Lands designated for Industrial Employment are critical to the local economy, and are anticipated to accommodate a significant share of employment growth to 2031 and beyond..."
- Map 2 of the City's Official Plan does not show any lands within the Protected Major Transit Station Areas as "Industrial Employment Areas". This is because of the City's Comprehensive Review of Employment Lands Study (2010) (CREL) which concluded that employment parcels in the Urban Growth Centre and Major Transit Station Areas (MTSAs) were identified and excluded from the employment lands inventory since they were lands that could help achieve density targets and objectives of MTSAs, identified in Provincial and Regional policy.
- Further, CREL was used to inform the Region's employment study, which informed updates to the Region's Official Plan (ROP) (now Kitchener's Official Plan as of January 1, 2025, in accordance with the transition of Regional planning responsibilities to area municipalities), through Regional Official Plan Amendment 6 (ROPA 6). *Map 3 – Employment Areas* of the ROP continues to not include any lands within Kitchener's PMTSAs as employment areas, nor were any of these lands included as lands needed to accommodate employment forecasts to 2051.
- A municipal comprehensive review (MCR) was completed by the Regional Municipality of Waterloo in 2022 via Regional Official Plan Amendment 6 (ROPA 6), which identified the subject lands as a Major Transit Station Area (MTSA) (see Figure 6, below). Accordingly, a further MCR is not required.

DHA staff is of the opinion that the portion of the subject property that is proposed to redesignated from 'General Industrial Employment' to 'Strategic Growth Area C' land

use designations *is not employment areas* per the PPS and Planning Act. Accordingly, PPS policy 2.8.2.5, which permits planning authorities to remove lands from employment areas (subject to criteria) *does not apply*. The land use change requested through the subject OPA aligns with the City's Official Plan, Regional Official Plan, and PPS policies related to PMTSAs, including the ability to achieve minimum density targets.

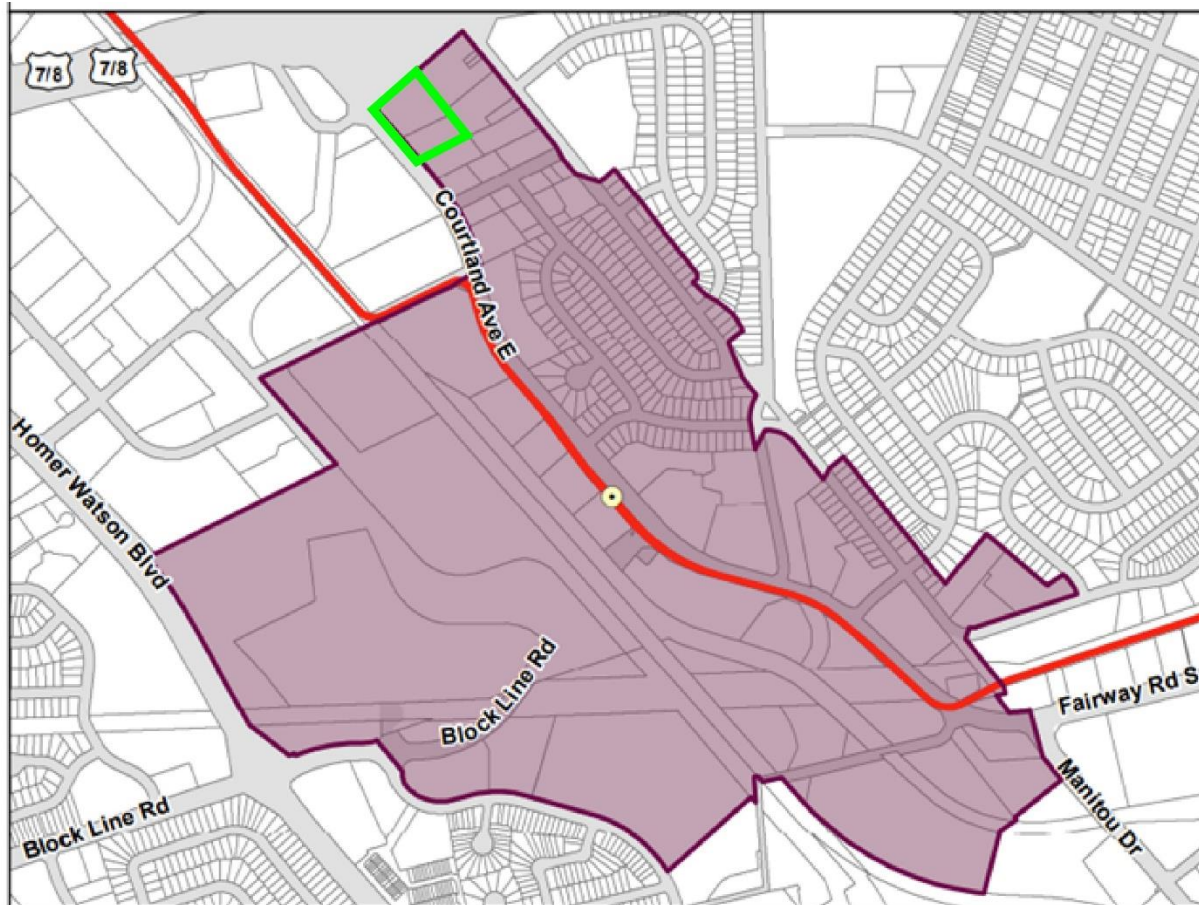


Figure 6 – Excerpt of *Block Line Station - Figure 7c* of ROPA 6, showing that the subject lands (outlined in green) are included within the Block Line Station MTSA.

The applicant is requesting to change the land use designation of the subject property to 'Strategic Growth Area (SGA) C'. There are several SGA policies that relate to the requested OPA, such as:

Strategic Growth Area Policies:

15.D.2.3. The Urban Growth Centre (Downtown) and Protected Major Transit Station Areas will be planned: a) As a focal area for public gatherings, institutions and services, as well as commercial recreational, cultural and entertainment uses; b) To accommodate and support major transit infrastructure; c) To serve as a high density major employment location that will attract provincially, nationally and internationally significant employment uses; d) To accommodate a significant

share of the city's population and employment growth; and, e) To provide services and amenities to attract population growth.

15.D.2.5. Notwithstanding policies 4.C.1.8 and 4.C.1.9, site specific applications which seek relief from the implementing zoning through a minor variance(s) or amendment to the Zoning By-law, and/or seek to amend this Plan will consider the following factors: a) Compatibility with the planned function of the subject lands and adjacent lands; b) Suitability of the lot for the proposed use and/or built-form; c) Lot area and consolidation as further outlined in Policy 3.C.2.11; d) Compliance with the City's Urban Design Manual and Policy 11.C.1.34; e) Cultural heritage resources, including Policy 15.D.2.8; and, f) Technical considerations and other contextual or site specific factors.

15.D.2.6. The implementing zoning may regulate matters related to built form including, but not limited to, building length, floor plate area, on-site separation between buildings, and off-site separation between buildings.

15.D.2.7. Large scale developments will be expected to provide appropriate landscaping in accordance with the City's Urban Design Manual through the Site Plan Control process.

General Uses:

15.D.2.15. The City recognizes that new sensitive uses will be introduced through development and redevelopment within areas historically designated for industrial employment. The City anticipates the eventual relocation of existing industrial uses. In the interim, new sensitive uses should prioritize sensitivity to existing industrial uses, acknowledging their unique operational requirements. Emphasizing land use compatibility, development applications for new sensitive uses should proactively engage with industrial stakeholders to address potential conflicts and implement measures that enable coexistence until a full land use transition is realized.

Transportation:

15.D.2.26. The Urban Growth Centre (Downtown) and Protected Major Transit Station Areas will be part of an integrated provincial, regional and city transportation system while at the same time provide a transit-oriented, pedestrian-friendly and walkable environment.

15.D.2.28. Where new parking spaces are proposed to be developed in combination with all new development or redevelopment, the City will: a) Consider parking space reductions where warranted where such new development or redevelopment will enhance and contribute to the planned function of the Urban Growth Centre (Downtown); b) Encourage owners/applicants to utilize Transportation Demand Management (TDM) measures; c) Encourage owners/applicants to provide cash-in-lieu of required parking; d) Encourage parking structures that are integrated with other uses as

the desired form of parking; e) Encourage required off-street parking to be located away from and/or screened from the view of the public realm; and, f) Discourage the creation of new surface parking lots and commercial parking facilities.

Urban Design:

15.D.2.32. A high quality of urban design will be expected of the buildings, building elevations, building massing, storefronts, store signs, patios, streetscapes and public spaces to enhance street life and create local pride and interest as well as tourism interest. The City will encourage innovation and architectural excellence in urban development.

Strategic Growth Area C:

15.D.2.66. Permitted uses may include those permitted in the Strategic Growth Area B land use designation.

15.D.2.61. The Strategic Growth Area B land use designation will accommodate a range of medium and high density residential housing types including those permitted in the Medium Rise Residential and High Rise Residential land use designations.

15.D.2.62. Permitted non-residential uses within the Strategic Growth Area B land use designation may include the following:... a) Compatible commercial uses such as, but not limited to, retail, commercial entertainment, restaurants, financial establishments, hotels, and light repair operations;

With respect to the above Strategic Growth Area policies, DHA staff has prepared the following comments:

- The proposed development will help implement the City's policy that PMTSAs will be planned to support major transit infrastructure, accommodate a significant share of the city's population growth, and provide services. The proposal would facilitate high density residential housing, including the types permitted in the High Rise Residential land use designation. As noted above, staff estimates that the proposed 977 dwelling units would result in 1,750 residents. Additionally, the proposed 532.1 square metres of compatible commercial space would provide services to help attract population growth and would result in approximately 19 jobs.
- The proposal, which includes a Site Specific Provision:
 - Would support the planned function of the Block Line PMTSA, since it accommodates significant growth through development and supports existing and planned transit rapid transit, achieves a mix of residential and commercial development, and fosters a streetscape and built form that is pedestrian-friendly, and transit-oriented;

- Is on a lot that is well-suited for the proposed uses and built form, and which is the result of consolidation of two parcels of land, the specific purpose of which is to facilitate comprehensive redevelopment;
 - Has been thoroughly reviewed by Urban Design staff against the Urban Design Manual (UDM) and Urban Design policies of the Official Plan, including the at-grade interface with Courtland Avenue.
- The requested zoning appropriately modifies certain design-related provisions of the SGA-4 Zone to address site-specific factors and the proposed development concept. Suitable landscaped and amenity areas have been provided to the satisfaction of DHA staff. As noted above, the requested OPA and ZBA Applications, including the development concept, were received and circulated prior to the SGA designations and zones being incorporated into the Official Plan and Zoning By-law;
- The Road/Rail Traffic and Stationary Noise Impact Study submitted in support of the subject applications has been thoroughly reviewed by the City, Region, and CN Rail to ensure land use compatibility between proposed sensitive land uses (e.g., residential uses) and nearby industrial / employment uses. Holding Provisions have been incorporated into the ZBA to ensure that a Detailed Stationary and Transportation (including rail) Noise Study has been completed, and implementation measures have been satisfactorily addressed. Nearby industrial operations were circulated on the subject applications, from whom no concerns were received.
- In accordance with the City's Zoning By-law and the Planning Act, minimum parking for motor vehicles is not required within PMTSAs such as this case. Notwithstanding, all parking that is proposed will be screened from the view of the public realm, behind active uses or located underground within a parking garage.

Moreover, as part of the Growing Together East project, OPA No. 62 was approved by the province on November 19, 2025 and is now in effect. Through this OPA, Policy 15.D.12.81 was added to the Official Plan which applies to the Block Line, Fairway, and Sportsworld PMTSAs, including the subject property (though the regular land use policies do not apply to the subject property).

In the context of the subject property and proposed development, this policy would ensure that the development protects for existing and planned transit system infrastructure and transit vehicle movement and routing. In this regard, the Region has thoroughly reviewed the proposed development as it relates transit and is satisfied.

The policy would also require that development applications demonstrate through a Transportation Demand Management (TDM) Strategy, that the proposal incorporates:

- Measures to increase active transportation and transit use and reduce single occupancy vehicle use;
- Multi-modal transportation assessments and site-related traffic mitigation measures to demonstrate sufficient and safe transportation infrastructure to service the proposed development;

- A range of parking management strategies that minimize the need for auto parking supply and that prioritize facilities and TDM programs; and
- Phasing of TDM measures to support development.

In this regard, the applicant submitted a TDM Letter in support of the proposed development. This letter speaks about a range of TDM measures that will be incorporated into the proposed development (e.g., unbundled parking and bicycle parking, connections to municipal pedestrian facilities). While the policy speaks to more criteria than the letter that was submitted, it must be noted that the subject applications were submitted long before the policy came into effect and Transportation Services is supportive. The requested Official Plan Amendment incorporates an exemption from the specific requirements of the above noted policy.

The Planning Justification Report states that “the proposed development is intended to be constructed in one phase.” However, if at the Site Plan stage, the development is revised to be phased, a phasing plan would be required to be submitted as part of a complete application, as part of the policy.

The new policy also requires that, where a redevelopment proposes to reduce the existing non-residential gross floor area on a lot, a Retail Impact Study that addresses that future on-site and local populations will be adequately served, is required as part of a complete application. In this case, the proposed development incorporates 532.1 square metres of non-residential use in the base of the building. While this demonstrates a reduction in the amount of non-residential use that currently exists on the site (approximately 2,250 square metres), it must be reiterated that subject applications were submitted long before the policy came into effect. The requested Official Plan Amendment incorporates an exemption from the requirement to provide a Retail Impact Study.

Based on the above, DHA staff is of the opinion that the proposed redevelopment conforms to the City's Strategic Growth Area land use policies.

Urban Design Policies:

Streetscape:

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Skyline:

The proposed design's angular three-tower configuration has a dual purpose of providing visual interest to the building form and tower skyline as well as strategic placement of tower mass to maximize separation between tower footprints. The design also provides a distinguished skyline addition through differing tower heights, angled floorplates, and alternative building elevations.

Safety:

Urban Design staff will address implementation of Crime Prevention through Environmental Design (CPTED) principles through the future Site Plan Application review, and Fire Services will ensure that the site meets the Emergency Services Policy. The Urban Design Brief notes that the proposed design "Provides for 'eyes on the street' and implements other CPTED measures through the podium massing and fenestration."

Universal Design:

The development will be designed to comply with Accessibility for Ontarians with Disabilities Act and the Ontario Building Code. The building entrance on Courtland Avenue is designed to be barrier-free with a ramp. Barrier-free parking is provided within all levels of underground and above-grade parking levels.

Shade:

The proposed design includes a covered canopy near the front entrance to the podium, facing Courtland Avenue East. Also, the amenity terraces at the 7th storey include various shade structures, for example, a pergola, covered lounge, and covered BBQ station.

Site Design, Building Design, Massing and Scale:

The subject proposal is designed to facilitate development that enhances the site, future, and the streetscape. Through the future Site Plan Application process, many design-related matters will be reviewed and addressed, such as:

- improving the quality of development from the public realm, adjacent properties, and on-site;
- ensuring safe, comfortable and functional on and off site circulation for all modes of transportation; and
- ensuring that site servicing components are functional, attractive and appropriately screened from view from the public realm.

Also, the proposed design enhances pedestrian and cycling usability, respects human scale, fosters a streetscape that is accessible, safe, has a functional relationship to the street, and represents an attractive and compatible building form.

Design in Protected Major Transit Station Areas:

Policy 11.C.1.36 states that development will require a high standard of urban design in Protected Major Transit Station Areas and will require a site-specific urban design brief to demonstrate how the development application exemplifies high quality urban design and will contribute to the public realm and placemaking in the station area and around the station stop. In this regard, the applicant has submitted an Urban Design Brief (see Attachment 'C') that has been reviewed and accepted by the assigned City Planner, Urban Designer, and Parks Planning and Development Project Manager. DHA staff recommends that the Urban Design Brief be endorsed by Council and that staff be directed to implement the Urban Design Brief through future Site Plan Approval process (disregarding any references to the previously requested High Rise Residential designation and zoning), and at the discretion of the City's Director of Development & Housing Approvals, significant changes to the Urban Design Brief will be to the satisfaction of Council.

Shadow Impact Analysis:

In support of the subject applications, the applicant has completed a Shadow Impact Analysis as part of the Urban Design Brief. Urban Design staff has reviewed the Analysis and advises that it is acceptable, since it confirms that the proposal maintains access to at least 5 hours of cumulative direct sunlight to nearby sidewalks and open spaces. Due to the low sun angle in December, the shadows cast by buildings are at their longest, which makes it difficult for any new development especially high-rise buildings to meet the target.

Tower Design:*Size and Proportion:*

The three proposed towers are best characterized as point towers, each having a tower footprint of 915 square metres. None of the towers have balconies, which slims the building mass, while the angled configuration of the tower footprints lessens the perception of mass from various vantage points. The tower articulation and "cut-outs" on certain levels, plus other architectural elements, combine to further visually reduce the tower masses.

Placement:

The three towers are purposely arranged on the site in a triangular pattern, with obliquely angled floorplates to optimize the Physical Separation, as regulated though the SGA-4 Zone. To distinguish the skyline and view of the development, the angled tower floor plates are flipped in orientation between each tower. The tower designs share many of the same features, but the flipped orientations create different perspectives and variation.

Tower B is proposed to have an oblique-angled projection past the podium base, which creates a unique architectural expression along the streetscape, together with varied materiality and fenestration patterns.

Relative Height:

The three towers have varied building heights, which will create a desirable built form and skyline:

- Tower A, at the north end of the site, abutting the Highway 7/8 ramp is 27 storeys;
- Tower B, directly abutting Courtland Avenue East, is 30 Storeys; and
- Tower C, at the south end of the site, is 22 storeys.

Transportation Policies:

The Official Plan supports an integrated transportation system which incorporates active transportation, allows for the movement of people and goods and promotes a vibrant, healthy community using land use designations and urban design initiatives that make a wide range of transportation choices viable.

On Map 11 of the City's Official Plan, Courtland Avenue East is identified as a "Regional Road", along with a "Primary Multi-Use Pathway/Connection (Type 1)". The proposed development has sufficient access to active-transportation networks, noting that the Trans-Canada Trail, which is a Multi-Use Trail along this section, is located directly opposite the subject property, on the southwest side of Courtland Avenue East. A municipal sidewalk is located directly in front of the subject property, on the northeast side of Courtland Avenue. The subject property is very well connected to the public transportation system, being located within 660 metres of the Block Line ION station stop, which provides region-wide access and connectivity. Also, the property is located directly on GRT Local Route 6 (Bridge-Courtland), and within walking distance to iXpress Route 201, and Local Routes 22 (Laurentian West) and 33 (Huron). The proposal will support the City's integrated transportation system and represents pedestrian-friendly and transit-oriented development.

Within PMTSAs such as this, no minimum parking for motor vehicles is required and the applicant is not requesting any parking relief through the subject applications. However, the applicant is choosing to provide a total of 509 parking spaces. It should be noted that if, for example, the subject property was not located within a PMTSA and was zoned High Rise Residential (RES-7), a total of 1,091 spaces would be required for the residential and commercial uses combined, which represents approximately double the parking that is provided. Visitor, barrier-free, and electric-vehicle-ready parking must still be provided as a percentage of the parking provided, in accordance with the Zoning By-law. As noted above, all parking that is proposed will be screened from the view of the public realm, behind active uses or located underground within a parking garage. Also, the proposed development would maintain the existing shared driveway with the property to the southeast (844 Courtland Ave E), to minimize disruption to traffic flow.

With respect to Transportation Demand Management strategies, the applicant has expressed a willingness to provide unbundled parking, which the City strongly encourages for new developments. Also, Class A bicycle parking will be provided at a rate of 1 stall per dwelling unit. At least 6 Class B bicycle parking stalls will be provided.

Direct and barrier-free walkway connections between the municipal sidewalk and the proposed development, and other pedestrian and cycling facilities, will be planned through the future Site Plan Application.

Official Plan Conclusions:

The OPA Application requests that the land use designation of subject property be changed from 'Commercial' and 'General Industrial Employment' to 'Strategic Growth Area C' and to exempt the proposal from subsections d) and j) of Policy 15.D.12.81. Based on the above-noted policies and planning analysis, DHA staff is of the opinion that the requested OPA represents good planning and recommends that it be approved in the form shown in Attachment 'A'.

In addition, within the Kitchener 2051 Draft Official Plan, the subject property continues to be located within the Built Up Area, a Strategic Growth Area, and within a Protected Major Transit Station Area. Within Strategic Growth Areas, Protected Major Transit Station Areas will be the primary focus for intensification. Primary land uses within PMTSAs include Mixed Use A, Mixed Use B, and Mixed Use C, which are the equivalent to the existing Strategic Growth Area A, B, and C land use designations. The application of a Strategic Growth Area C land use designation to portions of the subject lands meets the general intent of the draft Official Plan.

SECTION 4 – THE AMENDMENT

The City of Kitchener Official Plan (2014) is hereby amended as follows:

- a) Amend *Map No. 3 – Land Use* by changing the land use designation of the portion of the subject lands (identified as Area 1 on the attached Schedule 'A') designated 'Commercial' to 'Strategic Growth Area C', as shown on the attached Schedule 'A';
- b) Amend *Map No. 3 – Land Use* by changing the land use designation of the portion of the subject lands (identified as Area 2 on the attached Schedule 'A') designated 'General Industrial Employment' to 'Strategic Growth Area C', as shown on the attached Schedule 'A'; and
- c) Part D, Section 15, Policy 15.D.12.81 is amended by adding the following after j) iii):

“808-836 Courtland Avenue East

- k) Policies 15.D.12.81 d) and j), do not apply to the redevelopment proposed through Official Plan Amendment OPA24/011/C/AP and Zoning By-law Amendment ZBA24/023/C/AP, both of which were deemed complete on September 17, 2024, or to any related development applications.”

APPENDIX 1

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood
808-836 Courtland Avenue East



Concept Drawing

Have Your Voice Heard!

Planning & Strategic Initiatives Committee

Date: **January 5, 2026**

Location: **Council Chambers,
Kitchener City Hall
200 King Street West
or Virtual Meeting**

Go to **kitchener.ca/meetings**

and select:

- Current agendas and reports
(posted 10 days before meeting)
- Appear as a delegation
- Watch a meeting

To learn more about this project, including
information on your appeal rights, visit:

**[www.kitchener.ca/
PlanningApplications](https://www.kitchener.ca/PlanningApplications)**

or contact:

Andrew Pinnell, Senior Planner
andrew.pinnell@kitchener.ca
519.783.8915



Mixed-use
Development



3 High-rise
Towers (22,
27 & 30 Storeys)



977 Dwelling
Units

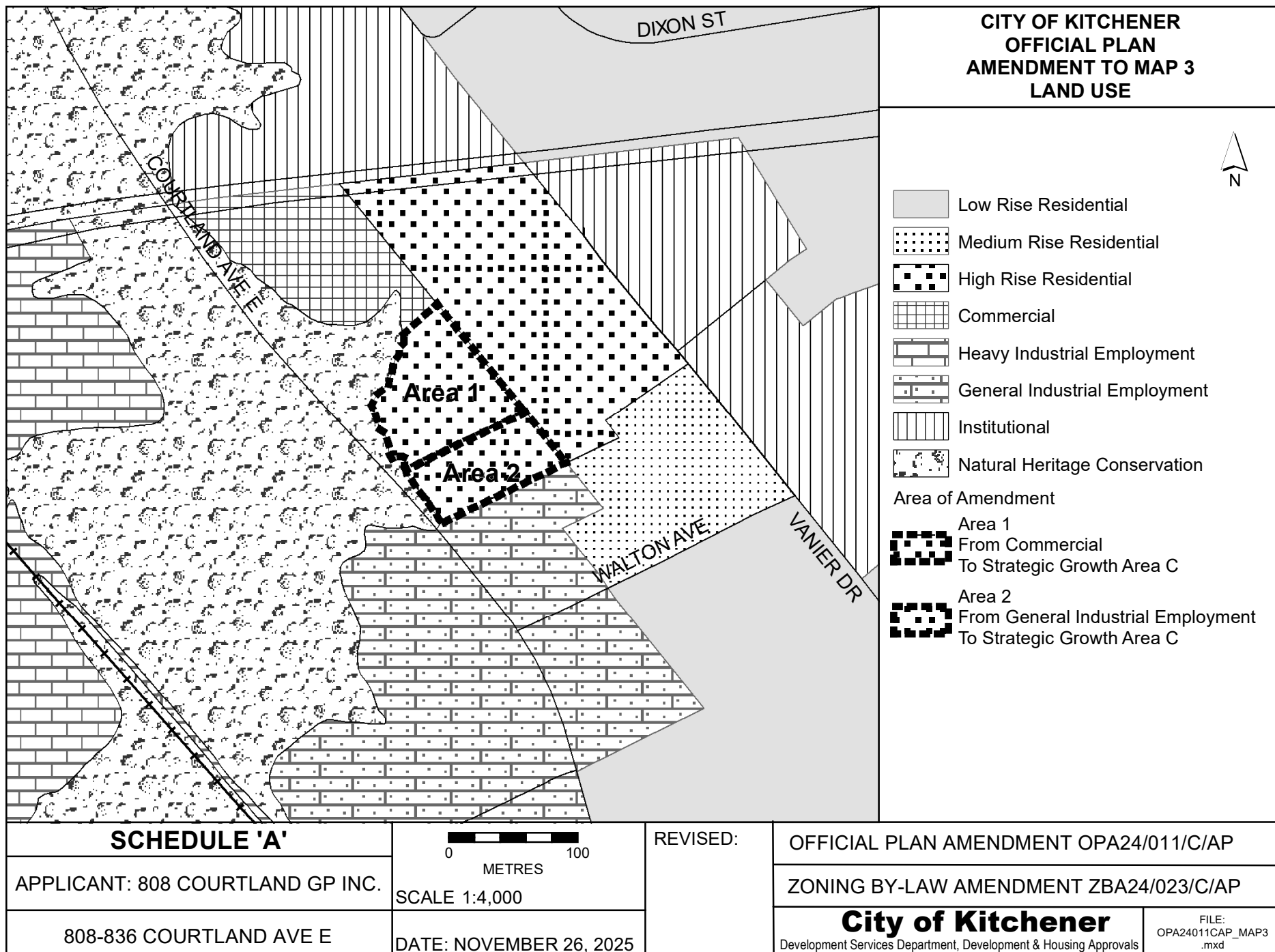
The City of Kitchener will consider Official Plan and Zoning By-law Amendment Applications to facilitate a mixed-use development containing 3 high-rise residential towers (22, 27 and 30 storeys), situated on a shared podium (977 dwelling units). The podium would contain commercial uses (532.1m²). Various amenities and common areas would be provided throughout. Most parking would be within a parking structure / underground, though a small surface parking is proposed. 509 parking spaces are proposed, as well as bicycle parking at 1 stall per dwelling unit. The amendments would allow a building height of 102.6 metres / 30 storeys, among other matters.

APPENDIX 2

Minutes of the Meeting of Planning and Strategic
Initiatives Committee – January 5, 2026

APPENDIX 3

Minutes of the Meeting of City Council – January 12,
2026



PROPOSED BY – LAW

_____ 2026

BY-LAW NUMBER ____

OF THE

CORPORATION OF THE CITY OF KITCHENER

(Being a by-law to amend By-law 85-1, as amended,
and By-law 2019-051, as amended, collectively known
as the Zoning By-law for the City of Kitchener
– 808 Courtland GP Inc. – 808-836 Courtland
Avenue East)

WHEREAS it is deemed expedient to amend By-law 85-1 and By-law 2019-051 for
the lands specified above;

NOW THEREFORE the Council of the Corporation of the City of Kitchener
enacts as follows:

1. Zoning Schedule Numbers 145 and 172 of Appendix “A” to By-law Number 85-1 are hereby amended by removing the zoning applicable to the parcels of land specified and illustrated as Area 1, Area 2, Area 3, and Area 4 on Map No. 1, in the City of Kitchener, attached hereto.
2. Zoning Schedule Numbers 145 and 172 of Appendix “A” to By-law Number 85-1 are hereby further amended by removing the zone boundaries as shown on Map No. 1 attached hereto.
3. Zoning Grid Schedule Numbers 145 and 172 of Appendix “A” to By-law 2019-051 are hereby amended by adding hereto the lands specified and illustrated as Area 1 on Map No. 1, in the City of Kitchener, attached hereto, and by zoning the lands specified as Area 1 on Map No. 1 thereafter as Strategic Growth Area Four Zone (SGA-4) with Site Specific Provision (439) and Holding Provision (115H).
4. Zoning Grid Schedule Numbers 145 and 172 of Appendix “A” to By-law 2019-051 are hereby amended by adding hereto the lands specified and illustrated as Area 2 on Map No. 1, in the City of Kitchener, attached hereto, and by zoning the lands specified as Area 2 on Map No. 1 thereafter as Strategic Growth Area Four Zone (SGA-4) with Site Specific Provision (439) and Holding Provision (115H).
5. Zoning Grid Schedule Number 145 of Appendix “A” to By-law 2019-051 is hereby amended by adding hereto the lands specified and illustrated as Area 3 on Map No. 1, in the City of Kitchener, attached hereto, and by zoning the lands specified as Area 3 on Map No. 1 thereafter as Natural Conservation Zone (NHC-1).

6. Zoning Grid Schedule Number 145 of Appendix "A" to By-law 2019-051 is hereby amended by adding hereto the lands specified and illustrated as Area 4 on Map No. 1, in the City of Kitchener, attached hereto, and by zoning the lands specified as Area 4 on Map No. 1 thereafter as Natural Conservation Zone (NHC-1).
7. Zoning Grid Schedule Numbers 145 and 172 of Appendix "A" to By-law Number 2019-051 are hereby further amended by incorporating additional zone boundaries as shown on Map No. 1 attached hereto.
8. Section 19 of By-law 2019-051 is hereby amended by adding Section 19 (439) thereto as follows:

"439. Notwithstanding Sections 4.13, Section 6.5.2, Table 6-5, Section 6.7a)ii), and Section 6.7c) of this By-law, within the lands zoned Strategic Growth Area Four Zone (SGA-4) and shown as being affected by this subsection on Zoning Grid Schedule Numbers 145 and 172 of Appendix "A", the following special regulations shall apply:

 - a) The maximum *Building Height* shall be 102.6 metres, which, despite Section 4.13, shall be measured to the top of the *building* including the mechanical penthouse;
 - b) The maximum number of *Storeys* shall be 30;
 - c) The maximum *Floor Plate Area* shall be 930 square metres for the nineteenth (19th) through thirtieth (30th) *Storeys*;
 - d) The minimum *Physical Separation* shall be 10.5 metres for the nineteenth (19th) through thirtieth (30th) *Storeys*;
 - e) Despite d) above, the minimum *Physical Separation* with respect to the *Rear Lot Line* shall be 8.0 metres for the thirteenth (13th) through thirtieth (30th) *Storeys*;
 - f) A minimum of 6.5 m² of *amenity space* is required per *dwelling unit*;
 - g) Further to subsection f), where private *amenity space* totals less than 3m² per unit, 3.5m² of common *amenity space* is required per *dwelling unit*.
 - h) For a building having a maximum *height* of 12 *storeys*, the maximum *building length* shall be 75.0 metres for the seventh (7th) through twelfth (12th) *Storeys*; and
 - i) Geothermal energy systems shall be prohibited. A geothermal energy system is defined as a vertical well, borehole or pipe installation used for geothermal systems, ground-source heat pump systems, geo-exchange systems or earth energy systems for heating or cooling;

including open-loop and closed-loop vertical borehole systems or a horizontal system.”

9. Section 20 of Zoning By-law 2019-051 is hereby amended by adding Section (115H) thereto as follows:

“(115H).Notwithstanding Section 6.2, Table 6-1 of this By-law within the lands zoned Strategic Growth Area Four Zone (SGA-4) and shown as being affected by this subsection on Zoning Grid Schedules 145 and 172 of Appendix “A”, no new *residential* or other sensitive land uses shall be permitted until such time as the following conditions have been met and this holding provision has been removed by by-law:

- a) A Detailed Stationary and Transportation (including rail) Noise Study has been completed, and implementation measures have been addressed, to the satisfaction of the City for Conditions a) i. and ii., and to the satisfaction of the Regional Municipality of Waterloo for Condition a) iii., and this holding provision has been removed by by-law. The Study shall, among other noise-related matters, address the following:

- i. In addition to impulsive noise associated with train coupling/uncoupling and stretching operations in the nearby rail yard, the Study shall reference other train activities typically occurring in rail yards, such as locomotive idling, train movements, equipment and operations generating steady noise, etc;
- ii. Continuous, multi-day attended noise measurements and/or monitoring of recordings shall be conducted relative to the nearby rail facilities as part of the Study;
- iii. The Study shall review the potential impacts of noise (e.g. HVAC systems) on the sensitive points of reception and the impacts of the development on adjacent noise sensitive uses; and

- b) A satisfactory Record of Site Condition (RSC) has been submitted to the Ministry of Conservation and Parks, and the RSC and Ministry Acknowledgement Letter are provided to the satisfaction of the City of Kitchener and Regional Municipality of Waterloo.”

10. This By-law shall become effective only if Official Plan Amendment No. ____

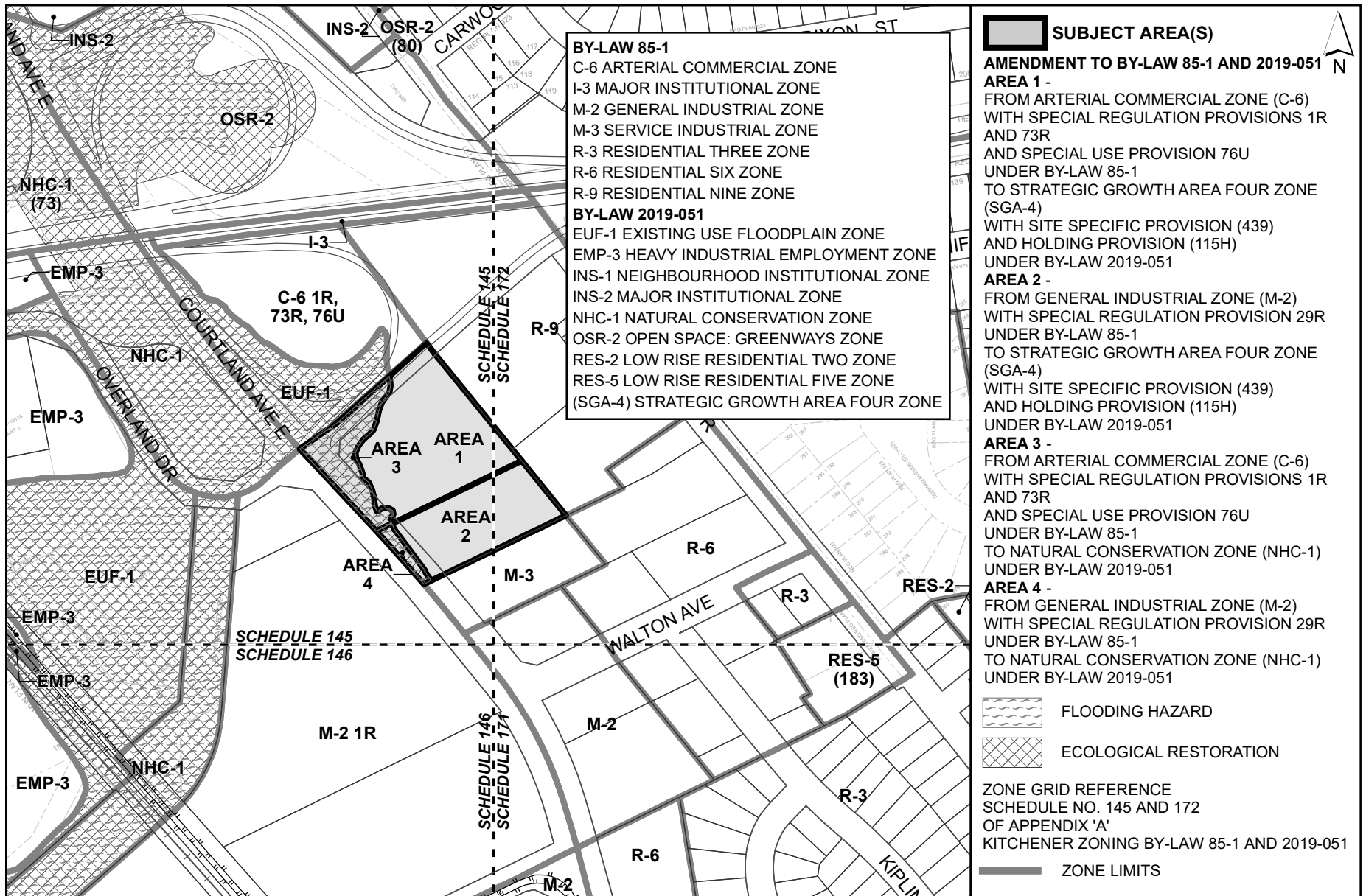
(808-836 Courtland Avenue East) comes into effect, pursuant to Section 24(2) of The Planning Act, R.S.O. 1990, c. P. 13, as amended.

PASSED at the Council Chambers in the City of Kitchener this day
of , 2026.

Mayor

Clerk

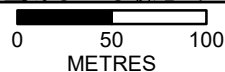
DRAFT



MAP NO. 1

808 COURTLAND GP INC.

808-836 COURTLAND AVE E



SCALE 1:4,000

DATE: NOVEMBER 26, 2025

ZONING BY-LAW AMENDMENT ZBA24/023/C/AP

OFFICIAL PLAN AMENDMENT OPA24/011/C/AP

City of Kitchener

Development Services Department, Development & Housing Approvals

FILE:
ZBA24023CAP_MAP1
.mxd

URBAN DESIGN BRIEF

**808 & 836 Courtland Avenue East
808 Courtland GP Inc.
Kitchener**

**Official Plan Amendment & Zoning By-law Amendment
December 2024 (REVISED)**



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1. INTRODUCTION

1.1 BACKGROUND

808 Courtland GP Inc. as general partner for 808 Courtland LP (“**the Owner**”) is proposing a mixed-use development on the property at 808 and 836 Courtland Avenue East (“**the Site**”) in Kitchener. The redevelopment proposal requires an Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) to permit the change from commercial/industrial to mixed-use with built form regulations tied to the proposal.

1.2 PROPOSED APPLICATIONS

The proposed OPA application would redesignate the Site from “Commercial” and “General Industrial” to “High Rise Residential” with special policies for an increased floor space ratio. The proposed ZBA application would rezone the Site from “C6” and “M2” to “RES-7” with special regulations allowing an increased building height, increased floor space ratio, non-residential floor space requirements, and tower massing requirements informed by the SGA-4 Zone of “Growing Together”.

1.3 PRESUBMISSION CONSULTATION

An urban design brief is a requirement of a complete OPA and ZBA applications. The Pre-Submission Consultation in December 2023 indicates that the urban design brief “*should address how the site achieves the objectives detailed in the City’s Official Plan as well as the design direction and standards outlined in the City’s Urban Design Manual including The City-wide design, Structured Parking and City’s Tall Building Guidelines*”.



FIGURE: Location of Site at 808 & 836 Courtland Avenue East

2. PROPOSED DEVELOPMENT PLAN

The proposed plan by ABA Architects for the Site envision a three-tower development (22, 27 and 30 storeys) that sits atop a shared podium (6 storeys). A coordinated driveway provides access from Courtland Avenue East which would be shared with the 844 Courtland property to the east and allow its operation in the interim. The plan shows 977 residential units in the podium and towers that consist of a mix of one-bedroom, two-bedroom and three-bedroom units as well as of ground floor commercial space along Courtland Avenue East. The plan includes 509 parking spaces in one underground parking level, four podium parking levels, and a convenience surface parking area. The plans include a total of 733 bicycle parking spaces that are primarily indoors. The podium rooftop contains large outdoor terraces together with multiple indoor amenity rooms.

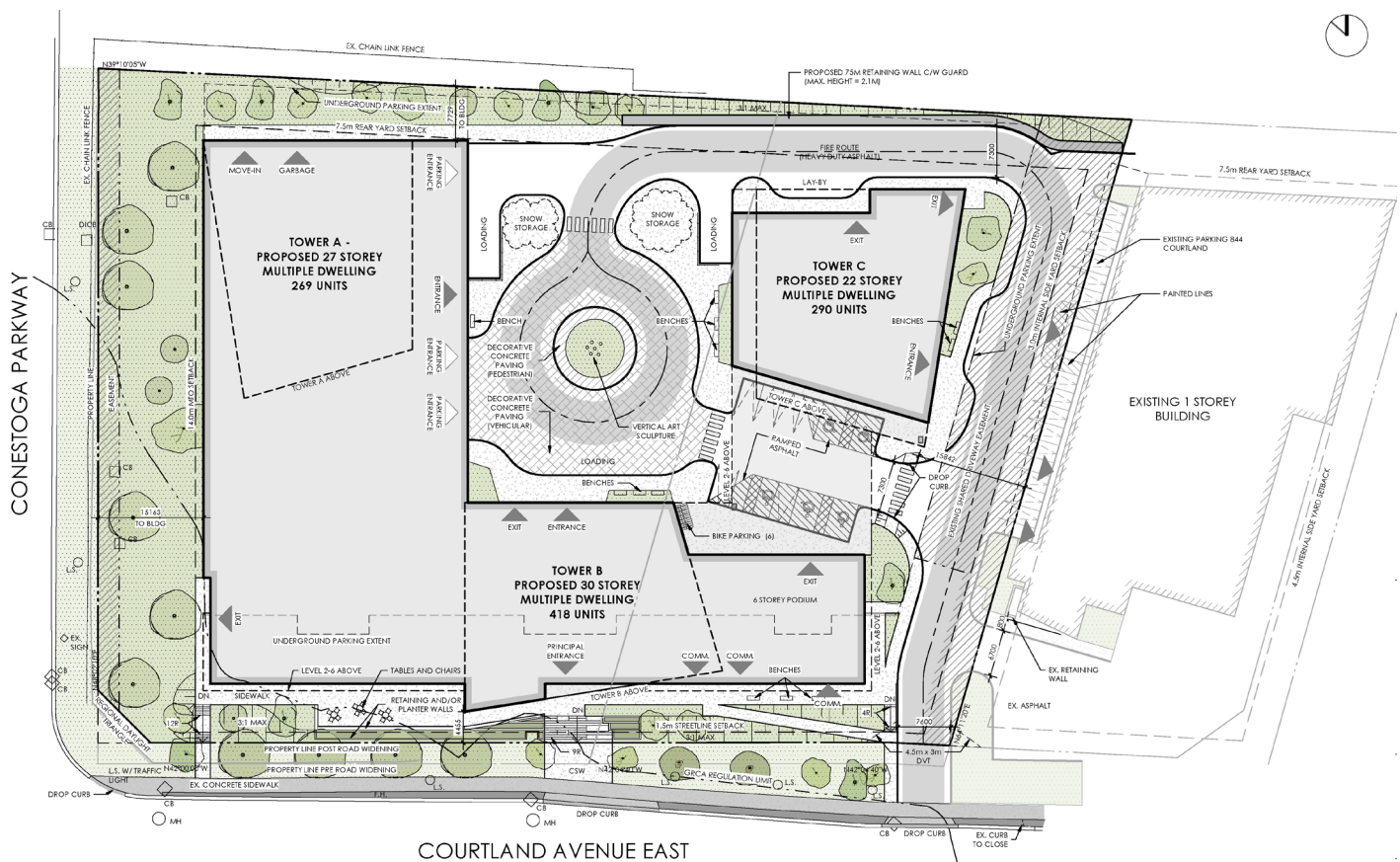
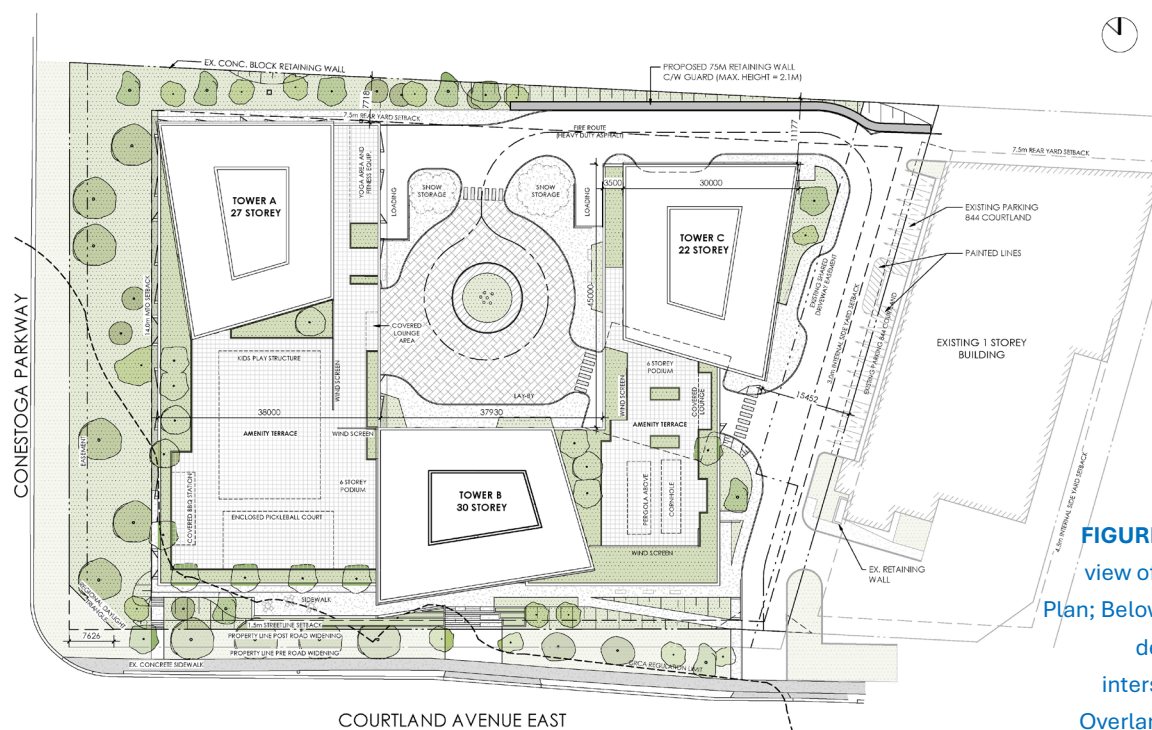


FIGURE: Proposed Development Plan for 808 & 836 Courtland Avenue East (ABA Architects)



3. SITE DESCRIPTION & CONDITIONS

The Site sits on the east side of Courtland Avenue East between the Highway 7/8 corridor and access ramp to the north and Walton Avenue to the south (Courtland Avenue is referenced as running north-south for the purposes of description in this Brief). The Site is comprised of two municipal addresses, 808 Courtland and 836 Courtland, which were merged on title at the time of acquisition. The Site's physical characteristics and existing conditions are as follows.

- **Area:** the Site is 1.3 hectares in size.
- **Configuration:** the Site is rectangular in shape (recognizing the angled boundary) with approximately 111 metres of street line width along Courtland and a depth from Courtland of between 95 and 100 metres
- **Existing Buildings:** the Site contains two single-storey buildings that contain multiple commercial-related tenants.
- **Existing Access:** there are two existing vehicular accesses from Courtland Avenue East, one mid-point between 808 and 836

Courtland and the other to the south between 836 and 844 Courtland.

- **Existing Parking:** there is existing surface parking between the 808 and 836 Courtland buildings. The rear area has historically been used for other vehicle storage.
- **Existing Topography:** the Site's topography slopes relatively consistently to Courtland Avenue East from its southeast corner with a grade drop of approximately 3 metres across the Site.
- **Existing Vegetation:** there is no significant vegetation on the Site given its current development pattern.
- **Existing Easements:** there is an existing easement along the Site's southern boundary for access from Courtland Avenue East in favour of the abutting property at 844 Courtland Avenue East.



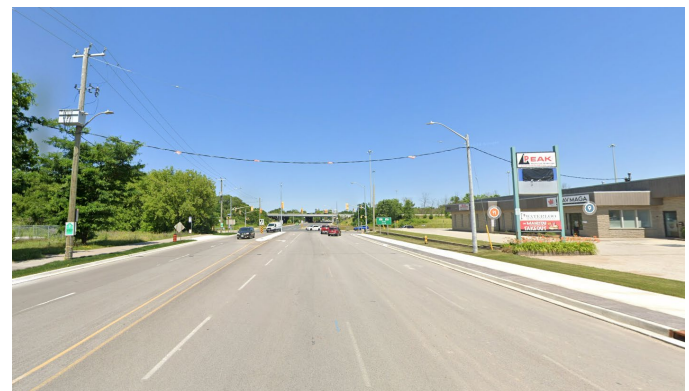
FIGURE: Existing conditions of 808 & 836 Courtland Avenue East (MTE Consultants)

4. SURROUNDING CONTEXT

4.1 ABUTTING PROPERTIES

The properties abutting the Site are a mixture of high density residential and commercial uses as follows.

- **NORTH:** the Site abuts the Highway 7/8 corridor. The eastbound ramp abuts the Site's property line while the highway travel lanes are approximately 100 to 150 metres from the Site's edges.
- **EAST:** the Site abuts two high-rise buildings to the east that front onto Vanier Drive. The building at 38 Vanier Drive is a 12-storey apartment building which sits approximately 40 metres (parallel) from the shared property line with the Site and has a two-level open air parking deck the intervening rear yard. The building at 49 Vanier Drive is a 9-storey apartment building which sits approximately 33 metres (perpendicular) from the shared property line with the Site and has a two-level open air parking deck in the intervening rear yard.
- **SOUTH:** the Site abuts a single-storey commercial building at 844 Courtland Avenue East. This property has surface parking in the front yard and along the shared property line with the Site. There is an existing access easement on the Site that serves the 844 Courtland property.
- **WEST:** the Site fronts Courtland Avenue East, a 4-lane arterial Regional Road. Courtland currently has a 30-metre right-of-way width, which will be widened through the site's approvals and development (3.048 metre widening).



4.2 SURROUNDING AREA CHARACTERISTICS

The Site sits within a broader mixed-use urban corridor along Courtland Avenue and Fairway Road. Closer to the Site is a mixture of residential and commercial/industrial type uses. Further south, the corridor transitions to a commercial and retail fabric extending onto the Fairway Road regional commercial corridor.

The Site is close to several transit routes and options in the surrounding area. The Site is a 10-minute walk to the Blockline ION Station, providing northbound and southbound access to Downtown Kitchener and Fairview Mall, respectively. There are local bus route (Route 6) stops immediately near the Site (2-minute walk) which connects to the ION stations and

Downtown Kitchener. The Site is a 12-minute walk to IExpress service (Route 204) at the corner of Blockline Road and Courtland Avenue East providing eastbound and westbound service.

The area surrounding the Site has several parks and open spaces that provide recreation opportunities for the Site. The Site is an 8-minute walk from the fields and play equipment at Rockway Public School. The Site is a 13-minute walk from Wilson Park and Kingsdale Community Centre, which collectively include indoor facilities, sports fields, swimming pool, play structures and other amenities. Also, the Site is a 10-minute walk from the AR Kaufman Family YMCA that includes a broad range of indoor recreation offerings.



FIGURE: Surrounding Community Context for 808 & 836 Courtland Avenue East (ABA Architects)

5. RESPONSE TO OFFICIAL PLAN POLICIES

5.1 URBAN STRUCTURE POLICIES

The Site is part of the “Major Transit Station Area” urban structure element in the Kitchener Official Plan. The planned function for Major Transit Station Areas in Section 3 is transit-supportive growth and land uses, connected multi-modal transportation and transit systems, and pedestrian-friendly streetscapes and built forms.

Response: The proposed development’s intensity, mix of residential and commercial uses, street-supporting mid-rise podium with active ground floor uses, and pedestrian and cyclist accommodation all contribute to the planned function of the Blockline ION Station.

5.2 HIGH RISE RESIDENTIAL POLICIES

The proposed designation for the Site is “High Rise Residential” in the Kitchener Official Plan. The High Rise Residential policies are intended principally accommodate high density multiple dwellings for a high intensity of residential use. For the new redevelopment opportunities, Policy 15.D.3.26 strives to take advantage of views and vistas; create neighbourhood landmarks or reference points; be located within walking distance of nodes, corridors and public transit stops and non-residential uses; and, have a strong focus on pedestrians and cyclist links with surrounding non-residential uses.

Response: The proposed development supports the policy direction by providing a higher intensity of residential development in a form that provides an attractive skyline, is situated along a major road corridor, is close to major transit stops, and is supportive transit use, walking and cycling through physical connections.

5.3 GENERAL URBAN DESIGN POLICIES

Section 11 of the Official Plan contains general urban design policies that are intended to be used to evaluate development forms and patterns. The general policies require applications to have regard for the city’s skyline, CPTED principles, fire

prevention, barrier-free accessibility, and shade. The “Site Design” policies require consideration of the building’s streets relationship as well as landscaping to improve the streetscape. The “Building Design, Massing and Scale” design policies require human-scale buildings proportions to support a comfortable and attractive public realm.

Response: The proposed design reflects the intent of Section 11 of the Official Plan as it:

- Contributes to an articulated profile and skyline across the three towers;
- Has barrier-free accessible walkways, building entrances, and parking spaces;
- Provides access for emergency vehicles;
- Provides for “eyes on the street” and implements other CPTED measures through the podium massing and fenestration;
- Contemplates tree planting and enhanced streetscapes along Courtland and the Highway 7/8 edge;
- Sites and orients the building mass to relate well to the public Courtland frontage;
- Contributes to pedestrian comfort with transparent windows and commercial and residential entrances facing Courtland;
- Provides a single consolidated driveway for vehicle, pedestrian, and cyclist access;
- Provides secure car and bicycle parking;
- Internalizes garbage, loading and mechanical room, minimizing visual impacts from the public realm;
- Incorporates recessed vestibules, building angles and wind screens to minimize adverse wind impacts;
- Provides human-scaled proportions with a 6-storey podium base;
- Provides a well-defined podium and distinguished tower built forms; and,
- Incorporates high quality and attractive building materials on all elevations.

6. RESPONSE TO URBAN DESIGN MANUAL

6.1 BUILDING BASE DESIGN

Inclusive Design – City Wide | MTSA | Tall Buildings

Compatibility – City Wide | MTSA | Tall Buildings

Built Form – City Wide | MTSA | Tall Buildings

Streets & Open Space – Tall Buildings

The building base is positioned approximately 8.5 metres from the Courtland Avenue East right-of-way edge (post-widening). This depth of this reflects grades that drop approximately 1 to 2 metres from building base edge to the post-widened property line along Courtland and the desire for a generous streetscape realm. A walkway lines the building edge linking to the three pedestrian connections (stairs and ramp) to Courtland sidewalks. This space flares out for some modest outdoor space associated with the ground floor indoor amenity room on the ground floor's north end. The intervening space (together with the boulevard space within the Courtland right-of-way) accommodates a landscaped edge of trees and other plantings.

The building base height is 6 storeys. This height takes its cue from the future 36-metre-wide Courtland right-of-way and provides an appropriately scaled urban form and human-scaled streetscape relationship. The building base includes a double-height ground floor frontage facing Courtland of approximately 10.5 metres, which picks up the finished grades of the podium base that drop from back to front on the Site and provides for a distinct ground floor space of commercial and amenity functions.

The building base is approximately 95 metres in length along Courtland Avenue East. Although longer than the 70 metres length suggested in the Tall Building Guidelines, the building base design is articulated dynamically to break up the longer length with several design measures. The upper podium levels (2nd through 6th levels) projects over

FIGURE: Rendering showing the active and transparent podium base's face along the Courtland Avenue East frontage (ABA Architects).



the ground floor by 1 metre providing visual depth to the elevation and for weather protection. The angled Tower B form projects over the podium base bisects the podium wall plan and provides a distinct visual break of the longer mass. Large expanses of transparent glass in varied patterns, including tall glass extending the ground floor double height, further distinguish and articulate the podium base.

The building base design integrates the above-grade parking levels of the podium behind active uses on the building's Courtland-facing front. Lobby and amenity functions line the ground floor edge and residential units line the upper levels along Courtland so that the podium garage is not

visible from the principal streetscape. The entirety of the podium's northern elevation is articulated with architectural panels featuring different divisions, projections and textures that visually break up the mass. The northern building elevation is supported by a wide (14 metres) landscaped buffer area that provides space for trees and other plantings in depth to provide an attractive foreground to podium garage in the background.

FIGURE: Rendering showing consistent architectural treatment of building base's northern elevation that integrates the above-grade parking garage (ABA Architects).



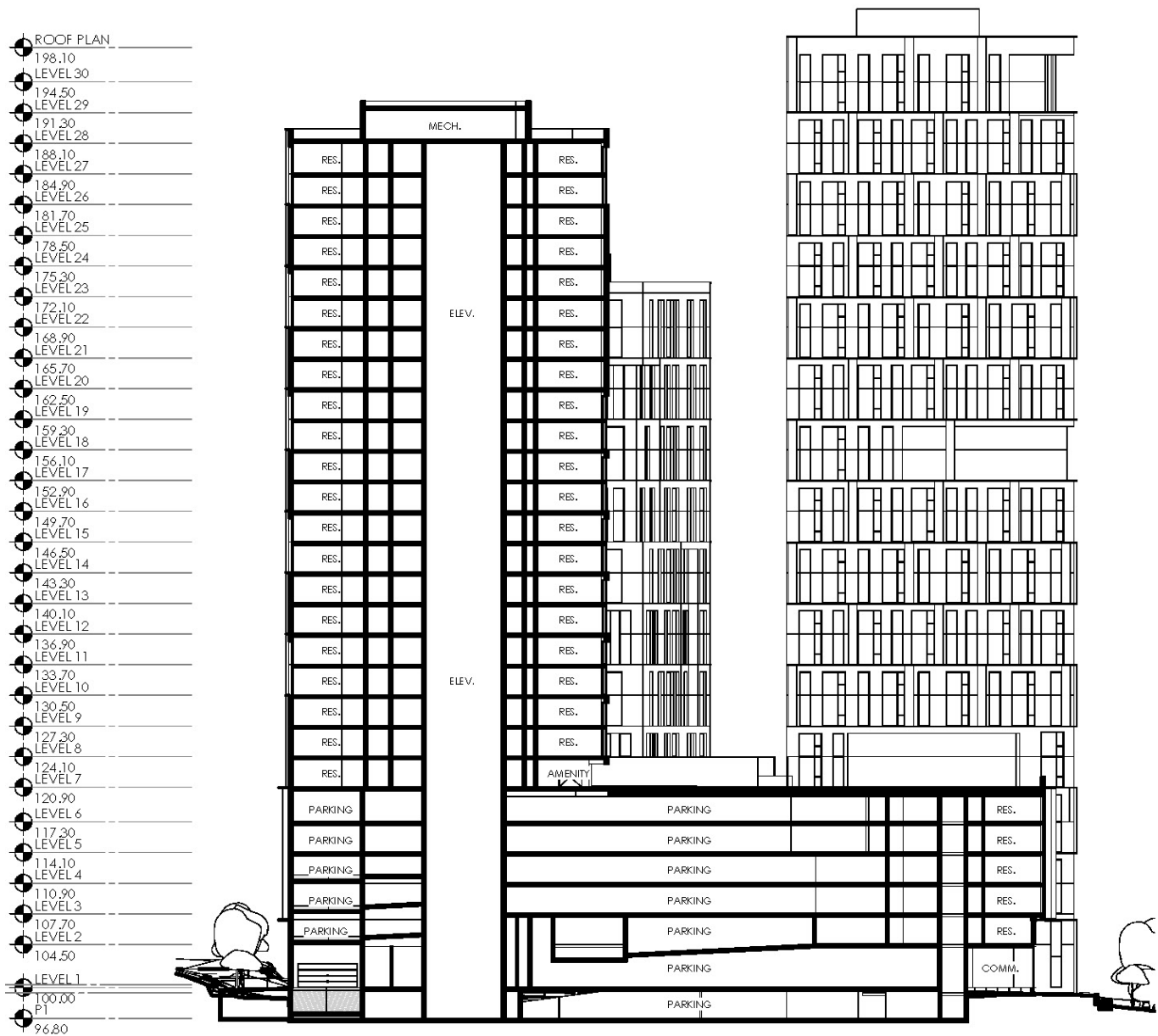
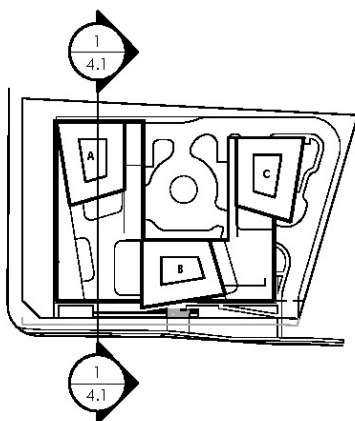


FIGURE: Cross-section through Tower A and podium along Highway 7/8 corridor showing residential units lining the development's Courtland Avenue East face on the right (ABA Architects).

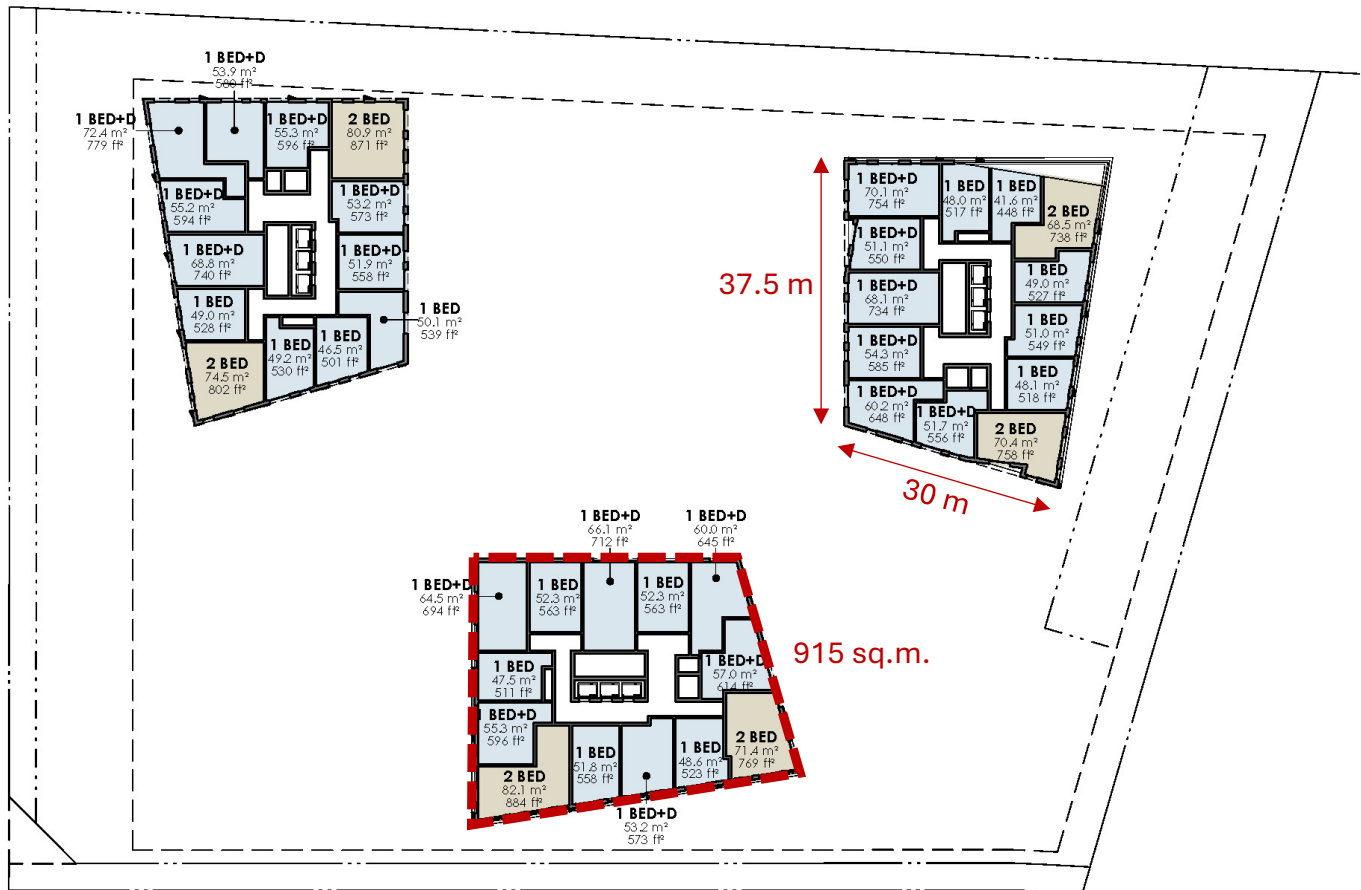


6.2 BUILDING TOWER DESIGN

Outdoor Comfort – City Wide | MTSA | Tall Buildings
Compatibility – City Wide | MTSA | Tall Buildings
Built Form – City Wide | MTSA | Tall Buildings
Environment – Tall Buildings

Size and Proportion: The building towers are characterized as “Large Point Towers” by the Tall Building Guidelines. The towers are marginally characterized as “Large” towers as they are 915 square metres in sizes compared to the 850 square metre threshold in the Tall Building Guidelines. The towers are narrow “Point” towers given the 1.25 proportion as compared to the threshold of 1.6 in the Tall Building Guidelines. None of the towers have balconies which slims the building mass while the angled configuration of the tower footprints lessens the perception of mass from different vantage points. The “cut-outs” on certain levels of tower floorplates plus other architectural elements combine to further visually reduce the tower masses.

FIGURE: Seventh floor plan showing tower floorplate sizes and configuration (adapted from ABA Architects).



Placement: The three towers are arranged on the Site purposely in a triangular pattern with obliquely angled floorplates to optimize the Physical Separation consideration in the Tall Building Guidelines. The angled tower floor plates are flipped in orientation between each tower to distinguish the skyline and development views. The flipped orientations do share the same architectural compositions, features and colours of the wall elevations (inward-looking elevations compared to outward-facing elevations) that create different exposures and perspectives for the multi-tower development.

The proposed design does not have the traditional 3-metre podium stepback for Tower B along

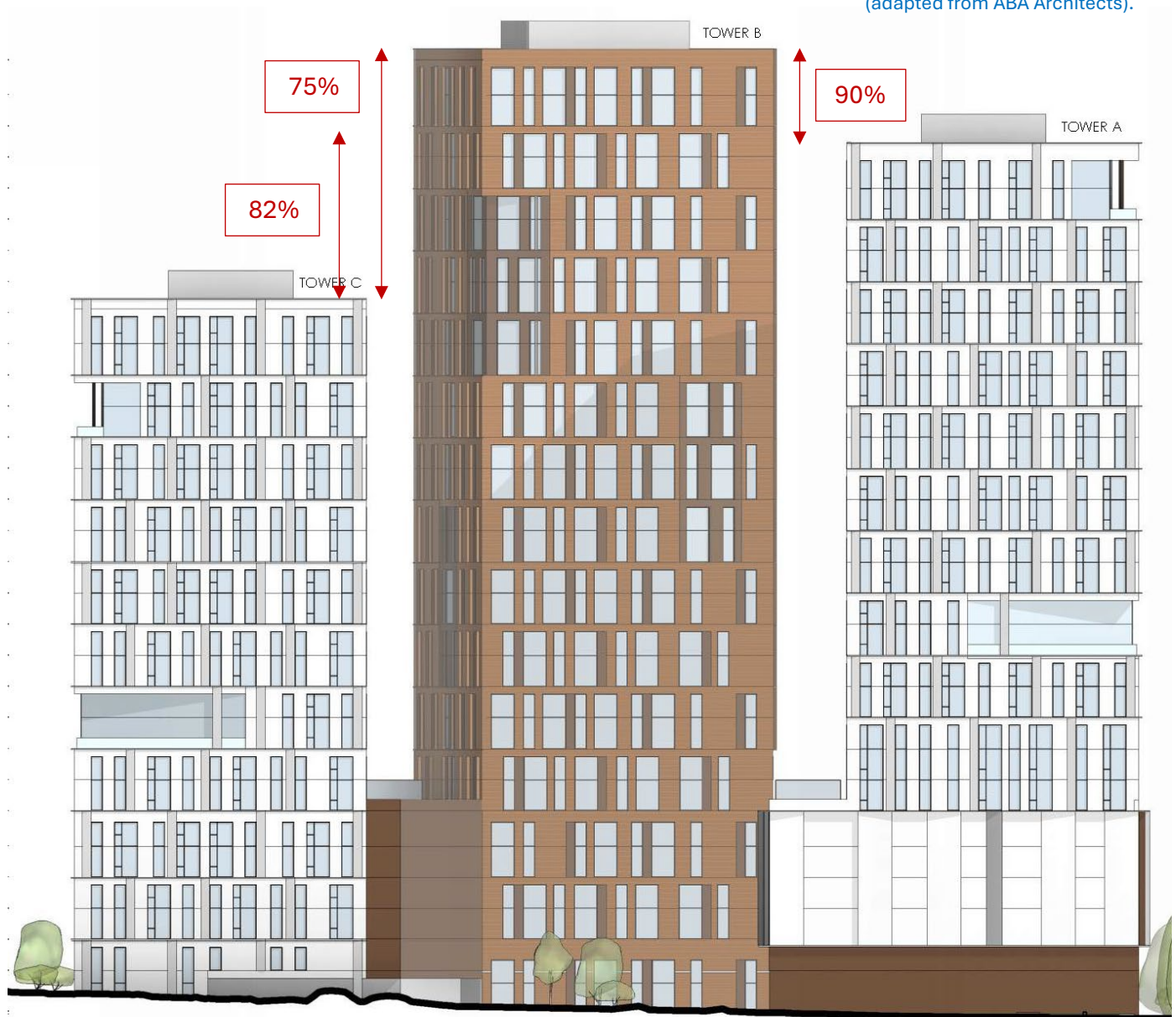
Courtland Avenue East as suggested by the Tall Building Guidelines. This design choice results from Tower B's oblique-angled projection past the podium base creating a unique architectural expression along the streetscape together with the proposed materiality and fenestration patterns. There is a limited direct interface with the public sidewalk in this location as the angled tower projection is set back between 4.5 and 8.5 metres from the property line (and further to the public sidewalk) and sits up to 2 metres higher than the property line given grading conditions.

FIGURE: Rendering showing the triangular tower placement for the proposed development (adapted from ABA Architects).



Relative Height: The three towers have the variation in building height desired by the Tall Building Guidelines. Tower A is 27 storeys, Tower B is 30 Storeys, and Tower C is 22 storeys. Tower A is 90% of the tallest Tower B. Tower C is 75% of the tallest Tower B and 82% of the intermediary Tower A. These relationships respect the intent of the Tall Building Guidelines recognizing the tower floor plates are on the more compact range of the “Large” size.

FIGURE: Relative height proportions of the three towers
(adapted from ABA Architects).



Physical Separation (On-site): The proposed design's angular tower configuration has a dual purpose of providing visual interest to the building form and tower skyline as well as strategic placement of tower mass to maximize separation between tower footprints. The distance between the mid-points of the towers is a truer measure of separation given the unique angled floor plates. Between Towers A and B, the proposed plan shows approximately 40 metres separation to the tower mid-points (Guidelines suggest 36.4 metres). Between Towers B and C, the proposed plan shows 31 metres separation to the tower mid-points (Guidelines suggest 31.9 metres). Between Towers A and C, the proposed plan shows 50 metres separation to the tower mid-points (Guidelines suggest 36.4 metres).

Overlap: Viewed from Courtland Avenue East, there is no overlap between any of the towers. Viewed from the Highway 7/8 corridor, there is no overlap between Towers A and B or Towers B and C, while the approximately 85% overlap between Buildings A and C is mitigated by the large separation between those two towers (which is 50% greater than the Guidelines suggest). This is appropriate recognizing the required balancing act with the other quantitative guidance of the Guidelines, particularly Physical Separation.

Top Design: The building tower is finished with a well-designed rooftop level. The mechanical penthouse is placed substantially back from the rooftop edge and is a noticeably smaller footprint from the floors below. The mechanical penthouse is enclosed and integrated into the overall architectural effect with a consistent cladding material treatment.

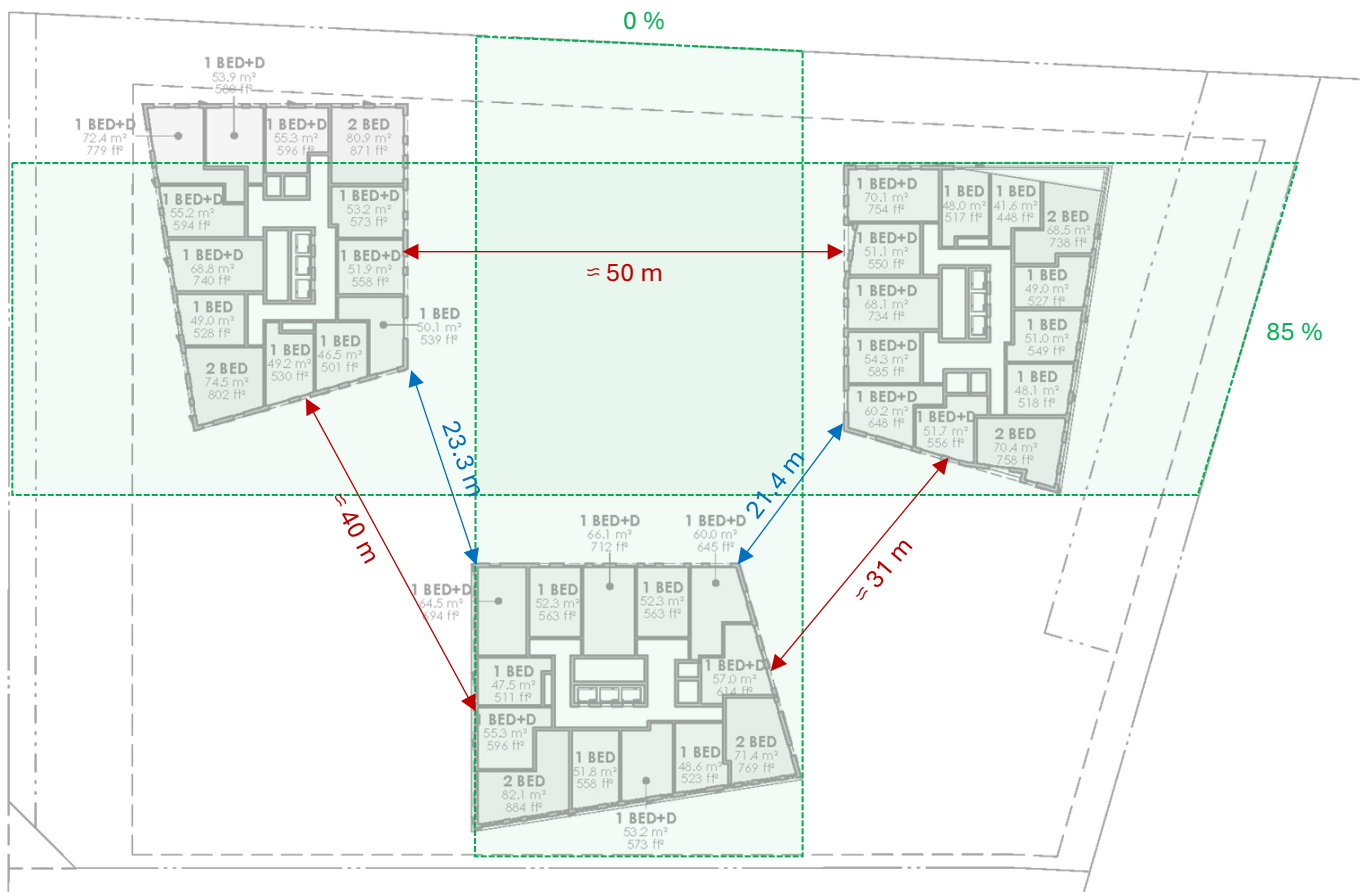


FIGURE: Physical separation (blue and green) and overlap (green) schematic for the three towers (adapted from ABA Architects).

Physical Separation (Off-site): The Tall Building Guidelines suggest an off-site separation of 17.4 metres for Tower A and 14.4 metres for Tower C, measured to the rear property line. The proposed plan provides approximately 8 metres and 12 metres, respectively, short of the Tall Building Guidelines.

The two properties at the site's rear are developed with existing apartment buildings (12-storeys and 9-storeys) with intervening two-level open air parking decks abutting the shared property line. Those properties are unlikely to redevelop as tall buildings in the future. Accordingly, the Tall Building Guidelines suggest an 18.5-metre total

separation between Tower A and 37 Vanier Drive, whereas approximately 48 metres would be provided, and suggest a 24.5-metre total separation between Tower C and 49 Vanier Drive, whereas approximately 44 metres would be provided. Considering these mitigating factors, the proposed tower placement and physical separation is appropriate.



FIGURE: Physical separation suggestions for the individual buildings, the proposed Tower A and C plus the existing buildings at 37 and 49 Vanier Drive to the rear.

6.3 PEDESTRIAN ACCESS AND CIRCULATION

*Inclusive Design – City Wide | Nodes & Corridors | Structured Parking
Site Function – City Wide | MTSA | Tall Buildings | Structured Parking
Street Design – City Wide | MTSA | Tall Buildings
Streets & Open Space – Tall Buildings*

The ground floor design provides for a fully active and animated edge to the public streetscape of Courtland Avenue East. Along the streetscape, a regular spacing pattern of entrances is set by three individual commercial unit entrances, the residential lobby entrance, and residential amenity rooms. There are three walkway connections from the public sidewalk along Courtland, including a wide central walkway and two secondary accesses (one which provides barrier-free access). A concrete walkway and patio space lines the Courtland-facing ground floor ranging generally between 3 and 6.5 metres in width.

Internally on the site, concrete walkways lead into the Site from the entrance driveway. A 1.8-metre-wide walkway lines the north side of the entrance driveway leading into the interior access courtyard providing access to the rear entrance of Tower B and the entrances to Tower A and C. This walkway widens and meanders in the courtyard to accommodate for functional spaces like sitting areas and bike parking locations.

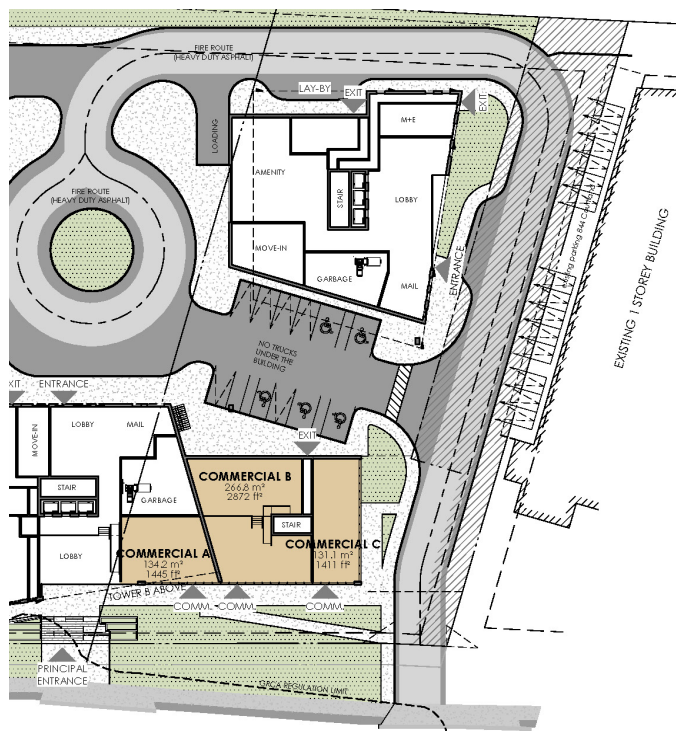
The proposed development also provides a connection to the surrounding area to the east. The landscaped area within the setback to the Highway 7/8 on ramp abutting the Site's northern property line accommodates a future walkway. This walkway provides further pedestrian access to the residential cluster on Vanier Drive through a new connection to the terminus of Fulton Street.

FIGURE: Single site entrance and driveway providing main vehicular and pedestrian connection coordinated with abutting property at 844 Courtland Avenue East (ABA Architects).

6.4 VEHICULAR ACCESS AND CIRCULATION

*Inclusive Design – City Wide | MTSA | Structured Parking
Site Function – City Wide | MTSA | Tall Buildings | Structured Parking
Street Design – City Wide | MTSA | Tall Buildings
Streets & Open Space – Tall Buildings*

A single driveway access to Courtland Avenue East serves the proposed development, minimizing the number of interruptions of the public streetscape along Courtland. This driveway provides ingress and egress to the interior access courtyard situated between the podium wings. All vehicular access and functions (fire routing, surface parking access, parking garage access, loading and moving functions) will be from the interior access courtyard, removing any such functional areas from the visibility of the Courtland public realm and streetscape. The driveway is situated generally in the same location as the existing access to the Site for two principal reasons: first, to maximize the spacing to the Highway 7/8 ramp aligned at the Overland Drive intersection; and second, to maintain the existing easement providing access to parking on 844 Courtland Avenue East abutting to the south.



6.5 CAR PARKING

Inclusive Design – City Wide | MTSA | Structured Parking

Site Function – City Wide | MTSA | Structured Parking

Base Design – Tall Buildings

All parking for the development is contained within a parking garage (498 spaces) except for a small surface parking area (11 spaces). The parking garage is comprised of one underground levels and six podium parking levels, providing parking for residents and commercial users. The surface parking area provides for short term visitor, drop-off and commercial functions. All garage entrances and surface parking spaces are accessed from the interior access courtyard to eliminate any views of parking areas and entrances from the Courtland streetscape.

The design of the 6-storey podium parking garage provides for a quality edge along the Courtland face and the Highway 7/8 flankage. Podium parking levels are integrated with the balance of the podium. Lobby and amenity functions line the ground floor edge and residential units line the upper floors along Courtland so that the podium garage is not visible from the streetscape. The Site's northern side is edged with a wide (14 metres) landscaped buffer area that provides space for trees and other plantings in depth to provide an attractive foreground to the podium garage. The entirety of the podium's northern elevation is articulated with architectural panels featuring different divisions, projections and textures that visually break up the mass.

6.6 LOADING AND SERVICE AREAS

Site Function – City Wide | MTSA | Tall Buildings | Structured Parking

Environment – Tall Buildings

The proposed design situates all “back-of-house” activities internal to the Site and accessed from the interior access courtyard so that they are not visible from the Courtland frontage or Highway 7/8 flankage. There are dedicated loading spaces for each of the towers close to individual moving rooms. Individual garbage rooms are situated on the inward-facing side of the podium for each of

the towers. Mechanical equipment rooms are all internalized and accessed from the rear building wall each with individual entrances. There are two lay-by areas for short-term pick-up and drop-off functions.

6.7 BICYCLE PARKING

Inclusive Design – City Wide | MTSA | Structured Parking

Site Function – City Wide | MTSA | Structured Parking

Bicycle parking for the development is a combination of secure storage in the parking garage (Class A) for the residents and commercial tenants and secure storage in outside locations (Class B) for visitors and shoppers. The 700-plus Class A spaces are distributed in seven different storage rooms through the P1 level and podium levels to increase convenience of access and use for this large development. The 6 Class B spaces are situated on the rear side of the commercial units under the building overhang for a combination of access and weather protection.

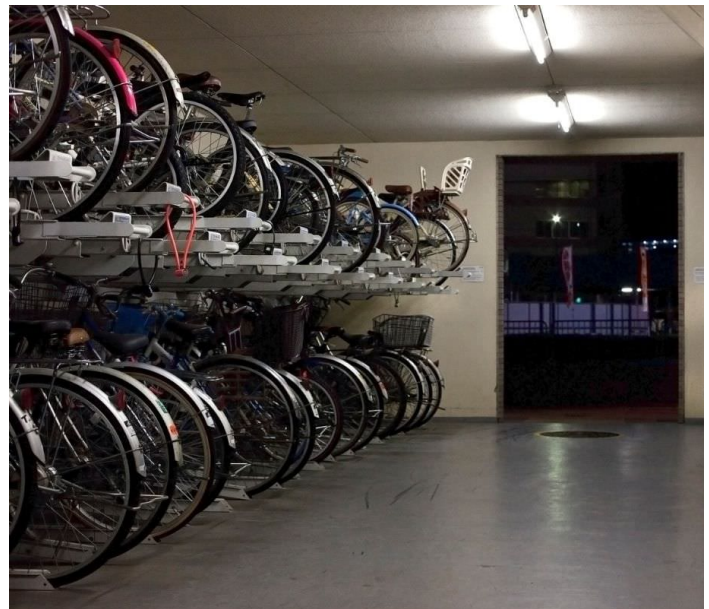
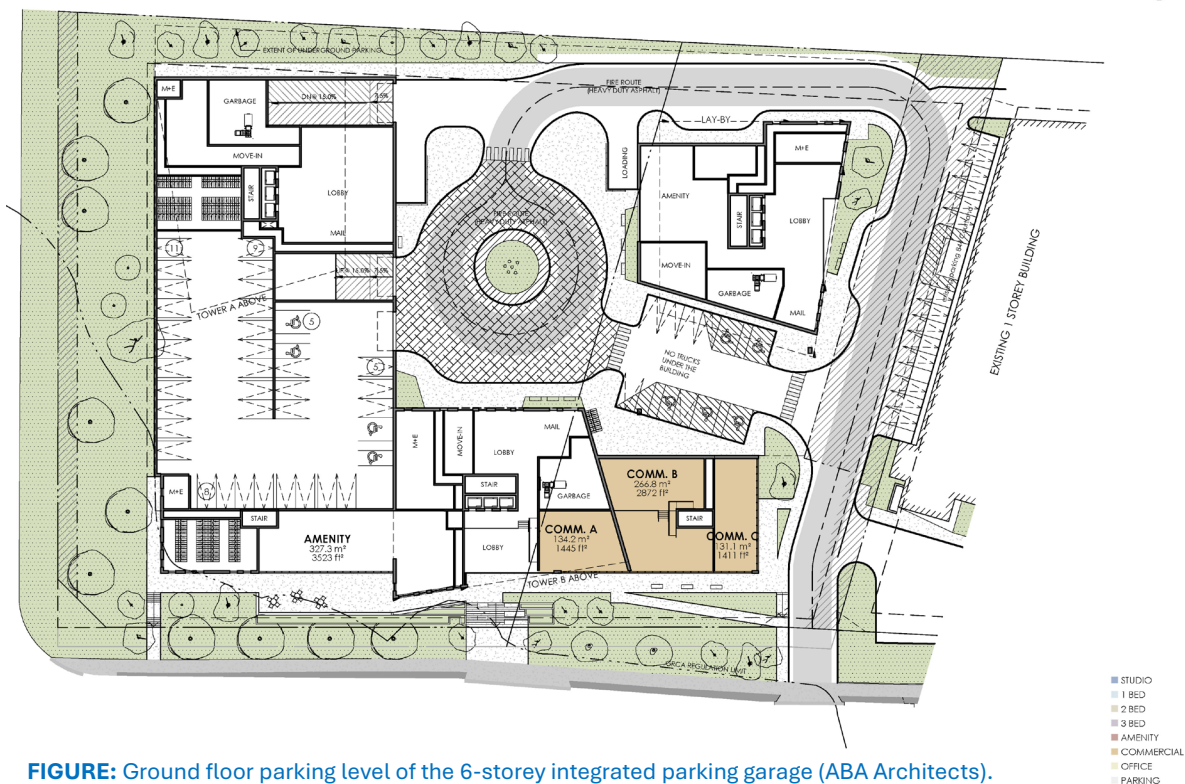
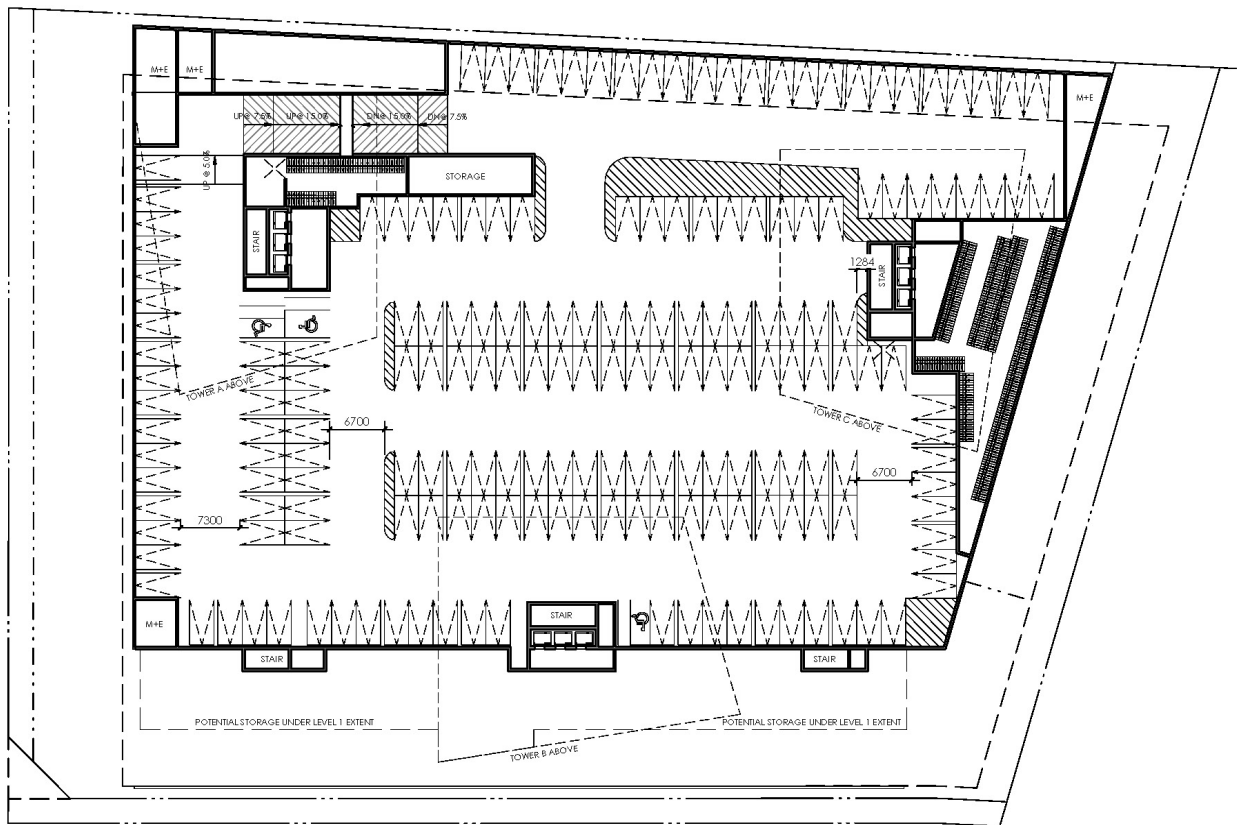


FIGURE: Proposed design includes seven different locations throughout the parking garage and podium floors to accommodate different user needs and preferences for access.



6.8 BUILDING ARTICULATION

Outdoor Comfort – City Wide | MTSA | Tall Buildings
Cultural & Natural Heritage – City Wide | MTSA | Tall Buildings
Compatibility – City Wide | MTSA | Tall Buildings
Built Form – City Wide | MTSA | Tall Buildings

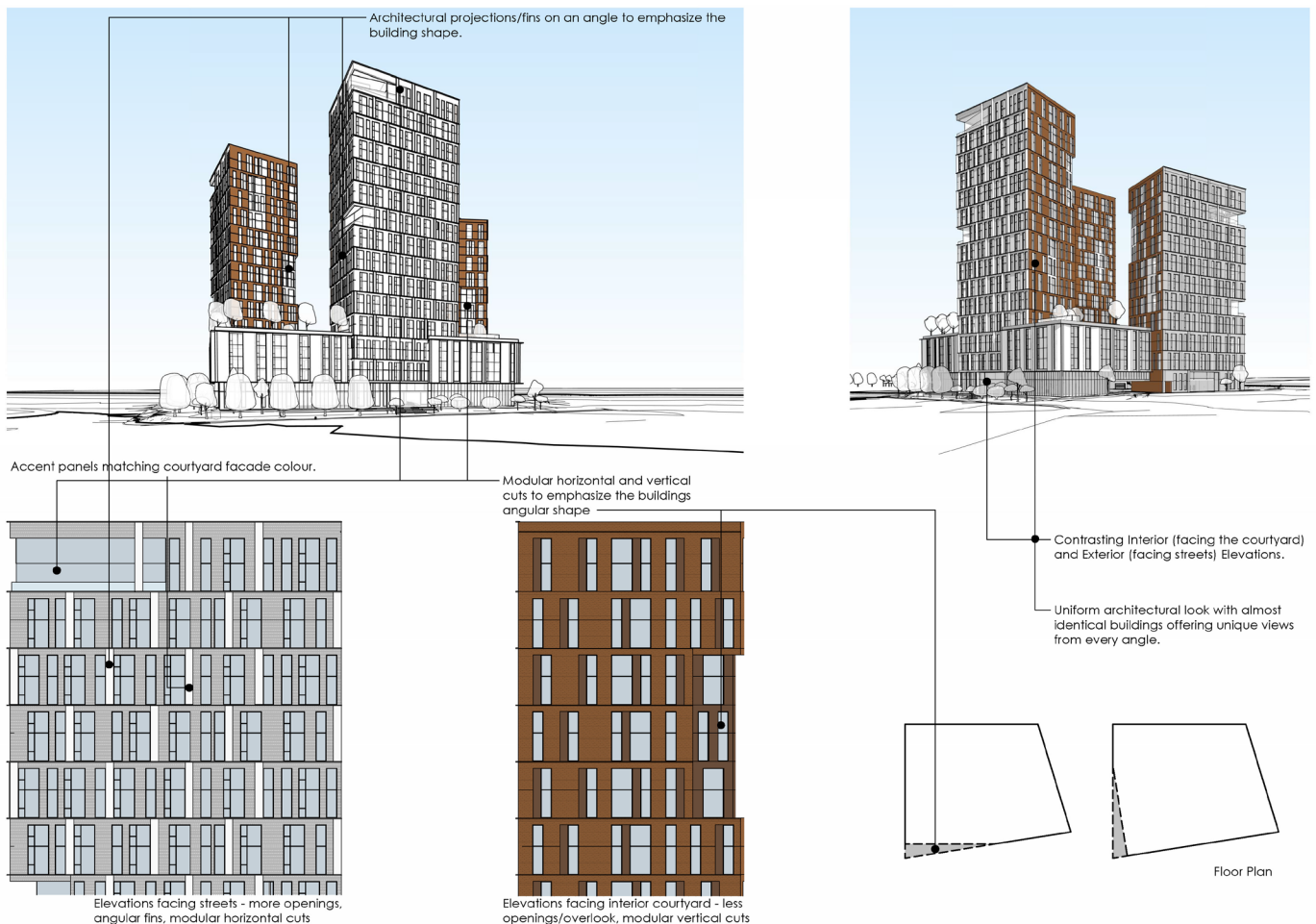
ABA Architects' design package demonstrates a contemporary architectural character for the development that builds on the angled tower massing and profile. The following are the principal articulation characteristics:

- Upper podium levels that project over the ground floor providing visual depth to the elevation and for weather protection.
- Angled Tower B that projects past the podium base, bisecting the podium wall plane for a visual break of the longer mass.
- Long and tall expanses of transparent glass for the ground floor double height, further

distinguishing and articulating the podium.

- More varied fenestration with vertical configurations and accent panel colouration differing throughout the tower sides.
- Contrasting architectural compositions facing inward versus outwards on the Site through colouration and architectural effects.
- Outward elevations facing the street and highway that feature more openings, incorporation of angular fins, and emphasis by modular horizontal cuts.
- Inward elevations facing the access courtyard that feature fewer openings (to reduce overlook) and emphasis by modular vertical cuts.

FIGURE: Inspirations for the development's architectural character, articulation and detailing (ABA Architects).



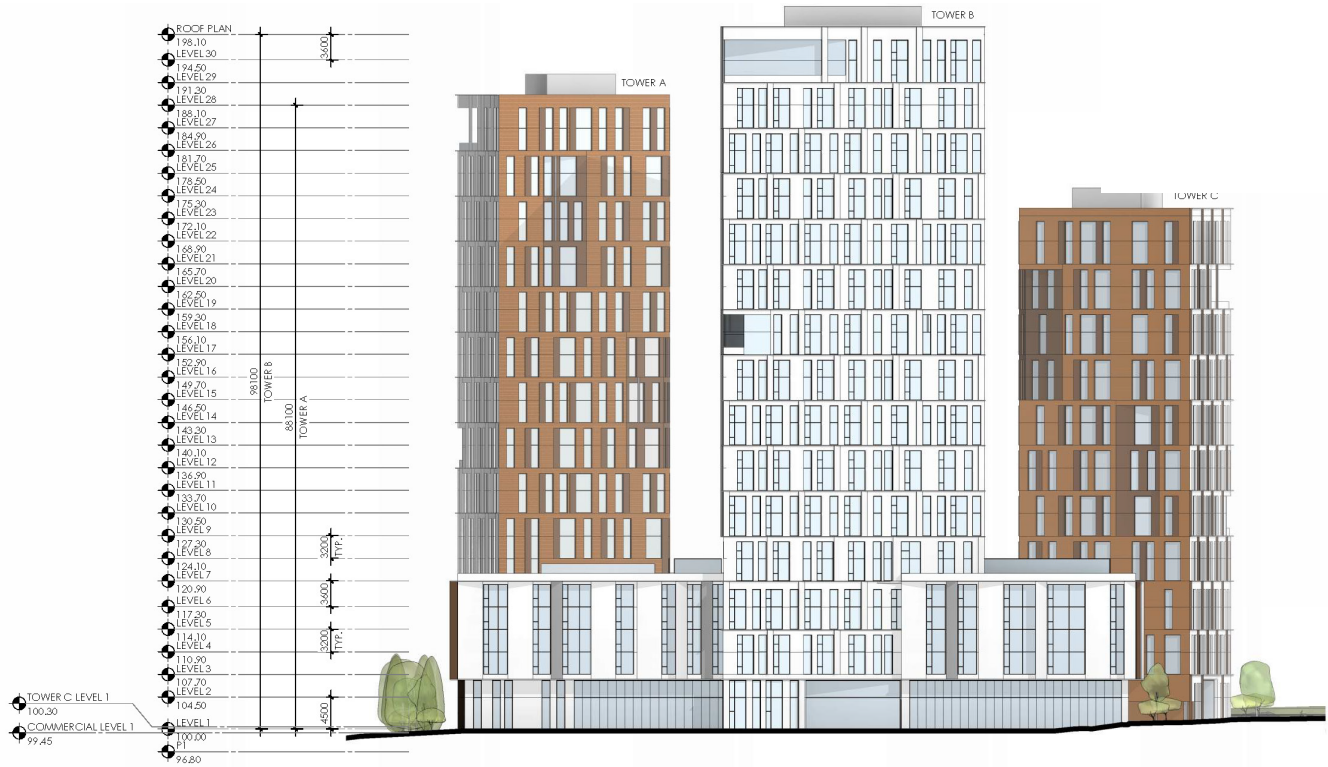


FIGURE: Western building elevations facing Courtland Avenue East (ABA Architects).



FIGURE: Eastern building elevations facing rear of Site towards Vanier Drive (ABA Architects).



FIGURE: Southern building elevations facing internal site driveway (ABA Architects).



FIGURE: Northern building elevations facing Highway 7/8 corridor (ABA Architects).

6.9 STREET LANDSCAPE DESIGN

Inclusive Design – City Wide | MTSA
Street Design – City Wide | MTSA | Tall Buildings
Streets & Open Space – Tall Buildings

The landscape concept by GSP Group shows a well-landscaped streetscape edge along Courtland Avenue East. The landscape area extends out from the active commercial and residential spaces lining the building's ground floor face, which is set back between 4.5 and 8.5 metres from the property line (and farther to the public sidewalk). Where the pedestrian walkways widen along the building front, sitting areas provide spill-out space for commercial units and residential lobby and amenity areas on the ground floor. Planters around the building entrances and sitting areas provide opportunities for additional colour and visual interest along the streetscape. The dropping grade from building front to property line is picked up with stairs and ramps for access together with sloped and terraced landscaped areas, including additional seating opportunities. The placement of the single driveway maximizes opportunities for a continuous row of street trees within the widened Courtland right-of-way to contribute to the urban tree canopy along this principal street corridor.

6.10 BUILT HERITAGE

Cultural & Natural Heritage – City Wide | MTSA | Tall Buildings

There are no built heritage resources on or adjacent to the Site.

6.11 NATURAL HERITAGE

Cultural & Natural Heritage – City Wide | MTSA | Tall Buildings

There are no natural heritage resources on or adjacent to the Site.

6.12 SUSTAINABLE DESIGN

Design for Sustainability – City Wide | MTSA | Tall Buildings
Environment – Tall Buildings

The Sustainability Statement submitted for the proposed applications outlines the sustainable site and building elements and initiatives for the proposed development.

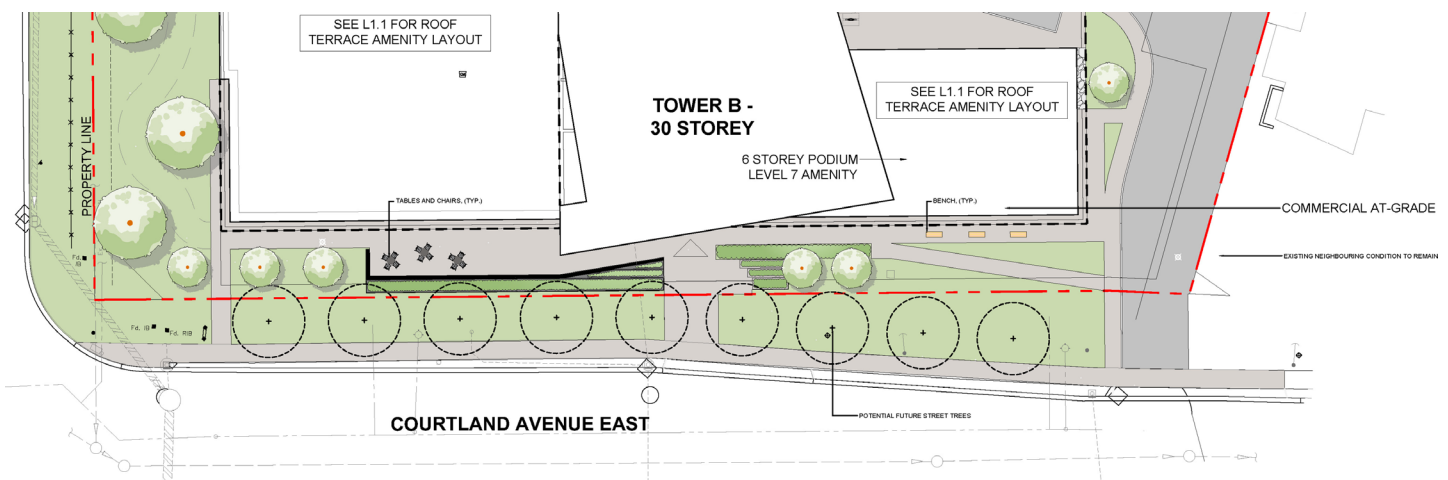


FIGURE: Streetscape portion of the landscape concept along Courtland (GSP Group).

Shared Spaces – City Wide | MTSA | Tall Buildings

The ground floor level contains two indoor amenity rooms, one each at the base of Tower B and Tower C. The expectation is that these rooms will primarily contain fitness facilities and other recreation-related uses. The indoor room at the base of Tower B leads out to a widened outdoor

The podium rooftop level contains a series of connected indoor rooms and outdoor terraces and forms the bulk of the development's amenity. Two large outdoor terraces on either side of Tower B provide for different outdoor activities and different user needs. The landscape concept by GSP Group illustrates a range of dining, active recreation, kids play, sitting and resting areas that can be accommodated in these large outdoor terraces, providing amenity needs for different users and interests. An indoor amenity room on the 7th floor of each tower leads out to these outdoor terraces, consolidating the amenity function of the podium rooftop level. The expectation is that these indoor amenity rooms would accommodate supportive dining and play functions to the outdoor activities.



Complementing the indoor ground floor rooms, the MTO setback along the Site's northern edge is utilized as landscape area that provides passive recreation opportunities. The landscape concept by GSP Group shows this space as a more passive grade-related space including a walking path and opportunities for dog walking and relief.

Section 11 and 12 Design Standards in the Urban Design Manual suggest the following metrics for outdoor amenity space for the proposed development's scale. The outdoor terraces on their own satisfy the amount of outdoor amenity area suggested by Section 11 of the Urban Design Manual standards (1,954 square metres). This total is complemented by the passive space at grade within the MTO setback as outlined above. As part of the outdoor terraces, the GSP Group landscape concept shows a large kids play area with multiple play structures that is sized in keeping with Section 12 of the Urban Design Manual standards (440 square metres for the 176 second/third bedrooms in multi-bedroom units).

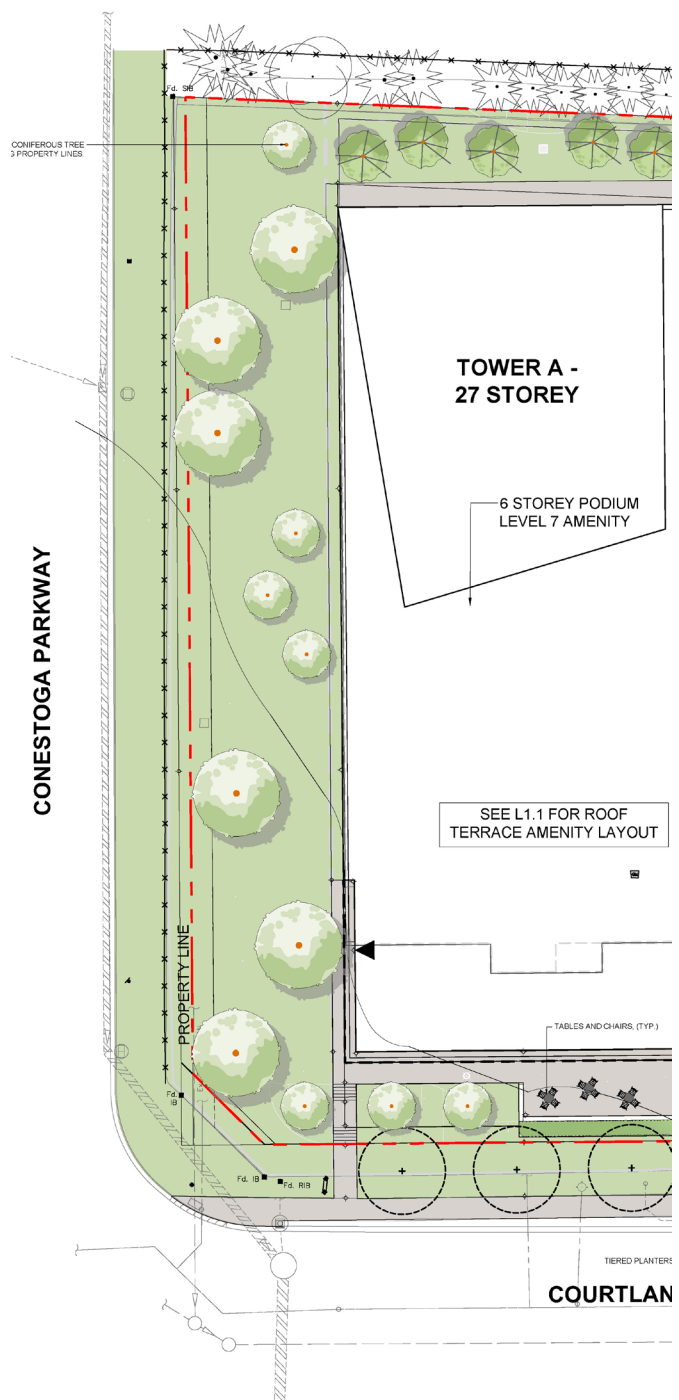


FIGURE: Landscape concept for MTO setback edge along the site's northern edge (GSP Group).

6.15 MICROCLIMATIC IMPACT ANALYSIS

Environment – Tall Buildings

6.15.1 SHADOW IMPACT

The Shadow Analysis by ABA Architects models bi-hourly times for the equinoxes and solstices. The proposed tower placement respects the sunlight considerations in the Tall Building Guidelines as:

- It maintains 5-plus hours of sunlight on the Courtland Avenue East sidewalks on the September 21 equinox (no shadowing essentially beginning 10am to sunset).
 - It maintains 5-plus hours of sunlight on the Vanier Drive sidewalks on the September 21 equinox (proposed towers do not impact until 4pm and marginally at that).
 - It maintains 5-plus hours of sunlight on play spaces and field at Rockway Public School and the play spaces associated with the Sunshine Montessori School, both along Vanier Drive, on the September 21 equinox
- (both unaffected until approximately 5pm).
 - There does not appear to be any outdoor open spaces at 37 and 49 Vanier Drive to the rear that would be affected by shadows (shadows from proposed towers to do not extend past the property line in the morning hours).
 - The podium terraces receive sufficient sunlight exposure at different times in the summer (southern terrace largely in full sun between 10am and 4pm; northern terrace largely in full sun between 2pm and 6pm and partial sun between 10am and 2pm).
 - The podium terraces receive appropriate sunlight exposure in the winter, recognizing their limited use (southern terrace largely in full sun between 10am and 2pm; northern terrace largely in full sun between 2pm and 4pm and partial sun at other times).

FIGURE: June 21 Solstice Shadow Analysis (ABA Architects)

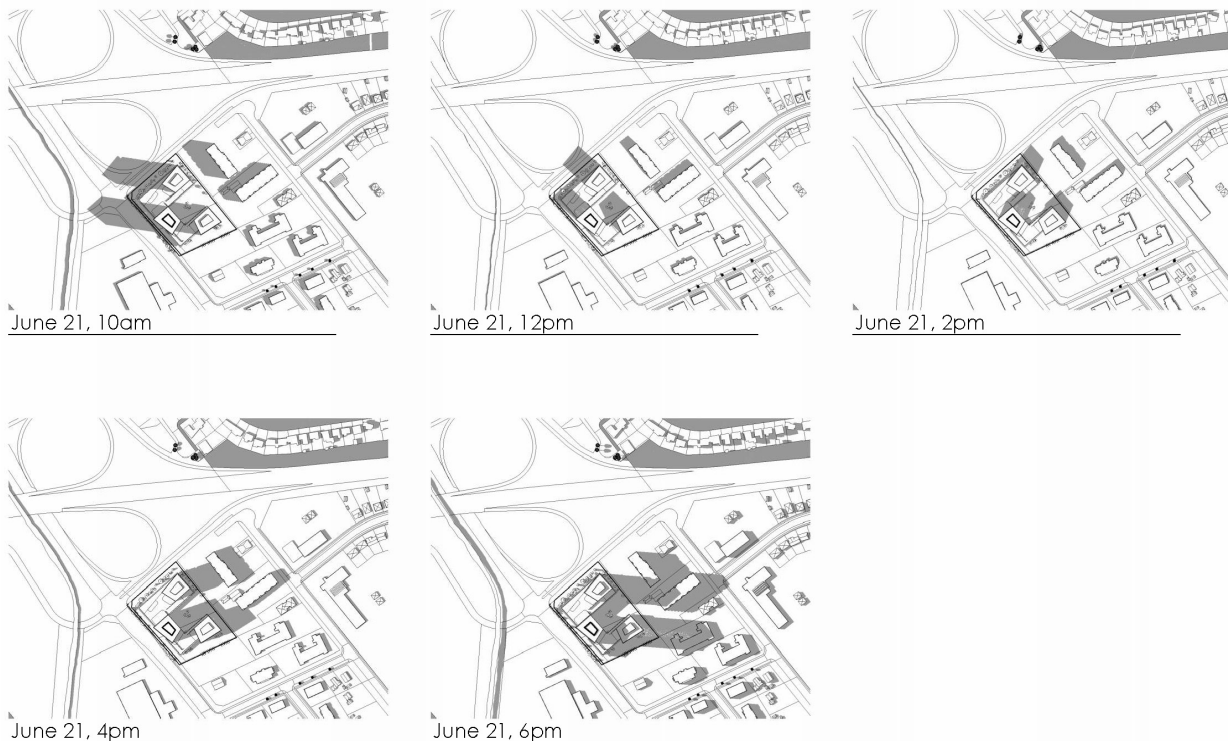
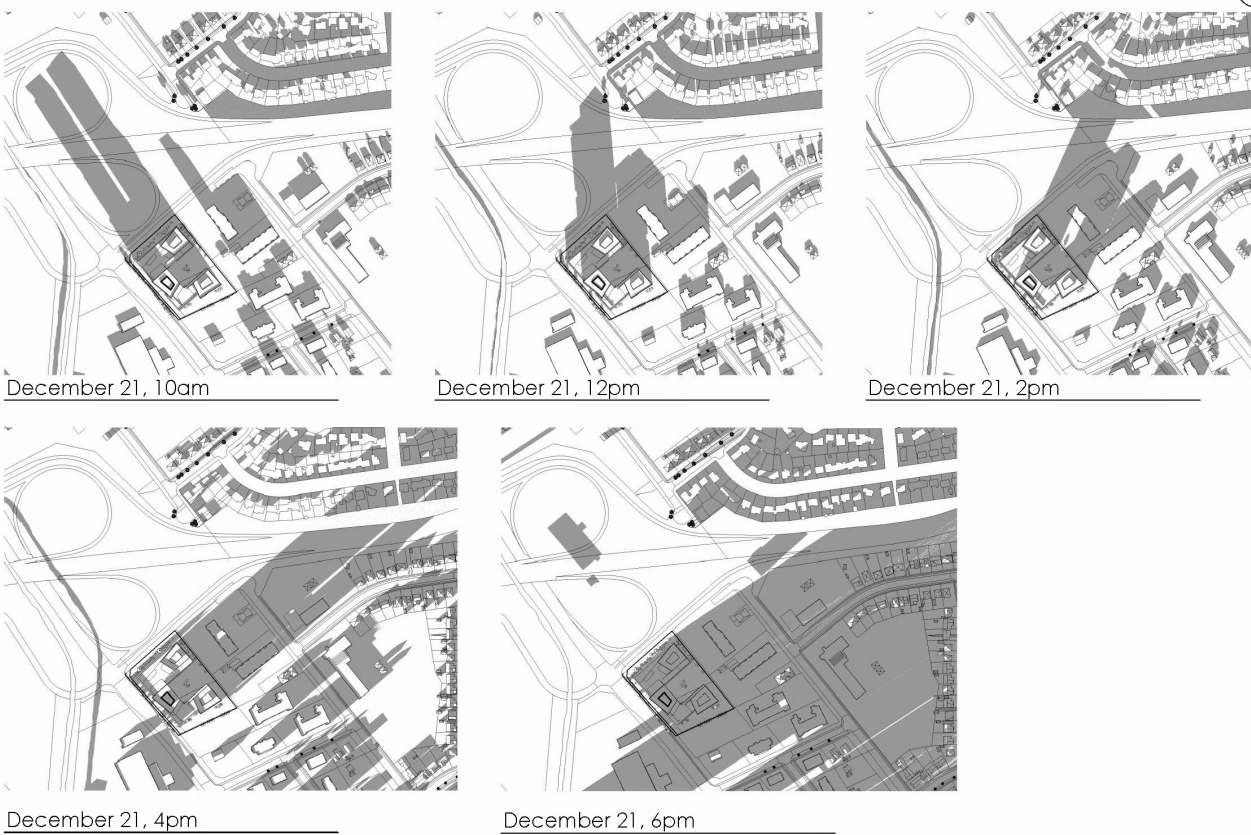




FIGURE: September 21 Equinox Shadow Analysis (ABA Architects)



FIGURE: December 21 Equinox Shadow Analysis (ABA Architects)



6.15.2 WIND IMPACT

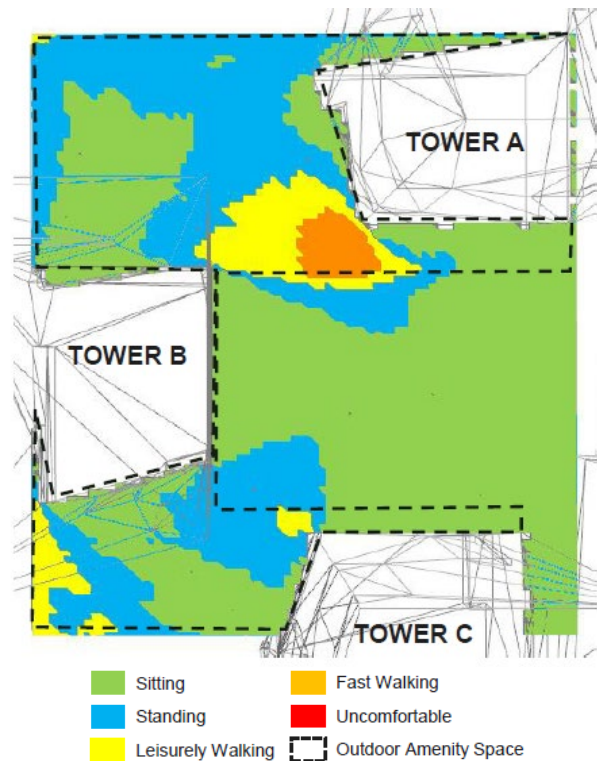
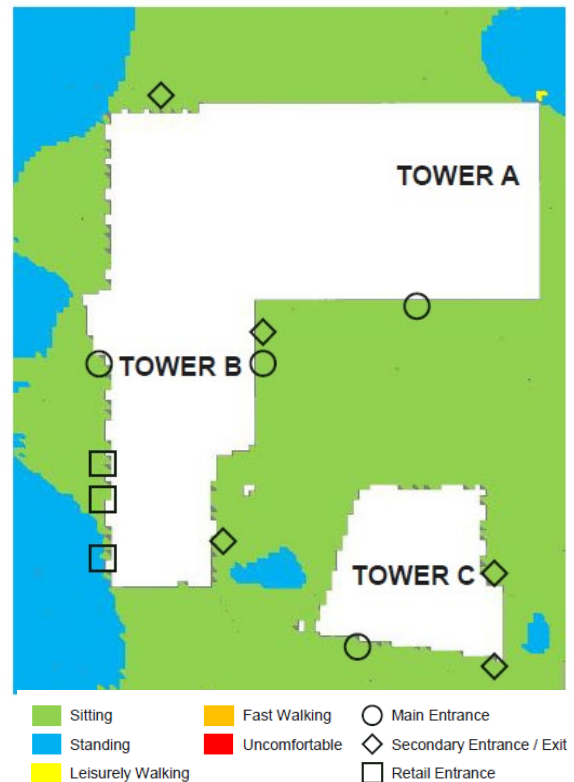
SLR Consulting prepared the Pedestrian Wind Study that assessed the expected wind comfort and safety conditions on and surrounding the Site. The Study was based on computer-based modelling of the proposed development under existing and proposed conditions.

The Study predicts that the safety criterion will be met at the grade level but exceeded in locations on the Level 7 terraces on an annual basis. Wind control measures are recommended for the Level 7 terraces.

The Study predicts at-grade wind conditions (including main entrance, retail and secondary entrances and/or exits) will be suitable for the intended use year-round. The Study does recommend wind mitigation features for the southern commercial entrance. Further, it predicts wind conditions for the sidewalks and nearby bus stops will be suitable for the intended use year-round.

For the outdoor terrace comfort considerations, the Study predicts conditions will be generally windier than desired throughout the year. It recommends wind mitigation features for the outdoor terrace.

The necessary wind mitigation measures and features at-grade and on-terrace will be incorporated at the Site Plan Approval stage.



FIGURES: Predicted summer wind comfort conditions at-grade (above) and on the rooftop terrace level (below) (SLR Consulting).

7. SUMMARY

The proposed development at 808 and 836 Courtland Avenue East is a three-tower, mixed residential and commercial project within the Blockline ION Station area. This Urban Design Brief demonstrates that proposed development conforms to the design policy of the Official Plan and respects the design guidance of the Urban Design Manual, particularly the specific guidance of the Tall Building Guidelines. In summary, the proposed development's design:

- Provides a compact intensification that is well-served by higher order public transit, commercial uses, and community facilities;
- Accommodates virtually all parking within parking garage levels (underground and above-grade);
- Links entrances and functional areas through a safe and connected pedestrian circulation pattern;
- Provides a landscaped edge along Courtland that reinforces the public streetscape and at-grade active uses;
- Establishes a human-scaled base defined by an appropriate mid-rise height, an intimate street relationship, and an active and transparent ground floor facing Courtland;
- Respects the floorplate, separation, and overlook design guidance for the tower arrangement and massing;
- Provides distinct tower and base portions regarding massing and articulation;
- Provides a distinguished skyline addition through tower placement, different tower heights, angled floorplates, and alternative building elevations;
- Maintains appropriate sunshine levels on affected off-site public sidewalks and open spaces and on-site amenity spaces;
- Provides for satisfactory wind conditions at ground level and on the podium rooftop terraces with some mitigation measures required; and,
- Establishes a clean and contemporary aesthetic featuring predominately masonry and transparent glass with fenestration patterns in varied configurations.



NOTICE OF PUBLIC MEETING

for a development in your neighbourhood

808-836 Courtland Avenue East



Concept Drawing



Mixed-use
Development



3 High-rise
Towers (22,
27 & 30 Storeys)



977 Dwelling
Units

The City of Kitchener will consider Official Plan and Zoning By-law Amendment Applications to facilitate a mixed-use development containing 3 high-rise residential towers (22, 27 and 30 storeys), situated on a shared podium (977 dwelling units). The podium would contain commercial uses (532.1m²). Various amenities and common areas would be provided throughout. Most parking would be within a parking structure / underground, though a small surface parking is proposed. 500 additional spaces are proposed, as well as bicycle parking at 1 stall per dwelling unit. The amendments would allow a building height of 102.6 metres / 30 storeys, among other matters.

Have Your Voice Heard!

Planning & Strategic Initiatives Committee

Date: **January 5, 2026**

Location: **Council Chambers,
Kitchener City Hall
200 King Street West
or Virtual Meeting**

Go to **kitchener.ca/meetings**
and select:

- Current agendas and reports
(posted 10 days before meeting)
- Appear as a delegation
- Watch a meeting

To learn more about this project, including
information on your appeal rights, visit:

**[www.kitchener.ca/
PlanningApplications](https://www.kitchener.ca/PlanningApplications)**

or contact:

Andrew Pinnell, Senior Planner
andrew.pinnell@kitchener.ca
519.783.8915

Andrew Pinnell

From: Pegah Fahimian
Sent: Monday, December 23, 2024 1:31 PM
To: Andrew Pinnell
Subject: RE: OPA/ZBA comments re 808-836 Courtland Ave E

Hi Andrew,

Thank you for providing the updated documentation.

I have reviewed the updated urban design brief and have no concerns about the proposed outdoor amenity area and physical separation. The landscape plan includes various programs that effectively meet the needs of different user groups.

I also reviewed their justification for not meeting the required setback to the north for Tower A, and it is acceptable. New development is highly likely to occur on the site's north side, and the tower's diamond shape helps minimize the impact.

Thanks,

Pegah Fahimian, B.Arch, M.Arch, MUD

Senior Urban Designer / Development and Housing Approvals Division / City of Kitchener
519-783-8911 / TTY 1-866-969-9994

Pegah.Fahimian@kitchener.ca



Andrew Pinnell

From: Lenore Ross
Sent: Thursday, December 19, 2024 11:25 AM
To: Andrew Pinnell
Subject: RE: OPA/ZBA comments re 808-836 Courtland Ave E

Hi Andrew,

Park Planning is satisfied with the UDB revisions with respect to amenity space and have no further concerns with the OPA / ZBA.

Regards,

Lenore

Andrew Pinnell

From: Jessica Vieira
Sent: Thursday, November 28, 2024 11:18 AM
To: Andrew Pinnell
Subject: Re: Circulation for Comment - 808-836 Courtland Avenue East (OPA/ZBA)

Hi Andrew, no heritage concerns with this one as the properties have no heritage status and are not within a CHL.

Thanks,

Jessica Vieira

Heritage Planner | Planning Division | City of Kitchener
200 King Street West, 6th Floor | P.O. Box 1118 | Kitchener ON N2G 4G7
519-741-2200 ext. 7041 | jessica.vieira@kitchener.ca

Project Address: 808-836 Courtland Ave E
Application Type: Official Plan Amendment Application OPA24/011/C/AP
Zoning By-law Amendment Application ZBA24/023/C/AP

Comments of: Environmental Planning – City of Kitchener

Commenter's Name: Carrie Musselman

Email: carrie.musselman@kitchener.ca

Phone: 519-783-8940

Date of Comments: October 18, 2024

Environmental planning has reviewed the Official Plan Amendment Application (OPA) and Zoning By-law Amendment Application (ZBA) for the lands addressed as 808-836 Courtland Ave E to permit a mixed-use development containing three high-rise residential towers, shared common areas throughout with surface and structured parking for Natural Heritage Characteristics, Designations and Regulations and note:

- Schneider Creek and its riparian area are considered an Ecological Restoration Area (ERA) in the Kitchener Official Plan (adopted June 2014). The boundary of the ERA corresponds to the One Zone (Engineered) Floodplain associated with the Schneider Creek that extends onto the northwest portion of the property.
- The ERA and Floodplain are designated Natural Heritage Conservation in the Official Plan, and no change is proposed.
- The ERA/Floodplain is proposed to be zoned NHC-1. The Natural Conservation zone applies to lands designated Natural Heritage Conservation in the Official Plan. The purpose of this zone is to protect and/or conserve natural heritage features and their ecological functions. Further, it is intended to prevent the aggravation of existing natural hazards and/or the creation of new ones.

Environmental Planning staff support the OPA as no change is proposed to the Natural Heritage Conservation Designation.

Environmental Planning staff support the ZBA as the ERA (that corresponds to the One Zone Floodplain) is proposed to be zoned Natural Conservation (NHC-1).

City of Kitchener - Comment Form

Project Address: 808 & 836 Courtland Avenue E

Application Type: OPA/ZBA

Comments of: Environmental Planning (Sustainability) – City of Kitchener

Commenter's name: Mike Balch

Email: mike.balch@kitchener.ca

Phone: 519-741-2200 x 7110

Written Comments Due: October 18, 2024

Date of comments: October 15, 2024

1. Plans, Studies and/or Reports submitted and reviewed as part of a complete application:

- Sustainability Statement 808 and 836 Courtland Avenue, as prepared by Kevin Muir of Zehr Development, dated June 15, 2024

2. Comments & Issues:

I have reviewed the supporting documentation (as listed above) to support a site plan application proposing a multi-tower mixed-use development, regarding sustainability and energy conservation, and provide the following comments:

- Although the Ontario Building Code (OBC) is progressive, going forward all developments will need to include energy conservation measures that go beyond the OBC as the City (and Region of Waterloo) strive to achieve our greenhouse gas reduction target.
- A Sustainability Statement (as per the City's Terms of Reference) will be required as part of a complete Site Plan Application which can further explore and/or confirm additional sustainability measures that are best suited to the development as the design evolves.
- **Upon review of the supporting documentation, the Official Plan and Zoning Bylaw Amendments can be supported as several sustainable measures have been proposed or are being considered for the development. Further details and clarification are requested at the time of a Site Plan Application.**
- The development proposes several sustainable measures including:
 - The compact and efficient design of underutilized lands
 - The consideration to encourage greater public transit use
 - Pedestrian supportive design
 - On-site secure bike parking promoting active transportation
 - Proposed low-flush toilets and low-flow shower heads
 - Cool/light coloured roofing material
 - EV Infrastructure
 - Consideration for the reuse and recycling of construction and building materials
 - On-site garbage, recycling, and compost
 - An efficient building envelope

- Potential items for consideration at Site Plan Stage are:
 - Community / common gardens and urban agriculture including opportunity for on-site composting for residents
 - Building envelope (wall, roof and window thermal performance) designed beyond OBC requirements
 - Use of alternative water supply and demand management systems such as rainwater harvesting and grey water reuse or readiness of the development to incorporate such systems in the future
 - What measures are being incorporated to enhance stormwater quantity and quality
 - If further landscaped and/or green space can be incorporated
 - LED lighting will be utilized for indoor and outdoor lighting and if sensors will be used to increase energy efficiency
 - Consideration of alternative or renewable energy systems to meet new energy demand created by the development (i.e. ground source or air source heat pumps, roof-top solar photovoltaic panels, solar thermal hot water system, capture of waste heat from industrial processes to use for thermal energy needs, etc), or design of the site and building for “readiness” to add these systems in the future.

3. Conditions of Site Plan Approval:

- To submit a revised Sustainability Statement to the satisfaction of the City’s Director of Planning. Further, the approved sustainability measures recommended in the Sustainability Statement will be implemented in the landscape, stormwater management, and building design, to the satisfaction of the City’s Manager of Development Review.

4. Policies, Standards and Resources:

- Kitchener Official Plan Policy 7.C.4.5. The City will encourage and support, where feasible and appropriate, alternative energy systems, renewable energy systems and district energy in accordance with Section 7.C.6 to accommodate current and projected needs of energy consumption.
- Kitchener Official Plan Policy 7.C.6.4. In areas of new development, the City will encourage orientation of streets and/or lot design/building design with optimum southerly exposures. Such orientation will optimize opportunities for active or passive solar space heating and water heating.
- Kitchener Official Plan Policy 7.C.6.8. Development applications will be required to demonstrate, to the satisfaction of the City, energy is being conserved or low energy generated.
- Kitchener Official Plan Policy 7.C.6.27. The City will encourage developments to incorporate the necessary infrastructure for district energy in the detailed engineering designs where the potential for implementing district energy exists.
-

5. Advice:

- As part of the Kitchener Great Places Award program every several years there is a Sustainable Development category. Also, there are community-based programs to help with and celebrate and recognize businesses and sustainable development stewards (Regional Sustainability Initiative - <http://www.sustainablewaterlooregion.ca/our-programs/regional-sustainability-initiative> and TravelWise - <http://www.sustainablewaterlooregion.ca/our-programs/travelwise>).
- The ‘[Sustainability Statement Terms of Reference](#)’ can be found on the City’s website under ‘Planning Resources’ at ... <https://www.kitchener.ca/SustainabilityStatement>

Date: December 2, 2024
To: Andrew Pinnell
From: Jason Brûlé
Subject: Zoning By-law Amendment and Official Plan Amendment Application
808 Courtland GP Inc.
808-836 Courtland Ave E, Kitchener
ZBA 24/023/C/AP
OPA 24/011/C/AP

The below comments have been prepared through the review of the supplied Functional Servicing & SWM Report dated June 11, 2024 prepared by MTE Consultants Inc.; in support of the above noted applications.

General Comments:

1. Engineering is in support of the applications.

Sanitary:

2. Previous capacity issues in the downstream sewershed identified for this site in 2022 do not present a problem now through review with the City's updated sanitary model and Integrated Sanitary Master Plan.

Water (Angela Mick, Kitchener Utilities):

3. The report looks good. No further comments provided.

Storm and Stormwater Management:

4. A more thorough review of the site SWM will be conducted with detailed design.
5. Note: SWM fees with respect to retention or quality are assessed and calculated in the year in which they are to be paid.



Jason Brûlé, C.E.T.
Engineering Technologist

Andrew Pinnell

From: Mike Seiling
Sent: Wednesday, November 27, 2024 11:36 AM
To: Andrew Pinnell
Subject: RE: Circulation for Comment - 808-836 Courtland Avenue East (OPA/ZBA)

Building; No concerns and note a Record of Site Condition per EPA and MOE will be required for this residential redevelopment proposal.

City of Kitchener

PRE-SUBMISSION CONSULTATION COMMENT FORM

Comments Of: Transportation

Commenter's Name: Stefan Hajgato

Email: Stefan.Hajgato@kitchener.ca

Phone: (519) 741-2200 e 7410

Date of Comments: October 18, 2024

Address: 808-836 Courtland Avenue East

1. Site Specific Comments and Issues:

- The City requests the applicant, in cooperation with the Region of Waterloo, improves the active transportation facilities fronting the subject site to accommodate cycling facilities, such as a multi-use pathway or cycle tracks. This would provide access to the active transportation network on the opposite side of Courtland Avenue East from the subject site, as well as provide a link towards a future connection to the City's cycling network on Vanier Drive.
- Note that due to provincial policies, as of June 2024 there are no longer a minimum number of vehicular parking spaces required within any City MTSA areas, which includes near Blockline Station. Any current official plan policies and zoning regulations that require vehicle parking spaces in these geographies are of no force and effect. Minimum bicycle parking spaces required under the City's zoning by-law are not impacted by these policies.

2. Plans, Studies and Reports to submit as part of a complete Planning Act Application:

- Vehicle Swept Path Analysis using AutoTURN or equivalent software

3. Anticipated Requirements of full Site Plan Approval:

- Pavement Marking and Signage Plan (PMSP)

4. Policies, Standards and Resources:

- Urban Design Manual
- Zoning bylaw - City of Kitchener

5. Anticipated Fees:

- N/A.



PLANNING, DEVELOPMENT AND
LEGISLATIVE SERVICES

150 Frederick Street, 8th floor
Kitchener Ontario N2G 4J3 Canada
Telephone: 519-575-4400
Fax: 519-575-4449
www.regionofwaterloo.ca

Will Towns: 1-519-616-1868
File: D17/2/24011
C14/2/24023
August 15, 2024

Andrew Pinnell
Senior Planner
City of Kitchener
200 King Street West, 6th Floor
P.O. Box 1118, Kitchener, ON
N2G 4G7

Dear Mr. Pinnell,

**Re: Regional Addendum Comments
Official Plan Amendment OPA 24/011 and Zoning By-law
Amendment ZBA 24/023
808-836 Courtland Avenue East
Zehr Group (c/o Kevin Muir) on behalf of 808 Courtland
GP Inc.
City of Kitchener**

Further to comments dated October 21, 2024, Regional staff have prepared additional comments pertaining to the above-noted Official Plan amendment (OPA) and zoning by-law amendment (ZBA) applications. Regional staff understand the applicant proposes to demolish the two existing commercial buildings on these lands and construct a mixed-use development with three high-rise residential towers (Tower A – 27 storeys, Tower B – 30 storeys, and Tower C – 22 storeys) on the consolidated parcel. Towers A and B are to be situated on a shared podium, and the development in total would include 977 dwelling units, consisting of a mix of 1-, 2-, and 3- bedroom units. Commercial uses (532.1 square metres) are proposed in the podium at grade.

The subject lands are located in the Urban Area, Built Up Area and Block Line Station MTSA in the Regional Official Plan (ROP), and located across from an Employment Area as identified on Map 3 of the ROP. Additionally, these lands are designated Commercial and General Industrial Employment in the City's Official Plan; and zoned Arterial Commercial (C-6 with special provisions 1R – floodplain, 73R and 76U at 808 Courtland Avenue East) and Industrial (M-2 with special provision 29R at 836 Courtland Avenue East). The OPA is required to change the designation to High Density

Residential with a site-specific policy to permit a floor space ratio (FSR) of 7.0, while the ZBA seeks to change the zone category to High Rise Residential (RES-7) with site-specific provisions to permit restaurant and retail uses, reduce setbacks, implement the 7.0 FSR, increase the maximum building height to 102.6 metres or 30 storeys, and add a range of design-related regulations.

Regional staff in coordination with the City have now had the opportunity to complete review of the Transportation Impact Study and Environmental Noise Study associated with the proposal, and offer the following comments reflective of the Region's revised responsibilities following the proclamation of Bill 23 (the More Homes Built Faster Act) locally on January 1, 2025.

Environmental (Transportation) Noise

Regional staff have received the noise study entitled Road/Rail Traffic and Stationary Noise Impact Study, 808-836 Courtland Avenue East, Kitchener Ontario, prepared by JJ Acoustic Engineers (dated March 4, 2024) submitted with the application, as well as the updated report dated May 13, 2025. The primary review was conducted by a third-party reviewer, and Regional staff have reviewed the reports and associated peer review comments (prepared by RWDI, dated May 1, 2025 and August 5, 2025) as they pertain to noise from Courtland Avenue East (Regional Road No. 53). The peer reviewer and City staff have now accepted the study, and Regional staff accept the study's conclusions pertaining to road noise from Courtland Avenue East. Specifically, the following recommendations will be required to be included in a registered development agreement with the City and/or Region as part of a future plan of condominium application:

- Tower A:
 - o Inclusion of noise warning clause Type D in all future offers of purchase and sale, lease and rental agreements, and condominium declarations for units on all façades:
 - *"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."*
 - o Mandatory installation of air conditioning for the entire building.
 - o Minimum STC 32 for all exterior glazing on the north façade, using a 35% window area to floor area ratio and thick operable windows.
 - o Minimum STC 30 for all exterior glazing on the east façade, using a 35% window area to floor area ratio and thick operable windows.
 - o Minimum STC 27 for all exterior glazing for the west façade, using a 35% window area to floor area ratio and thick operable windows.
 - o Minimum STC 48 for exterior wall composition for all façades.

- Tower B:
 - Inclusion of noise warning clause Type D in all future offers of purchase and sale, lease and rental agreements, and condominium declarations for units on all façades (see above).
 - Mandatory installation of air conditioning for the entire building.
 - Minimum STC 31 for all exterior glazing on the north and west façades, using a 35% window area to floor area ratio and thick operable windows.
 - Minimum STC 28 for all exterior glazing on the east façade, using a 35% window area to floor area ratio and thick operable windows.
 - Minimum STC 30 for all exterior glazing on the south façade, using a 35% window area to floor area ratio and thick operable windows.
 - Minimum STC 47 for exterior wall composition for all façades.
- Tower C:
 - Inclusion of noise warning clause Type D in all future offers of purchase and sale, lease and rental agreements, and condominium declarations for units on all façades (see above).
 - Mandatory installation of air conditioning for the entire building.
 - Minimum STC 31 for all exterior glazing on the north façade, using a 35% window area to floor area ratio and thick operable windows.
 - Minimum STC 28 for all exterior glazing on the east and west façades, using a 35% window area to floor area ratio and thick operable windows.
- Outdoor Living Area:
 - Inclusion of noise warning clause Type B in all future offers of purchase and sale, lease and rental agreements, and condominium declarations for all units in the development:
 - *“Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment.”*

In addition to these recommendations, Regional staff will also require that the development agreement specify that prior to the issuance of any building permits, a Professional Engineer will certify that the noise attenuation measures are incorporated in the building plans and upon completion of construction, the Professional Engineer will certify that the dwelling units have been constructed accordingly and meet NPC-300 noise level objectives.

Regional staff understand that City staff propose to implement a holding provision requiring completion of a detailed noise study once design of the buildings has occurred. This is in keeping with the Region’s recommendation in comments dated October 21, 2025 and an approach the Region continues to support. Regional staff

require that the holding provision require submission to the Region's satisfaction as the study will confirm requirements pertaining to noise from the Regional road.

Transportation Impact Study (TIS)

Regional staff have received and reviewed the study entitled "Transportation Impact Study, 808-836 Courtland Avenue East, Kitchener, ON", prepared by Paradigm Transportation Solutions Ltd. and dated June 25, 2024, as well as addendum letters dated January 29, 2025. Along with a range of advisory comments related to transit infrastructure and pedestrian connection recommendations (outlined in comments dated October 21, 2025) the following comment for action was provided directly to the applicant and their consultant on November 11, 2024:

- Regional staff do not accept the recommended provision of the eastbound left-turn lane at the site access because of the four-lane cross-section of Courtland Avenue East at this location. However, staff recognize that this has been reviewed in the TIS through SimTraffic (Section 4.4.3 Queuing Impacts) to ensure that eastbound and westbound queues between the Highway 7/8 ramp terminal and the site access do not affect traffic operations at both locations.
 - o To address this issue, completion of a TIS addendum prior to issuance of a Regional access permit was requested. The addendum was required to include SimTraffic analysis evaluating eastbound queues without provision of an eastbound left turn lane at the site access.

A meeting with all parties was held on January 9, 2025 in which comments from Regional staff and the Ontario Ministry of Transportation (MTO) were discussed – including the proposed eastbound left-turn lane, with which MTO staff were also concerned. Staff note that the requested addendum and SimTraffic analysis was conducted and included in the addendum letter dated January 29, 2025. While this work remains under review (response to be provided to the applicant as soon as possible), Regional staff confirm acceptance of the TIS for the purposes of OPA/ZBA approval, and a final determination related to access configuration will be determined through the access permit issuance process.

Source Water Protection & Risk Management

This site is located in a wellhead protection sensitivity area (WPSA) as identified on Map 6 of the ROP. As a hydrogeological study was not submitted in support of geothermal energy systems, Regional staff request a full prohibition on all geothermal energy systems in the amending zoning by-law for the site. The required wording for the prohibition is:

Geothermal energy systems are prohibited onsite. A geothermal energy system is defined as a vertical well, borehole or pipe installation used for geothermal systems, ground-source heat pump systems, geo-exchange systems or earth energy systems for heating or cooling; including open-loop and closed-loop vertical borehole systems or a horizontal system.

Additional comments related to source water protection in comments dated October 21, 2024 continue to apply as the project moves to the site plan stag, including the negotiation of a final Risk Management Plan.

Fees

The Region is in receipt of all required fees associated with these applications.

Conclusions & Next Steps

As per the above, Regional staff have no objection to approval of the OPA/ZBA applications, provided

- A holding provision is applied to the property requiring completion of a detailed noise study to confirm recommendations associated with Regional road noise sources prior to site plan approval; and
- The amending zoning by-law includes a geothermal prohibition as outlined above.

Please be advised that any future development on the lands subject to the above-noted application will be subject to the provisions of Regional Development Charge By-law 19-037 or any successor thereof.

Further, please accept this letter as our request for a copy of the decision pertaining to this application. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,



Will Towns, MCIP RPP
Senior Planner

C. Kevin Muir, Zehr Group (Owner/Applicant)

October 22, 2025

Erica Bayley, P.Eng.
Paradigm Transportation Solutions Ltd
5A-150 Pinebush Road
Cambridge, ON N1R 8J8

File No.: D18-20/53 Courtland
808-836 Courtland Avenue East

Dear Ms. Bayley:

Re: Transportation Impact Study, 808 Courtland GP Inc, 808-836 Courtland Avenue East, City of Cambridge

Region staff have reviewed the report entitled Transportation Impact Study, 808-836 Courtland Avenue East, Kitchener, ON, dated June 25, 2024, as well as the addendum letter dated January 29, 2025, both prepared by Paradigm Transportation Solutions Limited and accept them for the purposes of the OPA/ZBA approval.

A final determination on the access configuration will be made through the Access Permit process with the future Site Plan application. Please note, however, that at this time Regional staff do not support the proposed left-turn lane on Courtland Avenue East. The left turn lane will not be a Regional requirement of Site Plan or Access Permit approval.

Yours Truly,

Cheryl Marcy

Cheryl Marcy, C.E.T.
Manager, Corridor Development
226-753-1093

Andrew Pinnell

From: Johnston, Jeremiah (MTO) <Jeremiah.Johnston@ontario.ca>
Sent: Tuesday, April 22, 2025 5:40 PM
To: Andrew Pinnell
Cc: Kevin Muir; Santos, Paul (MTO); William Towns
Subject: RE: 808-836 Courtland Ave E OPA/ZBA application - TIS discussion

Hello Andrew,

MTO does not anticipate any concerns with the adoption/passing of these proposed OPA/ZBA applications. However, prior to site plan approval, and as a condition of MTO permit approvals, the following responses / comments must be addressed, to the satisfaction of MTO;

- Response No.1:** MTO requires that posted speed is to be reported as is posted i.e. 90 km/h.
- Response No.2:** The seasonal variation is around 20% on Hwy 7 at this location. Summer counts are required.
- Response No.5:** Agreed to use average rate vs fitted curve equation and not just due to a lower R2 value but due to other factors also. However, found trip calculation error. The report says a retail area of 1,565 m2 that translates to 16,850 sq ft. but the trips are calculated for 6,130 sq. ft.
- Response No.6:** No, they are not comparable. Shopping Centre is for over 140,000 sq ft whereas the subject retail plaza is 6,130 sq ft as reported. However, not pressed further, given a small number of pass-by trips.
- Response No.7:** Not agreed to use "Close to Rail Transit" as this option is normally for within 400m. The report says it is 650m.
- Response No.8:** The comment was about trips from west on Hwy 7/8. These are shown as Hwy 7/8 East and the trip from East are included in Courtland Ave East (From North). No further action required.
- Response No.9:** MTO requires to know the impacts on north ramp terminal. The ramp terminal is required to be included in the analyses.
- Response No.10:** The westbound trips on Hwy 7/8 are included in southbound trips at the Hwy 7/8 W-N/S intersection with Courtland Ave and Overland Dr. MTO requires the trip distribution at north ramp terminal also.
- Response No.11:** The 10 years historical growth rate on Hwy 7/8 is 2.1% (2010-2019). Please use 2% growth rate for MTO ramp terminal.
- Response No.12:** There is error in Table 1 for southbound Hwy 7/8 ramp in 2030 Total Traffic. Though truck conversion wasn't made the number for WB left turn on Courtland Ave will not change significantly. We agree that westbound queue length on Courtland Ave East will not impact the proposed site driveway. Please provide storage length required under existing/background traffic conditions to see the impact of development traffic.

MTO also provides the following additional comments:

- Why PHF of 1.00 is used ?
- Why link speed of 50 k/h is used vs 60 k/h?
- Link length in Synchro is 127.5 m between the off-ramp and site entrance, whereas report says 110m. Explain.

Please note that if there are significant changes to the trip generation as a result of addressing these comments, it may result in geometric changes being required on Courtland Ave and/or at the Highway 7/8 ramp terminals.

TIS's that are older than three years and/or containing traffic data older than three years may be deemed by MTO as insufficient documentation of the potential impacts of a development proposal on the provincial highway network.

If you have any questions, please let me know.

Thank you,

Jeremiah Johnston

Corridor Management Planner | Highway Operations Branch
Ministry of Transportation | Ontario Public Service
(226)-980-6407 | jeremiah.johnston@ontario.ca

Ontario |

Taking pride in strengthening Ontario, its places and its people

November 13, 2025

CN
Community Planning and Development
935 de la Gauchetiere West
15th Floor
Montreal, Quebec
H3B 2M9

VIA E-MAIL

proximity@cn.ca

Attention: Saadia Jamil

Re: Road/Rail Traffic and Stationary Noise Impact Study
Peer Review
Proposed Residential Development
808 to 836 Courtland Avenue East
City of Kitchener
Our File: 24-184



As requested, Jade Acoustics Inc. has reviewed the *Road/Rail Traffic and Stationary Noise Impact Study* dated March 4, 2024, updated May 13, 2025 and the *Response to CN Peer Review Comments* letter dated May 29, 2025, both prepared by JJ Acoustic Engineering Ltd. on behalf of Zehr Development.

This letter is a second peer review letter. The first peer review letter dated February 19, 2025 included our comments regarding the Road/Rail Traffic and Stationary Noise Impact Study dated March 4, 2024, prepared by JJ Acoustic Engineering Ltd.

The proposed residential development is located at 808 to 836 Courtland Avenue East, south of Conestoga Parkway, in the City of Kitchener. The CN Guelph Subdivision on the Huron Park Spur is located approximately 250 m west of the subject site. Two rail lines for the Grand River Transit ION light rail service are located immediately west of the CN rail track.

The CN Huron Park Rail Yard is located approximately 325 m to the southwest of the proposed development.

The proposed development is comprised of a 27-storey Tower A, a 30-storey Tower B and a 22-storey Tower C on a 6-storey podium. There are two outdoor amenity areas proposed to be located on top of the podium, north and south of Tower B.

We have reviewed the updated Noise Impact Study with respect to noise/vibration issues related to rail traffic and CN. Other sources of noise/vibration, including the ION light rail transit, have not been evaluated as part of this peer review. The CN, the Federation of Canadian Municipalities (FCM) and Railway Association of Canada (RAC) "Guidelines for



New Development in Proximity to Railway Operations" (FCM/RAC guidelines) and the Ministry of the Environment, Conservation and Parks (MECP) guidelines have been used. The Regional Municipality of Waterloo Noise Policy Implementation Guideline (RMWNPI), last updated October 22, 2019, has also been considered in our peer review. No original analyses have been conducted.

The peer review consists of a review of the approach, source information, and analysis methods used, as well as the required/recommended acoustic mitigation measures determined by the acoustical consultant that prepared the updated study.

CN should be consulted directly regarding any requirements unrelated to and in addition to the noise and vibration review/comments.

Our comments are summarized below.

Noise

1. As requested in our 1st peer review letter, the updated study addresses the Huron Park Yard (interchange rail yard). However, only impulsive noise associated with train coupling/uncoupling and stretching operations in the rail yard has been assessed. There are no references to other train activities such as locomotive idling, train movements, etc. typically occurring in rail yards.

A memo dated June 17, 2025, prepared by Akoustik Engineering Limited discusses attended and unattended sound measurements of the rail activities conducted at the proposed site. The memo is included in Attachment G of the updated study and not in Attachment B as indicated in the response to comments letter. The scope of work included only the impulsive noise mentioned above with no assessment of the equipment and operations generating steady noise. This scope of work is not sufficient to address rail yards. It is also not enough to conduct 4 hours of attended measurements and 44 hours of monitoring with recordings and conclude that there is no impact on the proposed development. There could be days with no rail activities, especially in smaller rail yards as is the interchange yard, followed by operations which generate noise.

2. The CN warning clause will need to be updated to say "1,000 m" instead of "300 m", as the interchange rail yard is within 1,000 m of the proposed development. We note that the same comment was included in our 1st peer review letter as Item 7 with expectation that the requested change will appear in the updated study. However, even though the response to comments letter indicates that the CN warning clause has been updated, no change is included in the study dated May 13, 2025.

Vibration

There are no additional comments with respect to the railway vibration.

Conclusions

Based on our review of the updated study, it is expected that the proposed development is feasible and can be designed to meet the CN, FCM/RAC, MECP and RMWNPI guidelines.

To assist in updating the noise study, included in Appendix A is a plan showing the locations of noise sources within the rail yard as well as tables providing the sound power information to be used in the analysis. Please note that the information regarding the rail operations is to be used solely for this project as CN may alter operations within the rail yard as needed.

As CN uses the Noise Impact Study and corresponding mitigation requirements to prepare the CN Agreement, we recommend that the study be updated to include the rail operations information included in Appendix A and address the peer review comments.

A subsequent peer review is to be completed when the updated noise impact study has been submitted.

Yours truly,

JADE ACOUSTICS INC.



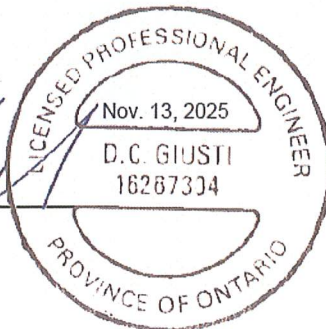
Per:

Davor Sikic, P.Eng.



Per:

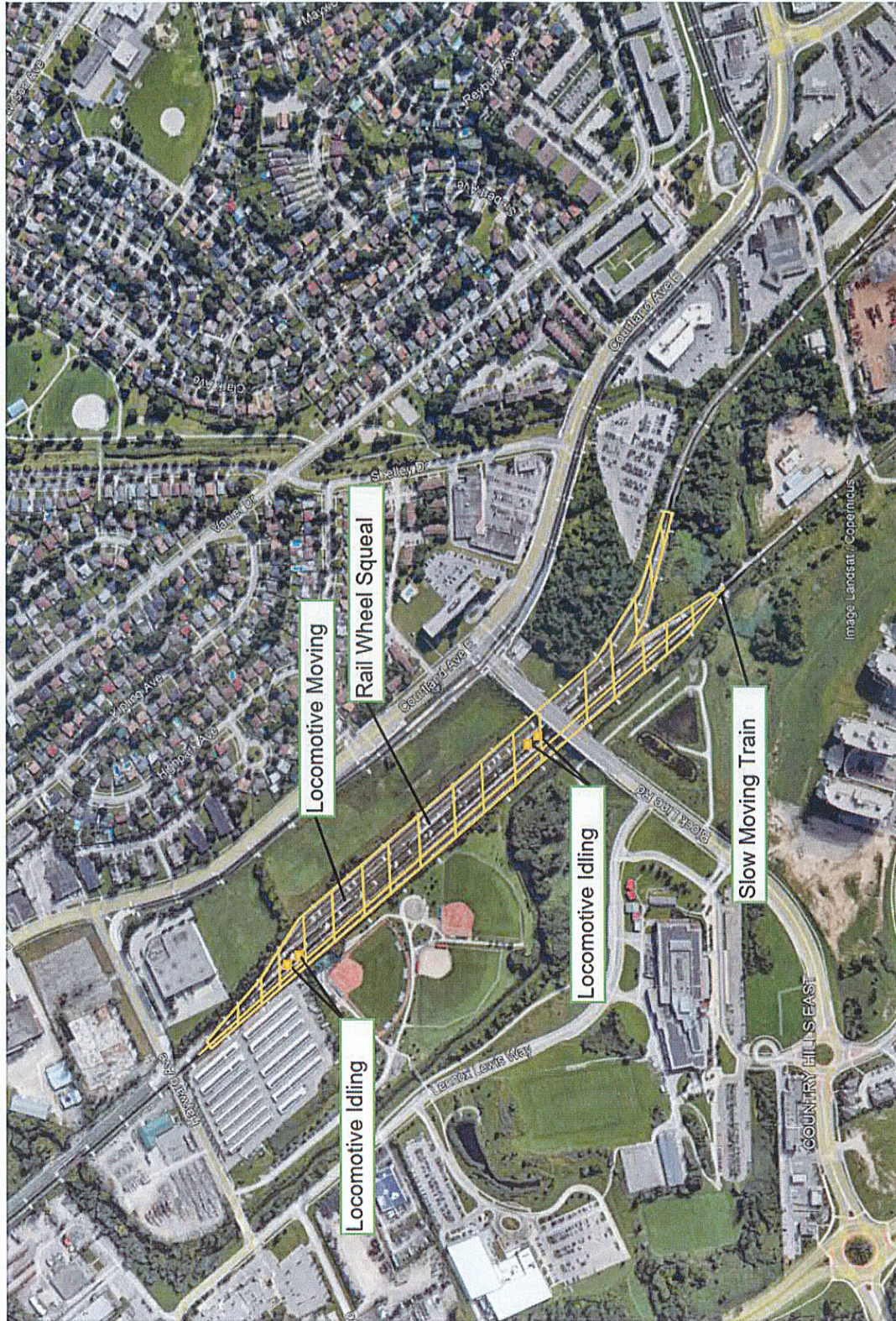
Dalila C. Giusti, P.Eng.





APPENDIX A

RAIL YARD INFORMATION



N.T.S.



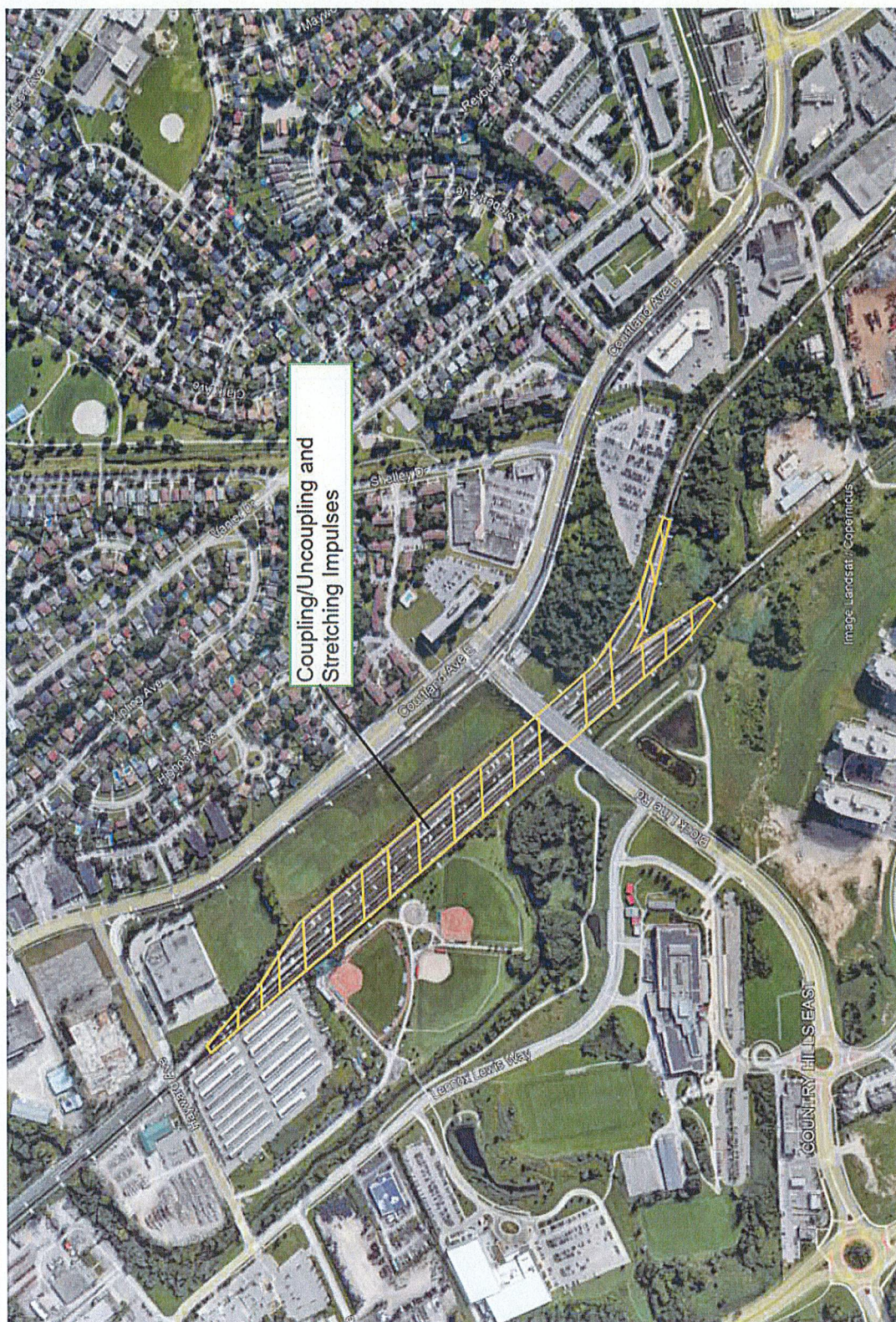
Continuous Noise Sources

FIGURE 1

Kitchener Rail Yard

Jade File: 24-184

Date: November 2025



N.T.S.



Impulsive Noise Sources

FIGURE 2

Kitchener Rail Yard

Jade File: 24-184

Date: November 2025

Sound Power Level Information

Name	1/3 Oktave Spectrum (dB)		125	250	500	1000	2000	4000	8000 A	lin
	Weight	63								
Idling Locomotive		113.1	109	97.1	103.6	102	98.8	92.2	89.3	106.3
Slow Moving Locomotives		130.8	126	111.1	109.8	111.4	107.9	103.5	96.9	116.5
Rail/Wheel Squeal		122	119	117	118	130	121	121	118	131.5
Coupling-Uncoupling and Stretching Impulses		137.2	124.5	122.9	118.3	117.2	117.4	115.1	108.8	124
										137.8

The idling locomotive and rail wheel squeal sound power level information above does not include the 5 dB penalty to be applied. The 5 dB penalty is to be included in the noise model and the resultant power level for the idling locomotive will be 111.3 dBA and rail wheel squeal 136.5 dBA

Source Heights

Point Sources	
Idling Locomotive - source height = 4 m	
Area Sources	
Locomotive Moving - source height = 4 m	
Rail Wheel Squeal - source height = 1 m	
Coupling/Uncoupling and Stretching Impulses - source height = 2 m	
Line Source	
Slow Moving Train - source height = 4 m	

Duty Cycles

Point Sources	
Idling Locomotive - Source in Steady State (i.e. active for full hour)	
Area Sources	
Locomotive Moving - Source in Steady State (i.e. active for full hour)	
Rail Wheel Squeal - Active for 1 minute of the hour	
Coupling/Uncoupling and Stretching Impulses - Source in Steady State (i.e. active for full hour)	
Line Source	
Slow Moving Train - Source in Steady State (i.e. active for full hour)	

November 2025

Jade File: 24-184

Andrew Pinnell

From: Eric Schneider
Sent: Wednesday, September 3, 2025 9:00 AM
To: Andrew Pinnell
Subject: FW: SNGREC Environmental Comments RE: 808 Courtland Ave

From: Garrett Stevenson <Garrett.Stevenson@kitchener.ca>
Sent: Tuesday, September 2, 2025 8:11 PM
To: Eric Schneider <Eric.Schneider@kitchener.ca>
Subject: FW: SNGREC Environmental Comments RE: 808 Courtland Ave

808 Courtland Ave

Haldimand Tract and 1701 Nanfan Treaty Preamble

Six Nations of the Grand River (SNGR) Territory is within the most highly urbanized land in Canada. Development has occurred on Six Nations' traditional territory without consultation or consent of SNGR. The cumulative effects of this intense development has contributed to significant environmental degradation and, as a result, Six Nations has experienced severe impacts on its ability to exercise Aboriginal and Treaty Rights that are not only set out in the treaties themselves but are also recognized and affirmed in Section 35 of the Constitution Act, 1982. These treaty lands are subject to unresolved litigation and any infringement upon our treaty rights must be fully mitigated by the proponent. The 1701 Nanfan Treaty guarantees SNGR's right to harvest and hunt on this property for perpetuity, but this proposal undermines those rights. SNGR must be accommodated to mitigate any harm to its treaty rights caused by the proponent.

Treaty Rights Compensation

As this development will essentially ensure that this land will never be returned to a natural state while consuming resources and emitting greenhouse gases, SNGREC requests that this development be paired with compensation for impacts to Six Nations Aboriginal and Treaty Rights and to the environment. SNGREC requests that these compensations come in the forms of affordable units, dedicated units for First Nations people, and environmental enhancements. Please reach out to lrlust@sixnations.ca to set up a meeting to determine compensation.

Landscaping

SNGREC requests that only native plant species are used in landscaping efforts. Please provide SNGREC with a landscape plant list before procurement begins. SNGREC requests that the proponent uses Kayanase Plant Nursery for procurement of plants if Kayanase's capacity allows.

Bird and Light Friendly Design

SNGREC requests that the buildings are designed using bird and light friendly practices. This includes minimizing reflective surfaces, creating visual markers on windows, and directing light downwards.

Please see the City of Toronto's bird friendly practices for glass and for lighting as guidelines and implement them thoroughly across the entire design:

<https://www.toronto.ca/wp-content/uploads/2017/08/8d1c-Bird-Friendly-Best-Practices-Glass.pdf>

<https://www.toronto.ca/wp-content/uploads/2018/03/8ff6-city-planning-bird-effective-lighting.pdf>

Commercial Space

SNGREC recommends increasing the amount of commercial space within this development. More easy access to commercial spaces means residents do not have to travel as far, which reduces traffic (and therefore emissions), improves human health, and saves money.

Niá:wen (thank you),

Emmett Vanson, BSc. (he/him)
Land Use and Stewardship Technician

Six Nations of the Grand River Elected Council Lands and Resources Department

lrlust@sixnations.ca



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Andrew Pinnell

From: Garrett Stevenson
Sent: Sunday, September 21, 2025 10:44 PM
To: Andrew Pinnell
Subject: FW: Current Significant Development Applications

Hi Andrew,

Please include the following advisory paragraph in the OPA/ZBA report as per comments from SNGR.

If an archaeological find is discovered, work at the site must immediately stop to prevent further damage or disturbance. All work must be stopped, the site secured, and the licensed archaeologist, the City of Kitchener, and the Ministry of Tourism, Culture and Sport must notified. If human remains are found, all work must stop immediately to preserve the site as an archaeological find. The area should be secured, and the discovery reported to the licensed archaeologist, the City of Kitchener, the Ministry of Tourism, Culture and Sport, the Registrar at the Ministry of Public and Business Service Delivery, and Waterloo Region Police.

I will add to property file as well.

Thanks,

Garrett Stevenson (he/him), BES, RPP, MCIP

Director, Development and Housing Approvals Division | City of Kitchener
519-783-8922 | TTY 1-866-969-9994 | garett.stevenson@kitchener.ca



From: Tierra Henhawk <acmaa@sixnations.ca>
Sent: Wednesday, September 3, 2025 8:41 AM
To: Garrett Stevenson <Garrett.Stevenson@kitchener.ca>
Cc: Emmett Vanson <LRLUST@sixnations.ca>
Subject: RE: Current Significant Development Applications

You don't often get email from acmaa@sixnations.ca. [Learn why this is important](#)

Good morning Garrett,

Six Nations Archaeology has reviewed the materials you provided and would like to offer the following comments:

26 Stanley Avenue & 31 Schweitzer Street – An archaeological assessment has been submitted; however, the link provided is inaccessible.

1340 Fischer Hallman Road – For the proposed subdivision at this location, SNGR requests that at minimum, a Stage 1 Archaeological Assessment be conducted.

808 & 836 Courtland Avenue East – We recommend that a standard archaeological warning clause be included on the file.

Rockcliffe Drive (Freure South) – Could you confirm whether an archaeological assessment has been completed for this development?

Nya:weh! / Thank You!

Sincerely,

Tierra Henhawk

Archaeology Community Monitor Administrative Assistant

Six Nations of the Grand River (SNGR)

Lands and Resources Department

2498 Chiefswood Road, Ohsweken ON

(T) 519-445-2205 ext: 5465

Lands & Resources Department (T) 519-753-0665

acmaa@sixnations.ca



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Andrew Pinnell

From: Trevor Heywood <theywood@grandriver.ca>
Sent: Thursday, December 19, 2024 8:53 AM
To: Andrew Pinnell
Subject: Re: OPA/ZBA comments re 808-836 Courtland Ave E
Attachments: 2024-10-18_redline grading_RFE.pdf; Re: Fw: Circulation for Comment - 808-836 Courtland Avenue East (OPA/ZBA)

Hi Andrew,

We have no further concerns with the application, with the expectation that the applicant will implement their proposed adjustments at site plan.

Regards,

Trevor Heywood B.Sc.(Env.)

Resource Planner

Grand River Conservation Authority

400 Clyde Road, PO Box 729

Cambridge, ON N1R 5W6

Phone: 519-621-2761 ext. 2292

Email: theywood@grandriver.ca

www.grandriver.ca | [Connect with us on social media](#)

Andrew Pinnell

From: Planning <planning@wcdsb.ca>
Sent: Thursday, October 17, 2024 2:27 PM
To: Andrew Pinnell
Subject: Re: Circulation for Comment - 808-836 Courtland Avenue East (OPA/ZBA)

Hi Andrew,

The Waterloo Catholic District School Board has reviewed the subject application and based on our development circulation criteria have the following comments/conditions:

1. That any Education Development Charges shall be collected prior to the issuance of a building permit(s).
2. That the developer and the Waterloo Catholic District School Board reach an agreement regarding the supply and erection of a sign (at the developer's expense and according to the Board's specifications) affixed to the development sign advising prospective residents about schools in the area. A sign specifications document can be found at the bottom of the board's planning department web page (<https://www.wcdsb.ca/about-us/cs/planning/>).
3. That the developer shall include the following wording in the site plan agreement and any future site plan agreement or condominium declaration to advise all purchasers of residential units and/or renters of same:

"In order to limit risks, public school buses contracted by Student Transportation Services of Waterloo Region (STSWR), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up and drop off students, and so bussed students will be required to meet the bus at a congregated bus pick-up point."
4. That the developer co-ordinate and reach an agreement with the Waterloo Catholic District School Board and Student Transportation Services of Waterloo Region regarding the provision and maintenance of infrastructure for school bus pick-up and drop-off locations.

Kind regards,

Isabelle Lung Ler
Planning Technician

Andrew Pinnell

From: Lisa Worboys [REDACTED]
Sent: Monday, October 28, 2024 3:05 AM
To: Andrew Pinnell
Subject: proposed development 808-836 Courtland Ave East

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I do not think that the 3 towers should be built at 808-806 Courtland Ave E.

Right now, both of those lots are commercial and industrial and residential is not permitted. You want to go from residential not permitted to 3 high tower buildings?! That's crazy, 2 of which will be the tallest in the region. That space is not big enough. The traffic in that area at peak times is already busy. There are 2 schools around the corner and it's busy with people dropping off and picking up children. The expressway at peak times is also backed up from fairway cut off to Courtland and for some reason the traffic report being done doesn't even look at that? Add in 1000 units and that is one big congested area. There are currently natural heritage areas across and beside those lots, apparently, they are not protected so you can ignore them...? Just because you can override them doesn't mean you should. You'd literally be replacing natural areas with the complete opposite of excessive traffic and people, garbage and pollution, that's not right.

I think there were 500 - 700 parking spots... For 1000 units when families have 2 vehicles nowadays and that is supposed to include parking for the restaurant or whatever public stores you put in there, I don't think so.

It was mentioned a few times that it is supposedly an ideal place because of the ion being there, just because the ion and travel hub is there doesn't mean it's a good place overall for them. I am totally against these 3 buildings, 2 lower rises maybe but not what you are proposing.

Thank you,

Lisa

Andrew Pinnell

From: Brian M [REDACTED]
Sent: Saturday, February 22, 2025 3:24 PM
To: Andrew Pinnell
Subject: Fwd: OPA24/011/C/AP - 808 Courtland Ave

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi Andrew,

I realized I emailed the wrong contact.

Please see my comment below.

Thanks,
Brian.

----- Forwarded message -----

From: Brian M <[REDACTED]>
Date: Sat, Feb 22, 2025 at 2:59 PM
Subject: OPA24/011/C/AP - 808 Courtland Ave
To: <Craig.Dumart@kitchener.ca>

Hi Craig,

Unfortunately I have not been following the development proposal at this site and have missed the community consultation meetings. Has the staff report been scheduled for Council's consideration?

I have not reviewed all of the materials but I had some comments below for consideration.

Unit Mix: I'm concerned with the lack of family sized units, the proposed 1% of 3-bedroom units is very low. The 2021 StatsCan census for Kitchener Waterloo and Cambridge suggests there are not as many single households that are also living alone.

Barrier free units: Could you confirm the number of barrier free dwelling units? Is there a Building Code Act requirement to provide a minimum of them?

Sun/Shadows: It's difficult to tell but during the December shadows, will there be net new shadows cast on the schools or are they behind existing shadows? Why are the shadows not shown hourly?

Amenity Space:

- The proposed amenity space for the children's play area is proposed adjacent to the highway, I am concerned with noise and pollution and the enjoyment of the space for residents. The proposed play area for children suggests that the developer predicts there will be children or families living here which contradicts the lack of the proposed family units.
- Will there be any walls proposed around the amenity spaces? I would just caution additional shadows if so.

Pet relief areas: Are any pet relief areas proposed? Many residents in the City own a pet and I think it's important that there are areas designated for pets, otherwise you will have residents walking precariously around the base building to find any soft landscaping. I live in an apartment on Blockline Road and there are many pet owners and the pet amenities appear to be a second thought or were never considered.

Wind Assessment

Will a wind tunnel assessment be required by the City? I'm concerned about the uncomfortable wind conditions on the level 7 amenity areas. I agree with SLR that these areas need further refining, they are important given the lack of parks and areas for children to play.

Parking

Vehicular:

- How many visitor parking spaces will be provided for the residential and commercial uses?
- How will Pick-Up and Drop Off work for Ubers and deliveries?

Bike: The proposed bike parking appears excessive, given the City will only require approximately 500 spaces.

Please add me to the interested party list, I'd like to be notified of any Decisions made on this application.

Thank you,
Brian



Andrew Pinnell

From: Fred Cepovski [REDACTED]
Sent: Wednesday, October 16, 2024 8:22 PM
To: Andrew Pinnell
Subject: 808-836 Courtland Avenue East development Planning

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello Mr. Pinnell

I'm writing to you as a resident at [REDACTED]. I've been living in this building twice over my lifetime. Recently, 12 years. Before that, earlier in my life, 6 years. I face the Courtland Avenue side [REDACTED]. I wanted to leave you some comments to ponder on with this planning. I believe adding more housing is great for our city and community but certain areas must be left as is and untouched. This may be one of those areas. Having said that, living in this Apartment over the years we've had to deal with constant updated renovations and noise. It's finally calmed down now. Listening to new noise development would be a major inconvenience.

The sun shines beautifully on our side of the building and the view of the West side of the city is amazing. Building in front of us would obscure all of that view. We are only a 12 story building with a bit of height being on the hill but nonetheless, I'm personally not a fan of having this development happen in our area. 22-30 Story Buildings would block all our view of everything. The 2 buildings already here were designed to overlook the beauty of the city and surrounding area along with the wonderful sunrise and sunset. I vote against this planning. Thank you.

Regards,
Fred Cepovski

REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: January 5, 2026

SUBMITTED BY: Garrett Stevenson, Director of Development and Housing Approval, 519-783-8922

PREPARED BY: Evan Wittmann, Senior Planner, 519-783-8523

WARD(S) INVOLVED: Ward 1

DATE OF REPORT: December 19, 2025

REPORT NO.: DSD-2026-001

SUBJECT: Zoning By-law Amendment Application ZBA25/026/W/EW
7 Wimbleton Crescent

RECOMMENDATION:

That Zoning By-law Amendment Application ZBA25/026/W/EW for 7 Wimbleton Crescent for BDRP Inc. be **APPROVED** in form of the 'Proposed By-law', and 'Map No. 1' attached to Report DSD-2025-035 as Attachments 'A1' and 'A2'.

REPORT HIGHLIGHTS:

- The purpose of this report is to evaluate and provide a planning recommendation regarding the Zoning By-law Amendment Application for the subject lands located at 7 Wimbleton Crescent. It is planning staff's recommendation that the Zoning By-law Amendment Application be approved.
- Community engagement included:
 - Circulation of a postcard to property owners and residents within 240 metres of the subject site;
 - Installation of a large billboard notice sign on the subject site;
 - Virtual Neighbourhood Meeting held on November 25, 2025
 - Follow-up one-one-one correspondence with members of the public;
 - Notice of the public meeting was published in The Record on December 12, 2025; and,
 - Postcard advising of the statutory public meeting was circulated to all residents and property owners within 240 metres of the subject site.
- This report supports the delivery of core services.
- This application was deemed complete on October 15, 2025. The applicant can appeal this application for non-decision beginning January 13, 2025.

EXECUTIVE SUMMARY:

Up Consulting, the applicant on behalf of the Owner of Wimbledon Crescent (the “Subject Site”), BDRP Inc., is proposing to amend Zoning By-law 2019-051 to change the zoning of the subject site from the ‘Low Rise Residential Two Zone (RES-2)’ to the ‘Low Rise Residential Four Zone (RES-4)’ to permit the redevelopment of the site with a Semi-Detached Building with two (2) dwelling units per side, for a total of four (4) units. The ‘RES-2’ zone does not permit Semi-Detached Dwellings, and as such an amendment is required to facilitate the proposal. No site-specific provisions to the regulations are required. Staff are recommending that the application be approved. The subject site contains a Single Detached Dwelling, with one Additional Dwelling Unit (ADU) (Attached), both of which are unoccupied due to fire damage

REPORT:

The City of Kitchener received a Zoning By-law Amendment (“ZBA”) application for a development concept consisting of a semi-detached building containing a total of four dwelling units (two units per side). The applicant was informed that the subject site could remain as a single detached dwelling and be developed to contain four units as-of-right with no development application necessary. The applicant maintained their desire to build a semi-detached building which could be severed should the ZBA get approved.

Site Context

The subject site is 411 square metres in area, with a lot width of 16.1 metres and depth of 30.4 metres. The subject site contains a Single Detached Dwelling, with one ADU (Attached), both of which are unoccupied due to fire damage. The subject site is located in the Grand River North neighbourhood of the City and is the second property north of the intersection of Wimbledon Crescent and Lorraine Avenue on the west side of Wimbledon Crescent.



Figure 1: Subject Site

The surrounding area generally consists of low rise neighbourhoods to the north, east, and south. A short distance west of the subject site (approximately 100 metres) is a higher density node, with commercial uses at the intersection of Lorraine Avenue and Heritage Drive and mid and high rise developments surrounding. Wimbledon Crescent generally features single detached houses one and two storeys in height. There are no other active planning applications in the area.

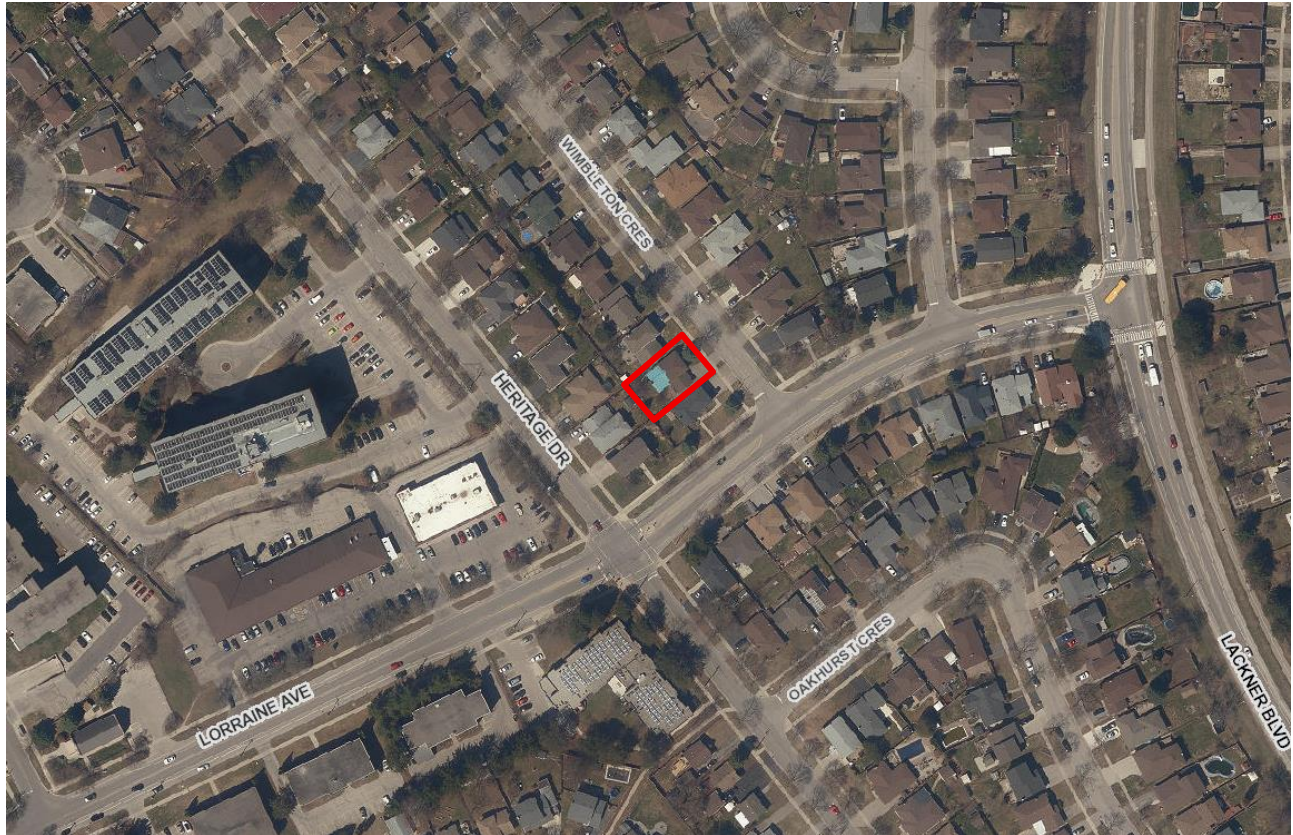


Figure 2: Surrounding Area Aerial

Proposal

The proposal for the subject site consists of a Semi-Detached Dwelling, with one attached ADU (Attached) on each side, for a total of four units. The “primary” unit is proposed to be three bedrooms and occupy the main and lower levels of the building. The ADU (Attached) is proposed to be a two bedroom unit and will be located on the upper level. This arrangement is mirrored on the two sides of the semi-detached building.

Each side of the building features a driveway and garage, offering two parking spaces for each side (1 parking space per dwelling unit) in a tandem arrangement. A rear yard is provided for each side, being 7.5 metres in length.

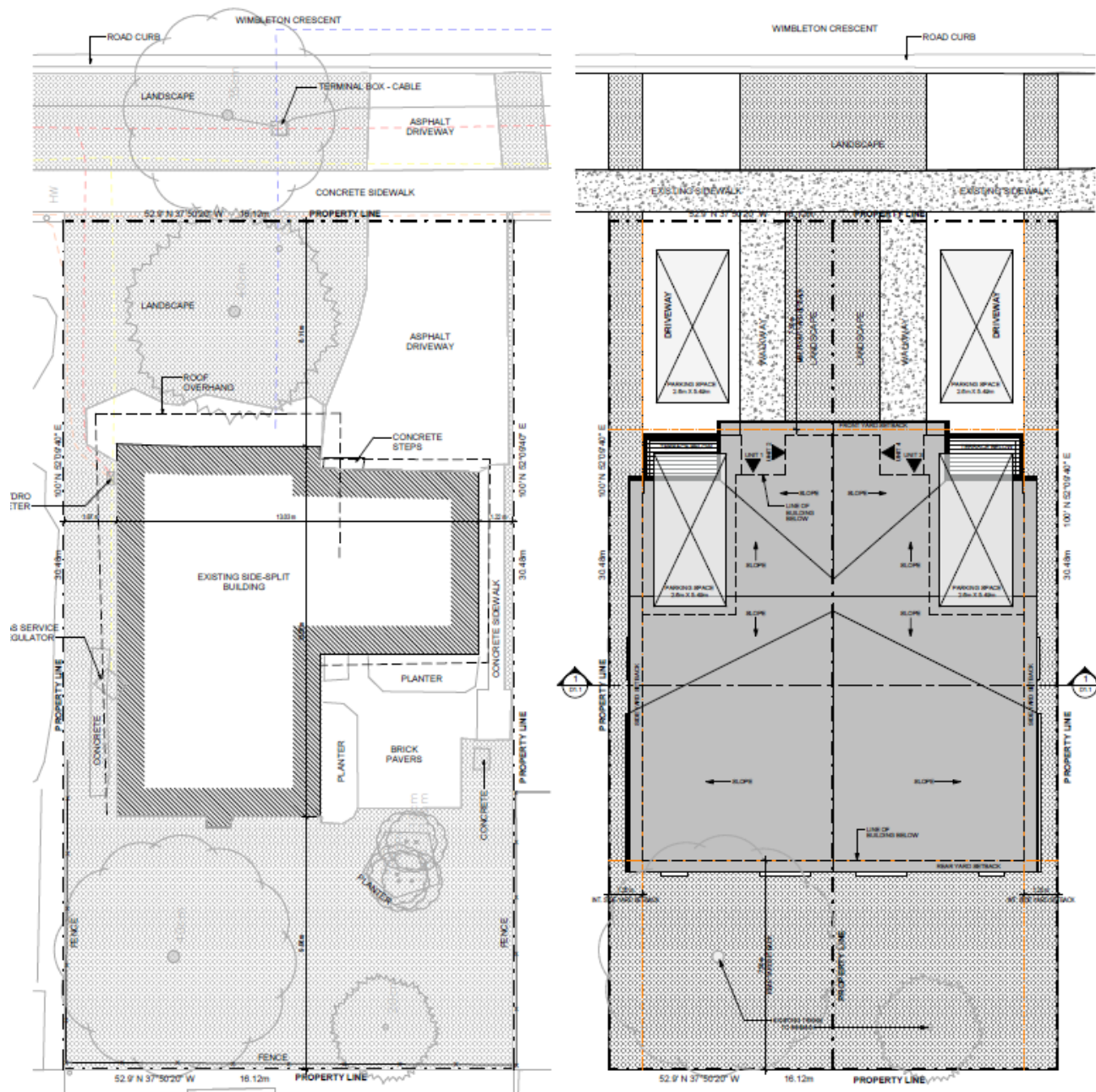


Figure 3: Existing Conditions (Left) And Site Plan (Right)

Planning Act, R.S.O. 1990, c.P.13.25

Section 2 of the Planning Act establishes matters of provincial interest and states that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g) The minimization of waste;
- h) The orderly development of safe and healthy communities;
- j) The adequate provision of a full range of housing, including affordable housing;
- k) The adequate provision of employment opportunities;

- p) The appropriate location of growth and development;
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) The promotion of built form that,
 - (i) Is well-designed,
 - (ii) Encourages a sense of place, and
 - (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

These matters of provincial interest are addressed and are implemented through the Provincial Planning Statement, 2024, as it directs how and where development is to occur. The City's Official Plan is the most important vehicle for the implementation of the Provincial Planning Statement, 2024 and to ensure Provincial policy is adhered to.

Provincial Planning Statement

The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework, replacing both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, while building upon housing-supportive policies from the two documents. The PPS 2024 came into force on October 20, 2024.

According to the Province, the PPS 2024 provides municipalities with the tools and flexibility they need to build more homes. It enables municipalities to:

- plan for and support development, and increase the housing supply across the province
- align development with infrastructure to build a strong and competitive economy that is investment-ready
- foster the long-term viability of rural areas
- protect agricultural lands, the environment, public health and safety

Policy 2.1.6 directs planning authorities to support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

The proposed development would contribute to the range and mix of housing options in the area, which is currently predominantly single detached houses. The duplex arrangement of the proposed development creates options for a future homeowner to rent the second unit in the development, resulting in a more attainable home ownership alternative. Policy 2.3.1.3 provides further direction regarding settlement areas, the area of the City in which the subject site is located. Planning authorities shall support general

intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Section 2.2 of the PPS establishes the policies regarding housing. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

The proposed development is particularly aligned with Policy 2.2.b.2), as a new housing option would be created in an already developed area and result in a modest net increase of residential units (from 2 units to 4 units). The redevelopment would efficiently use the land in a manner that would otherwise be permitted as-of-right if the land division to facilitate the semi-detached nature of the development was not pursued. A further discussion of this as-of-right near alignment is provided in the Zoning By-law Amendment section of this report. Lorraine Avenue, which is just to the south of subject site, contains bike lanes, and two GRT bus routes have stops within a five minute walk of the subject site.

Planning staff are of the opinion that the Zoning By-law Amendment application is consistent with the PPS.

Region of Waterloo Official Plan

The Region of Waterloo is an upper-tier municipality without planning responsibilities. The More Homes Built Faster Act, 2022, amended the Planning Act by transferring planning responsibilities from upper-tier governments across the Province, including the Region of Waterloo to local municipalities. The Region is responsible for commenting on the infrastructure and service delivery that the Region of Waterloo delivers to the community, such as public health and paramedic services, affordable housing, source water protection, water and wastewater infrastructure, transit and transportation, waste management, and the Region of Waterloo International Airport. As a result, the Region no longer has an Official Plan (ROP) as it is now an Official Plan for area municipalities who are responsible for implementation of the ROP until it is repealed through a future Area Municipal planning exercise.

For purposes of this application, Regional staff have provided their comments which have been consideration in the formation of the planning recommendation of the Zoning By-law Amendment application.

The subject site is designated “Urban Area” and “Built-Up Area” on Schedule 3a of the ROP. Urban Area policies of the ROP identify that the focus of the Region’s future growth will be within the Urban Area. Policy 2.F establishes minimum intensification targets within the delineated Built-Up Area, which the proposed development will support the achievement of.

Growth is directed to the Built-Up Area of the Region to make better use of infrastructure that can assist in transitioning the Region into an energy efficient, low carbon community. Furthermore, intensification within the Built-Up Area assists the gradual transition of existing neighbourhoods within the Region into 15-minute neighbourhoods that are compact, well connected places that allow all people of all ages and abilities to access the needs for daily living within 15 minutes by walking, cycling or rolling. The Region of Waterloo have indicated they have no objections to the proposed application (contained in Attachment ‘C’).

Planning staff are of the opinion that the Zoning By-law Amendment application is in conformity to the ROP.

City of Kitchener Official Plan

In accordance with the provisions of the Planning Act, the City of Kitchener is required to prepare and update its Official Plan (OP). The OP is a legal document that contains goals, objectives and policies to manage and direct physical and land use change and their effects on the cultural, social, economic and natural environment within the city. This Plan provides a framework for decision-making and plays a number of essential roles in the future planning of the city.

Section 3 of the OP establishes an Urban Structure for the City and provides policies for directing growth and development within this structure. The subject site is identified on Map 2 – Urban Structure as ‘Community Areas’. The OP states that “The planned function of Community Areas is to provide for residential uses as well as non-residential supporting uses intended to serve the immediate residential areas.” This urban structure component allows for limited intensification in accordance with the applicable land use designation and the Urban Design Policies in Section 11. In addition, “development must be sensitive to and compatible with the character, form and planned function of the surrounding context.” The proposed development is consistent with the intent of Community Areas.

Section 4 of the OP establishes the Housing policies for the City. Policy 4.C.1.6. states: “The City will identify and encourage residential intensification and/or redevelopment, including adaptive re-use and infill opportunities, including additional dwelling units, attached and detached, in order to respond to changing housing needs and as a cost effective means to reduce infrastructure and servicing costs by minimizing land consumption and making better use of existing community infrastructure.” The proposed development contains one ADU (Attached) on each side of the semi-detached dwelling, contributing a cost effective and efficient use of land, aligning with Policy 4.C.1.6.

The subject site is located within an existing neighbourhood. Policy 4.C.1.9 directs for residential intensification and/or redevelopment in these areas to be designed to respect existing character. A high degree of sensitivity to surrounding context is important in considering compatibility. The proposed development is two storeys in height, consistent with neighbouring low rise properties, which are generally bungalow, side split, and two storey dwellings.

The OP provides specific policy direction regarding the provision of Additional Dwelling Units (attached), through policy 4.C.1.23: “The City may permit up to three additional dwelling units, attached and/or detached, on a lot which contains a single detached dwelling, a semi-detached dwelling or a street-townhouse dwelling as the principal use, unless otherwise limited by the policies of this Plan, and in accordance with the City’s Zoning By-law, in order to provide additional housing options to Kitchener homeowners and residents.” The duplexing of each side of the semi-detached is a permitted arrangement, contributing additional housing options in a low rise form.

Section 15 of the OP establishes the land use designation policies for the City. The subject site is identified as being designated “Low Rise Residential” on Map 3 – Land Use. The Low Rise Residential land use designation is intended to accommodate a full range of low density housing types which may include single detached dwellings, additional dwelling units, attached and detached, and semi-detached dwellings. The proposed development is consistent with the intended function of the Low Rise Residential land use designation.

Of particular relevance to the Zoning By-law Amendment application is policy 15.D.3.9: “The City will encourage and support the mixing and integrating of innovative and different forms of housing to achieve and maintain a low-rise built form.” The RES-2 zone is in place for the areas to the east and south of the subject site, resulting in a neighbourhood where only single-detached houses are permitted. Expanding the permissions of the subject site to permit a semi-detached dwelling will contribute to the mix of housing options in the area, while maintaining low rise built form. This further implements housing policy 4.C.1.12, which states “The City favours a land use pattern which mixes and disperses a full range of housing types and styles both across the city as a whole and within neighbourhoods.”

Planning staff are of the opinion that the Zoning By-law Amendment application is in conformity to the OP.

Draft City of Kitchener Official Plan (Kitchener 2051)

A draft of the new City of Kitchener Official Plan (Kitchener 2051) has been prepared by the City of Kitchener and is within the public commenting period. In this draft, the subject site is identified as being “Neighbourhood Growth Area” on the Urban Structure Map, and “Neighbourhood” on the Land Use Designations Map. This emerging policy direction continues to enable a range and mix of housing options in these areas, and to plan for more people to support mobility choices and shops and services closer to home.

Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment is to change the zoning from the ‘RES-2’ Zone to the ‘RES-4’ Zone, with no site-specific provisions to the regulations required. The change is requested to permit a semi-detached dwelling. Semi-detached dwellings and

single-detached dwellings commonly co-exist across the City, both being low rise-built forms, and three (3) of the four (4) urban 'RES' Zones permit both housing types. The 'RES-2' Zone setback requirements for a single-detached dwelling are the same as the setback requirements for a semi-detached dwelling in the 'RES-4' Zone. The built form proposed is consistent with what is currently permitted by the 'RES-2' Zone; with the exception in meeting the regulations being the future land division.

While Wimbledon Crescent is currently developed with single detached dwellings, the surrounding area has a greater variety in built form and residential uses. Less than 100 metres to the west of the subject site, at the intersection of Lorraine Avenue and Heritage Drive, is a commercial plaza, with a 9-storey development abutting to the north, and semi-detached houses beyond this further north.

The current 'RES-2' zoning regulations for the subject site permit a four unit building (Single-Detached Dwelling with three attached ADUs) as-of-right. Essentially, the exact same building could be constructed with only a building permit (with small adjustments such as a consolidated driveway and garage), with the caveat that the property could not be severed in the future. The proposal only differs from as-of-right permissions by a party wall and future land division.

Should this application be approved, the Owner will apply for a Consent Application to divide the property into two, facilitating the independent functioning of each side of the semi-detached dwelling. An emerging development trend in the City is for semi-detached dwellings to feature four units per side, for a total of eight. This would not be possible on the subject site, as the zoning regulations for a Semi-Detached Dwelling with more than one ADU (Attached) requires a wider lot width than can be provided by the subject site (10.5 metre width for a site total of 21 metres, where the subject site is 16.1 metres wide), and additional regulations, such as additional parking, could not be met.

The Owner has advised that they intend to build two semi-detached duplexes rather than one four unit building to provide greater flexibility to future owners. A future owner could potentially live in one unit and rent the other unit, rather than selling the site as a four unit building to one owner.

Department and Agency Comments

Circulation of the Zoning By-law Amendment Application was undertaken to all applicable City departments and other review authorities. The comments are included in Attachment 'C'.

The following Reports and Studies were considered as part of this proposed Zoning By-law Amendment Application:

Architectural Package

Prepared by: SRM Architects, September 24, 2025

Planning Justification Report

Prepared by: Up Consulting, September 29, 2025

Community Input and Staff Responses

Staff received written responses from four community members with respect to the proposed development. The comments received are included in Attachment 'D'. A Neighbourhood Meeting was held on November 25, 2025. A summary of what we heard and staff responses are noted below.

WHAT WE HEARD



427 households (occupants and property owners) were circulated and notified.



6 people/households provided comments by email or telephone.



A City-led, virtual neighbourhood meeting was held on November 25, 2025 and approximately 6 different users logged on.

What We Heard	Staff Comment
Are sufficient parking spaces provided?	The Zoning By-law establishes the required parking rate for residential development. For a Semi-Detached Dwelling, one parking space is required for the primary unit, with an additional parking space being required for the ADU (Attached). Each side of the semi-detached dwelling has a garage and driveway, resulting in each side having two parking spaces, meeting the requirements of the Zoning By-law. The parking spaces being in tandem is permitted by the both the <i>Planning Act</i> and Zoning By-law.
Will this application set a precedent for the neighbourhood?	Every development application is reviewed on its own merit. Each development application submitted can involve different study requirements, site characteristics,

	<p>proposal details, and planning frameworks and policies that will need to be assessed.</p> <p>It should be noted that up to four dwelling units are permitted on residential properties, which can be accommodated by the existing 'RES-2' zoning.</p>
Will there be impacts to sun/shadows?	<p>The proposal is two storeys in height, which is generally consistent with the neighbouring properties, and is a height permitted by the Zoning By-law. As such, a shadow study was not deemed a submission requirement, and adverse impacts due to shadows are not anticipated.</p>
The postcard notice for the neighbourhood information meeting did not indicate that there were four units proposed.	<p>The postcard notice indicated that the application was for a 'Semi-Detached Dwelling'. Ultimately, this is the zone permission being requested. Adding a second unit to a semi-detached (and up to four units should the zone category allow) is permitted and can be done outside of a <i>Planning Act</i> application where no notice would be given. The postcard notice for the Planning and Strategic Initiatives Committee meeting, the Statutory Public Meeting, was revised to state that four units are proposed.</p> <p>Further, the ad in the newspaper stated: "a Semi-Detached Dwelling to facilitate the construction of semi-detached building with two dwelling units per side". As per the requirements of the <i>Planning Act</i>, proper notice was provided to the public.</p>

<p>How is the proposal compatible with the neighbourhood?</p>	<p>The area surrounding the subject site generally contains single detached dwellings, with denser built forms being located at the intersection to the west. Although semi-detached dwellings are not prominent in the area, semi-detached dwellings, particularly at two storeys of height as proposed, are largely consistent in appearance as single-detached dwellings. The 'Low Rise Residential' land use designation contemplates the use of semi-detached dwellings on residential lands, and the lot is of a sufficient size to accommodate this type of intensification without the need for site-specific zoning regulations.</p>
<p>Concern with loss of green space, tree canopy, and environmental concerns</p>	<p>One street tree will need to be removed to facilitate the proposed development. The City will require compensation to be paid for the loss of this tree, which will be used to plant five trees.</p> <p>Three private trees will need to be removed, which will be reviewed as per the City's Private Tree By-law.</p>
<p>There is concern that the current landlord is absent and negatively impacts site management.</p>	<p>Property maintenance matters such as snow clearing, parking, noise, and property standards are ultimately outside of the planning approval process and are governed by other City By-laws, rather than the Zoning By-law. By-law Enforcement can and should be contacted when by-laws are not followed.</p>
<p>Will my property value decrease due to this application?</p>	<p>Property values are complex and are impacted by a great variety of factors. MPAC assessments outline that up to 200 factors generally account for a property's assessed value; however, there are five primary factors: location, lot dimensions, exterior square footage, quality of construction, and age of building, adjusted for any major renovations or additions. Generally, the proposed development does not impact these five primary factors.</p>

Is the school bus stop at the corner of Wimbledon Crescent and Lorraine Avenue of concern?	The Waterloo Region District School Board was contacted to confirm if there were concerns with the proposal as it relates to the school bus stop location. The WRDSB confirmed that there were no concerns.
Too many occupants will be permitted.	The Building Code establishes that maximum occupancy of a building is two people per bedroom. As the proposal consist of two three-bedroom dwelling units and two two-bedroom dwelling units, the hypothetical maximum occupancy is 20 people. The Building division does not have concerns with the number of occupants.

Planning Conclusions

In considering the foregoing, staff are supportive of the Zoning By-law Amendment Application. Staff are of the opinion that the application is consistent with policies of the PPS, conforms to the ROP and the OP, and represents good planning. Staff recommends that the application be approved. The proposed application represents an opportunity to provide gentle intensification that helps to address a need for housing in our community.

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

Capital Budget – The recommendation has no impact on the Capital Budget.

Operating Budget – The recommendation has no impact on the Operating Budget.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City's website with the agenda in advance of the council / committee meeting.

CONSULT – If applicable.

PREVIOUS REPORTS/AUTHORITIES:

- [Planning Act, R.S.O. 1990, c.P.13](#)
- [Provincial Planning Statement, 2024](#)
- [Region of Waterloo Official Plan](#)
- [City of Kitchener Official Plan](#)
- [Draft City of Kitchener Official Plan \(Kitchener 2051\)](#)
- [City of Kitchener Zoning By-law 2019-051](#)

REVIEWED BY: Tina Malone-Wright, Manager of Development Applications

APPROVED BY: Justin Readman, General Manager Development Services Department

ATTACHMENTS:

Attachment A1 – By-law to amend Zoning By-law 2019-051

Attachment A2 – Map No. 1

Attachment B – Newspaper Notice

Attachment C – Department and Agency Comments

Attachment D – Public Comments

Attachment E – Site Plan

PROPOSED BY – LAW
_____, 2025
BY-LAW NUMBER ____
OF THE
CORPORATION OF THE CITY OF KITCHENER
(Being a by-law to amend By-law 2019-051, as amended, known as
the Zoning By-law for the City of Kitchener – Christopher Michael Haliburton
– 7 Wimbledon Crescent)

WHEREAS it is deemed expedient to amend By-law 2019-051 for the land
specified above;

NOW THEREFORE the Council of the Corporation of the City of Kitchener
enacts as follows:

1. Zoning Grid Schedule Number 226 of Appendix “A” to By-law Number 2019-051
is hereby amended by changing the zoning applicable to the parcel of land
specified and illustrated as Area 1 on Map No. 1, in the City of Kitchener,
attached hereto, from Low Rise Residential Zone 2 (RES-2) to Low Rise
Residential Zone Four (RES-4).

PASSED at the Council Chambers in the City of Kitchener this _____ day of
_____, 2025.

Mayor

Clerk

NOTICE OF PUBLIC MEETING

for a development in your neighbourhood

7 Wimbleton Crescent



Concept Drawing



Low Rise
Residential



To Permit a
Semi-detached
Dwelling



4 Units

Have Your Voice Heard!

Planning & Strategic Initiatives Committee

Date: **January 5, 2026**

Location: **Council Chambers,
Kitchener City Hall
200 King Street West
or Virtual Meeting**

Go to **[kitchener.ca/meetings](https://www.kitchener.ca/meetings)**
and select:

- Current agendas and reports
(posted 10 days before meeting)
- Appear as a delegation
- Watch a meeting

To learn more about this project, including
information on your appeal rights, visit:

**[www.kitchener.ca/
PlanningApplications](https://www.kitchener.ca/PlanningApplications)**

or contact:

Evan Wittmann, Senior Planner
evan.wittmann@kitchener.ca
519.783.8523

The City of Kitchener will consider a Zoning By-law Amendment Application to amend Zoning By-law 2019-051 to change the Zone Category from 'Low Rise Residential Two Zone (RES-2)' to 'Low Rise Residential Four Zone (RES-4)' to permit a Semi-Detached Dwelling with one Additional Dwelling Unit (ADU) (Attached) on each side, for a total of four units on the subject property.

City of Kitchener

PRE-SUBMISSION CONSULTATION COMMENT FORM

Comments Of: Transportation

Commenter's Name: Dave Seller

Email: Dave.Seller@kitchener.ca

Phone: (519) 783-8152

Date of Comments: October 21, 2025

Address: 7 Wimbledon Crescent (ZBA)

I plan to attend the meeting (questions/concerns/comments for discussion)

1. Site Specific Comments and Issues:

- Ensure that internal garage dimensioning adheres to city requirements and is noted on the plan.
- Parking space length should be noted as 5.5 m.

2. Plans, Studies and Reports to submit as part of a complete Planning Act Application:

- N/A.

3. Anticipated Requirements of full Planning Application Approval:

- N/A.

4. Policies, Standards and Resources:

- [Urban Design Manual](#)

5. Anticipated Fees:

- N/A.

Project Address: 7 Wimbleton Crescent

Application Type: Zoning By-law Amendment ZBA25/026/W/EW

Comments of: Environmental Planning – City of Kitchener

Commenter's Name: Carrie Musselman

Email: carrie.musselman@kitchener.ca

Phone: 519-783-8940

Date of Comments: October 28, 2025

1. Plans, Studies and Reports submitted as part of a complete Planning Act Application:

- 7 Wimbleton Crescent, City of Kitchener, Tree Management Plan, Sheet L1, prepared by Hill Design Studio, dated Sept 18, 2025.

2. Site Specific Comments & Issues:

I have reviewed the plan noted above to support a zoning bylaw amendment that would permit a semi-detached dwelling with two units per side on the property, and note:

- There are five trees located on the subject property and one within the boulevard in front of the property. The tree within the boulevard across the street was also included in the inventory.
- Tree ID #4 (White Spruce, Fair Condition) and #5 (Black Walnut, Fair Condition) both located in the rear yard are recommended to remain. Remaining trees will be required to have tree protection fencing installed to protect them during construction.
- To facilitate the redevelopment of the property three of the five trees are recommended to be removed, they are:
 - Tree ID #2 (Colorado Spruce, Excellent Condition) located in the front yard (dripline was not shown on plan).
 - #3 (Cherry Species, Fair Condition) located in the rear yard close to the proposed building.
 - #7a (White Spruce, Fair Condition) located in the front yard against the current building.

Environmental Planning staff can support the Zoning By Law Amendment. To compensate for tree loss it is recommended that replacement trees be installed once construction/site grading has been completed.

City of Kitchener

Zone Change / Official Plan Amendment Comment Form

Address: 7 Wimbleton Crescent
Owner: Christopher Michael Haliburton
Application: ZBA25/026/W/EW

Comments Of: Park Planning
Commenter's Name: Simon Latam
Email: simon.latam@kitchener.ca
Phone: 519-783-8030
Date of Comments: October 29, 2025

1. Documents Reviewed:

A Zoning By-law Amendment is proposed to rezone 7 Wimbleton Crescent to a low rise, residential zone that permits semi-detached dwellings. This application is required to facilitate the construction of a semi-detached building with two units per side.

- Architectural Package dated September 24, 2025
- Tree Management Plan dated September 18, 2025

2. Site Specific Comments & Issues:

Parkland Dedication

- In accordance with the Planning Act, City of Kitchener Bylaw 2022-101 and the Park Dedication Policy, Parkland Dedication will not be required for the application.
- **When the severance occurs**, and a new parcel is established, Parkland Dedication will be required for the subject site on that new parcel.
- Because a severance will be required, the parkland dedication requirement will **be deferred** at the Zoning By-law Amendment application(s) and assessed at a future Consent or Building Permit Application. Parkland dedication will be assessed based on the land use class(es) and density approved through the ZBA and required as a condition of Site Plan Approval. **Parkland dedication will be taken as cash-in-lieu of land.**
- Dedication requirements are subject to the Park Dedication Bylaw, Policy and rates in effect.
- If any questions regarding parkland dedication, please contact the above-noted Parks staff for clarification.

3. Comments on Submitted Documents

- There is an existing City-owned street tree located on Wimbleton Crescent that will be impacted by the proposed development. The one City tree (#1 in the TPEP; City TREEID#189705) requires removal due to the significant encroachment into its tree protection zone. While alternative designs were considered, none were feasible to preserve the tree, and as a result, Forestry has approved its removal.

City of Kitchener
Zone Change / Official Plan Amendment Comment Form

- The replacement ratio for a tree of this size (measured at 48 cm DBH) is 5:1. The compensation rate is \$1,800 per replacement tree, therefore, the total cash in lieu compensation required is \$9,000. These funds will be allocated to plant 5 City trees to compensate for the loss of local canopy cover. Applicants are also required to cover the cost of the physical tree removal, stumping, and disposal. Tree removal must be carried out prior to construction and must be completed by a contractor certified by the International Society of Arboriculture (ISA), or approved equivalent qualification.
- The compensation will **be deferred** at the Zoning By-law Amendment application(s) and due at a future Consent or Building Permit Application.

4. Policies, Standards and Resources:

- Kitchener Official Plan
- City of Kitchener Park Dedication Bylaw 2022-101 and Park Dedication Policy
- City of Kitchener Development Manual
- Cycling and Trails Master Plan (2020)
- Chapter 690 of the current Property Maintenance By-law
- Places & Spaces: An Open Space Strategy for Kitchener
- Multi-Use Pathways & Trails Masterplan
- Urban Design Manual

5. Anticipated Fees:

- Parkland Dedication paid as cash in lieu of land prior to Consent or Building Permit Application according to the Parkland Dedication Bylaw and Policy in effect.
- Forestry compensation for the City owned tree in the amount of **\$9,000.00** will be due at time of future Consent or Building Permit Application.

Evan Wittmann

From: Nolan Beatty
Sent: Tuesday, October 28, 2025 3:45 PM
To: Evan Wittmann
Subject: RE: Circulation for Comment - 7 Wimbledon Crescent (ZBA)
Attachments: Agency Circulation Letter - 7 Wimbledon Crescent.pdf

Hey Evan,

Engineering has no formal comments/concerns/requirements for this application (ZBA25/026/W/EW). The ZBA application proposal aligns with the pre-submission application submitted earlier this year.

For note, the standard Engineering request for a Functional Servicing Report and Water Distribution Report has been waived, as the proposal aligns with the newly implemented City Official Plan and Zoning By-law Amendments to enable up to four dwelling units on residential lots in Kitchener. This has been confirmed with Kitchener Utilities (water) and the Sanitary and Stormwater Utility (sanitary).

Engineering will implement conditions through Committee of Adjustment (Severance), at a later date.

Let me know if you have any questions.

Thanks,
Nolan Beatty, CET

Engineering Technologist, Development Engineering | Engineering Division | City of Kitchener
1-519-783-8307 | TTY 1-866-969-9994 | nolan.beatty@kitchener.ca



Evan Wittmann

From: Tierra Henhawk <acmaa@sixnations.ca>
Sent: Tuesday, October 28, 2025 10:31 AM
To: Evan Wittmann
Cc: Christine Kompter
Subject: RE: Circulation for Comment - 7 Wimbledon Crescent (ZBA)

You don't often get email from acmaa@sixnations.ca. [Learn why this is important](#)

Sge:no/Hello Evan,

Given the heavily developed and previously disturbed nature of the site, an archaeological assessment is deemed unnecessary. Please ensure the archaeological warning clause is referenced in the file.

Nya:weh! / Thank You!

Sincerely,

Tierra Henhawk

Archaeology Community Monitor Administrative Assistant

Six Nations of the Grand River (SNGR)
Lands and Resources Department
2498 Chiefswood Road, Ohsweken ON
(T) 519-445-2205 ext: 5465
Lands & Resources Department (T) 519-753-0665
acmaa@sixnations.ca



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From: Tierra Henhawk
Sent: October 28, 2025 10:04 AM
To: 'evan.wittman@kitchener.ca'
Cc: 'Christine Kompter'
Subject: RE: Circulation for Comment - 7 Wimbledon Crescent (ZBA)

Sge:no/Hello Evan,

Given the heavily developed and previously disturbed nature of the site, an archaeological assessment is deemed unnecessary. Please ensure the archaeological warning clause is referenced in the file.

Nya:weh! / Thank You!

Sincerely,

Tierra Henhawk

[Archaeology Community Monitor Administrative Assistant](#)

Six Nations of the Grand River (SNGR)

Lands and Resources Department

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PLANNING, DEVELOPMENT &
LEGISLATIVE SERVICES

150 Frederick Street, 8th floor
Kitchener Ontario N2G 4J3 Canada
Telephone: 519-575-4400
Fax: 519-575-4449
www.regionofwaterloo.ca

Will Towns: 519-616-1868
File: C14/2/25026

November 17, 2025

Evan Wittman
Senior Planner
City of Kitchener
200 King Street West, 6th Floor
P.O. Box 1118, Kitchener, ON
N2G 4G7

Dear Mr. Wittman,

**Re: Zoning By-law Amendment
ZBA25/026/W/EW
7 Wimbleton Crescent
BDRP Inc. c/o Up Consulting Ltd.
City of Kitchener**

Regional staff have received a zoning by-law amendment (ZBA) application pertaining to lands at 7 Wimbleton Crescent in the City of Kitchener. The applicant proposes to demolish an existing fire-damaged duplex and redevelop the property with a side-split semi-detached dwelling that includes secondary (one-bedroom basement) units on each side. Four units in total are proposed with four parking spaces provided, inclusive of garage space.

The subject lands are located in the Urban Area and Delineated Built Up Area in the Regional Official Plan (ROP); designated Low Rise Residential in the City's Official Plan; and zoned Low Rise Residential Two (RES-2). The ZBA seeks to amend the zoning from RES-2 to RES-4 to permit the semi-detached built form in absence of any site-specific provisions.

Regional staff provided comments on the related pre-submission application in April 2025, and have now had the opportunity to review the formal application. The following technical comments are provided for consideration by the City and applicant.

Hydrogeology and Source Water Protection

The subject lands are located in a Wellhead Protection Sensitivity Area (WPSA) as denoted on Map 6 of the ROP, and within a source protection area identified in the Clean Water Act 2006 and 2025 Grand River Source Protection Plan, but not within an area where a Risk Management Plan or prohibition policies implemented by the Region

apply. A Notice of Source Protection Plan Compliance (Section 59 Notice) is not required for this application.

In accordance with the Region's Council-endorsed position on geothermal energy, vertical closed-loop geothermal energy systems are prohibited at this location. At pre-submission, it was indicated that vertical open-loop systems may be permitted subject to the Region's acceptance of a satisfactory hydrogeological study assessing risk to nearby municipal drinking water supply wells as part of a complete ZBA application.

As no hydrogeological study has been submitted with this application, Regional staff request that the prohibition on open-loop geothermal energy systems be written into the amending zoning by-law for the subject property alongside the vertical closed-loop prohibition. Please note that shallow horizontal geothermal design is permitted at this location.

Required wording for the prohibition is as follows:

Geothermal wells are prohibited on-site. A geothermal well is defined as a vertical well, borehole or pipe installation used for geothermal systems, ground-source heat pump systems, geo-exchange systems or earth energy systems for heating or cooling; including open-loop and closed-loop vertical borehole systems. A geothermal well does not include a horizontal system where construction or excavation occurs to depths less than five meters unless the protective geologic layers overlaying a vulnerable aquifer have been removed through construction or excavation.

Water & Wastewater Services

Please note that the proposed application is still under review by the Region's Water and Wastewater Infrastructure Management team. Further comments will follow as soon as possible.

Grand River Transit (GRT) – Advisory

The subject property is well-served by transit. GRT Route 204 operates nearby on Lackner Boulevard (Regional Road No. 54), with bi-directional stops located 230-240 metres from the subject lands. GRT has no transit requirements associated with this application.

Waste Management (Collections) – Advisory

Regional staff have reviewed the proposal in relation to waste collection services delivered by the Region. As the semi-detached structure is proposed to have two driveways and contains fewer than six residential units, all new dwelling units referenced in this application would be eligible to receive curbside waste collection provided by the Region.

Should the applicant have further questions about the eligibility of these proposed properties, please feel free to reach out to Regional Waste Coordinator Phil Barakoski at pbarakoski@regionofwaterloo.ca.

Environmental Threats – Advisory

For the City's awareness, the Region's Threats Inventory Database identifies no potential threats of contamination on or adjacent to the subject lands associated with documented land uses on the site.

Fees

In accordance with Regional Fees By-law 24-052, Regional staff acknowledge receipt of the required \$3,000 ZBA review fee from the applicant (received October 27, 2025). No additional fees are required.

Conclusions & Next Steps

As per the foregoing, the Region requests that City of Kitchener Council does not consider the proposed application until such as time as Regional Water and Wastewater Services comments have been provided. These will follow as soon as possible.

Please be advised that any future development on the lands subject to the above-noted application will be subject to the provisions of Regional Development Charge By-law 19-037 or any successor thereof.

Please accept this letter as our request for a copy of the decision pertaining to this application. Should you have any questions, do not hesitate to contact the undersigned.

Yours truly,



Will Towns, MCIP, RPP
Senior Planner

Cc: Christopher Haliburton, BDRP Inc. (Owner)
David Galbraith, Up Consulting Ltd. (Applicant)

Evan Wittmann

From: Planning <planning@wcdsb.ca>
Sent: Wednesday, October 29, 2025 9:32 AM
To: Evan Wittmann
Subject: Fw: Circulation for Comment - 7 Wimbledon Crescent (ZBA)

Good morning,

The Waterloo Catholic District School Board has reviewed the subject application and based on our development circulation criteria have the following comments/conditions:

1. That any Education Development Charges shall be collected prior to the issuance of a building permit(s).

Thank you.

Kind regards,

Isabelle Lung Ler | Planning Technician

P 519-578-3677 x 2355 | wcdsb.ca



**Waterloo Catholic
District School Board**
Quality, Inclusive, Faith Based Education

From: Planning
Sent: Wednesday, October 29, 2025 9:30 AM
To: evan.wittman@kitchener.ca
Subject: Fw: Circulation for Comment - 7 Wimbledon Crescent (ZBA)

Good morning,

The Waterloo Catholic District School Board has reviewed the subject application and based on our development circulation criteria have the following comments/conditions:

1. That any Education Development Charges shall be collected prior to the issuance of a building permit(s).

Thank you.

Evan Wittmann

From: KIM CORNISH <[REDACTED]>
Sent: Friday, November 28, 2025 1:53 AM
To: Evan Wittmann
Subject: Fw: Formal letter of Concern Regarding Proposed Development at 7 Wimbledon Cr. Kitchener

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Evan,

Further attending the neighbourhood meeting held on November 25th I am writing to express formal concern regarding the proposed development application at 7 Wimbledon Cr. Kitchener. My husband and myself reside at [REDACTED] Wimbledon Cr. and have a vested interest in the character, safety and infrastructure of the surrounding neighbourhood.

While we support growth within the City of Kitchener, the current proposal, which requires a Zoning By-Law Amendment to change the designation from Zone 2 to Zone 4, raises several specific issues that we believe must be addressed before approval is granted:

1) Discrepancy in Public Notice Documentation

The initial public notice of development circulated to the neighbourhood indicated that the proposal involved a semi-detached dwelling. Not until attending the zoom meeting was it advised that the application proposes a four-unit structure with a legal occupancy of up to 20 people. This significant discrepancy in the documentation provided to residents is concerning, as it misled the community regarding the true scope and density of the development being planned under the requested Zone 4 designation. We request clarification on why this contradictory information was disseminated and request confirmation that **new notices accurately reflecting the proposed four-unit structure be sent to the neighbourhood.**

2) Zoning Incompatibility and Massing (Zone 2 to Zone 4)

The proposed change in zoning from the current Zone 2 (low-density residential to the requested Zone 4 (multi -unit/higher density) is fundamentally inconsistent with the established side split and two- storey detached character of the immediate area and sets a concerning precedent.

Specifically:

- **Zoning Change Justification:** We strongly question the planning rationale for amending the zoning to Zone 4, which enables a density and scale that conflicts with the low-rise character established by Zone 2 in the surrounding neighborhood.
- **Building Height:** The proposed height at 7 Wimbledon Cr. will result in significant shadowing, loss of privacy, loss of sunlight for neighbouring Zone 2 properties.

- **Setbacks:** The proposed setbacks from the property line do not appear adequate under a Zone 4 designation to maintain a comfortable visual and spatial separation from the existing Zone 2 homes.

3. Property Boundary and Easement Discrepancy

We have concerns regarding the accuracy of the proposed property line shown in the application documentation, specifically concerning the boundary shared with our property. An existing fence at side property line may be encroaching, and we are concerned that the plans do not fully account for or acknowledge a potential **easement or right-of-way** discrepancy affecting the buildable area. We request that a formal survey be conducted and reviewed by the Planning Department to confirm the exact property line and resolution of any potential easement issues before permits are considered.

4. Parking and Site Access

The current provision for 2 shared single driveways for on-site parking spaces is insufficient for a development of this size and will inevitably lead to increased overflow parking on our street. We request a reassessment of the parking ratio, including consideration for visitor parking and electric vehicle charging capacity.

5. Loss of Green Space, Tree Canopy, and Environmental Impact

The plan involves a removal of existing trees, on the private property, a mature blue spruce in the front yard. Furthermore, the proposal requires the removal of a City-owned boulevard tree to facilitate the site access/driveway. We urge the Planning Department to consider the significant cumulative loss of mature tree canopy and the resulting environmental impact, including:

6. Site Management and Maintenance Precedent

We have serious concerns about the long-term management of a high-density Zone 4 property based on the applicant's history as an absentee landlord/owner of the current residential property. The previous lack of due diligence in essential property maintenance, such as **timely snow removal, general landscaping, upkeep of the existing two-unit structure**], creates a lack of confidence that the applicant can adequately manage the increased complexity and demand of a much larger multi-unit building, potentially leading to blight and ongoing maintenance issues that negatively impact the streetscape. **City of Kitchener records will reflect numerous infractions over several years with complaints from surrounding neighbours.**

7. Devaluation of Surrounding Property Values

The significant shift in density and scale necessitated by the Zone 4 designation, particularly the proximity of a large multi-unit building to existing Zone 2 detached homes, is highly likely to negatively impact the market value and desirability of surrounding properties. The cumulative effects of increased noise, traffic, shadowing, and loss of privacy directly contribute to this devaluation. We request the Planning Department explicitly evaluate the financial externalities this proposed change imposes on current property owners.

We request the opportunity to review the updated plans and provide further input once these critical concerns have been addressed. We also request to be notified of any public meetings or Planning Committee dates related to this file.

Thank you for considering our concerns regarding this significant development proposal. We look forward to your detailed response and confirmation of our involvement in the next stages of the review process.

Sincerely,

Kim & Rod Cornish

[REDACTED]

[REDACTED]

[REDACTED]

Evan Wittmann

From: Blake Schwartz <[REDACTED]>
Sent: Saturday, November 29, 2025 2:06 PM
To: Evan Wittmann
Cc: Scott Davey
Subject: Concurrred - Formal letter of concern - Re proposed Development at 7 Wimbledon Cres Kitchener
Attachments: Development on Wimbledon.jpeg; Develop. Wimbledon 2.jpeg
Follow Up Flag: Follow up
Flag Status: Flagged

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

Evan Wittmann And Scott Davey,

Hello gentlemen,

Seems to be some inaccurate information that was brought to my attention regarding the development at 7 Wimbledon Cres. Kitchener.

The unit to be built **is not** a semi-detached building as reflected on the notice, but a 4 unit building with shared parking.

Attached is a statement I concur with.

Todays date : November 29, 2025.

Regards,

Blake Schwartz

[REDACTED]
[REDACTED]
[REDACTED]

Evan Wittmann

From: Erika Strauss <[REDACTED]>
Sent: Thursday, December 4, 2025 7:03 PM
To: Evan Wittmann
Subject: Proposed Development at 7 Wimbledon cr Kitchener

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from [REDACTED]. [Learn why this is important](#)

Erika Stauss ([REDACTED])

Dear Evan I live on [REDACTED] Wimbledon Cr and I very much concerned about this proposal.

First the notice I received stated that this will be a SEMI now the proposal is a QUAD. This is a big discrepancy and not acceptable.

Since this proposal will call for a rezoning what does this mean for my property as well as taxes.

My concern is the density ,parking,water run off after heavy rain. There will not be sufficient ground to soak up the Water.

Snow removal is also a problem. The side walk is not attended .

The owner does not live there and with this proposal he will be an absentee landlord.

Visually it is not compatible with the established side split bungalows and two storey houses.

I would like to be informed of any updates and plans of revision.

Sincerely,
Erika Strauss

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
|

Evan Wittmann

From: from Sheri <[REDACTED]>
Sent: Sunday, November 30, 2025 9:38 PM
To: Evan Wittmann; Scott Davey
Subject: Re: Concurred - Formal letter of concern - Re proposed Development at 7 Wimbledon Cres Kitchener

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

Good evening, I am also concerned with the negative impact this development will have.

Sheri Schwartz
[REDACTED]

From: Blake Schwartz
Sent: Saturday, November 29, 2025 2:06:32 PM
To: evan.wittmann@kitchener.ca
Cc: scott.davey@kitchener.ca
Subject: Concurred - Formal letter of concern - Re proposed Development at 7 Wimbledon Cres Kitchener

Evan Wittmann And Scott Davey,

Hello gentlemen,

Seems to be some inaccurate information that was brought to my attention regarding the development at 7 Wimbledon Cres. Kitchener.

The unit to be built **is not** a semi-detached building as reflected on the notice, but a 4 unit building with shared parking.

Attached is a statement I concur with.

Todays date : November 29, 2025.

Regards,

Blake Schwartz
[REDACTED]

Evan Wittmann

From: holly hollingsworth <[REDACTED]>
Sent: Friday, November 21, 2025 5:46 AM
To: Scott Davey; Evan Wittmann
Subject: Response to proposed development at 7 Wimbledon Cres.

Follow Up Flag: Follow up
Flag Status: Flagged

Scott & Evan;

I am writing to express my concerns about the proposed development at 7 Wimbledon Crescent in Kitchener. I am particularly concerned that this property will go from the original plan of a single family home to a four plex. This will be 4 times the residents than the area was planned for. Will the plan include sufficient parking spots for the 4 units? As many to most families have 2 vehicles does the plan include 8 parking spots or will they be adding to the parking issue on the street. I ask because with winter coming it weighs heavy on my mind that there could be issues with street parking effecting the clearing of snow.

Should this plan be approved, will it set a precedent for others on the street to follow suit? Could this would lead to 4 times the people on our little crescent. Children often play on our quiet road. More people coming and going could steal away from them a place to play, and form a community.

How will the height of the building change the sunlight and shades to the neighbours. Getting light is a form of luxury in especially during the winter months. Could this proposed plan steal light from the other homes in the area?

If the home owner wants to tear down and rebuild, the replacement could be a legal duplex for 2 families, as it was before.

Thanks for considering my thoughts,
Holly & Thomas Hollingsworth
Jason Lord

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Evan Wittmann

From: holly hollingsworth <[REDACTED]>
Sent: Sunday, November 30, 2025 7:41 AM
To: Evan Wittmann
Subject: Questions

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Evan;
Thank you for sharing the recording of the meeting. It was very informative.

Did you know where the consultant, Up Consulting is located. I am asking as I am struggling with the parking situation. It is my experience that most families have one vehicle. We will now have the potential for 2 families to share parking spaces behind one another. So for convenience, one will end up parking on the street. On our section of Wimbledon, many homes have grown children which means more cars and juggling of parking. One neighbour yelled at me at I dared to park on his spot on the street! It is my experience that most families have multiple vehicles.

How long should the project take to complete?

In the presentation, you stated that the area is currently res-2 and to change to res-4. What is a res-3?

The presentation stated that the building code allows for 2 people per bedroom. How would you know how many are per bedroom? What would be the consequence if this regulation is broken?

Is the current home a legal duplex?

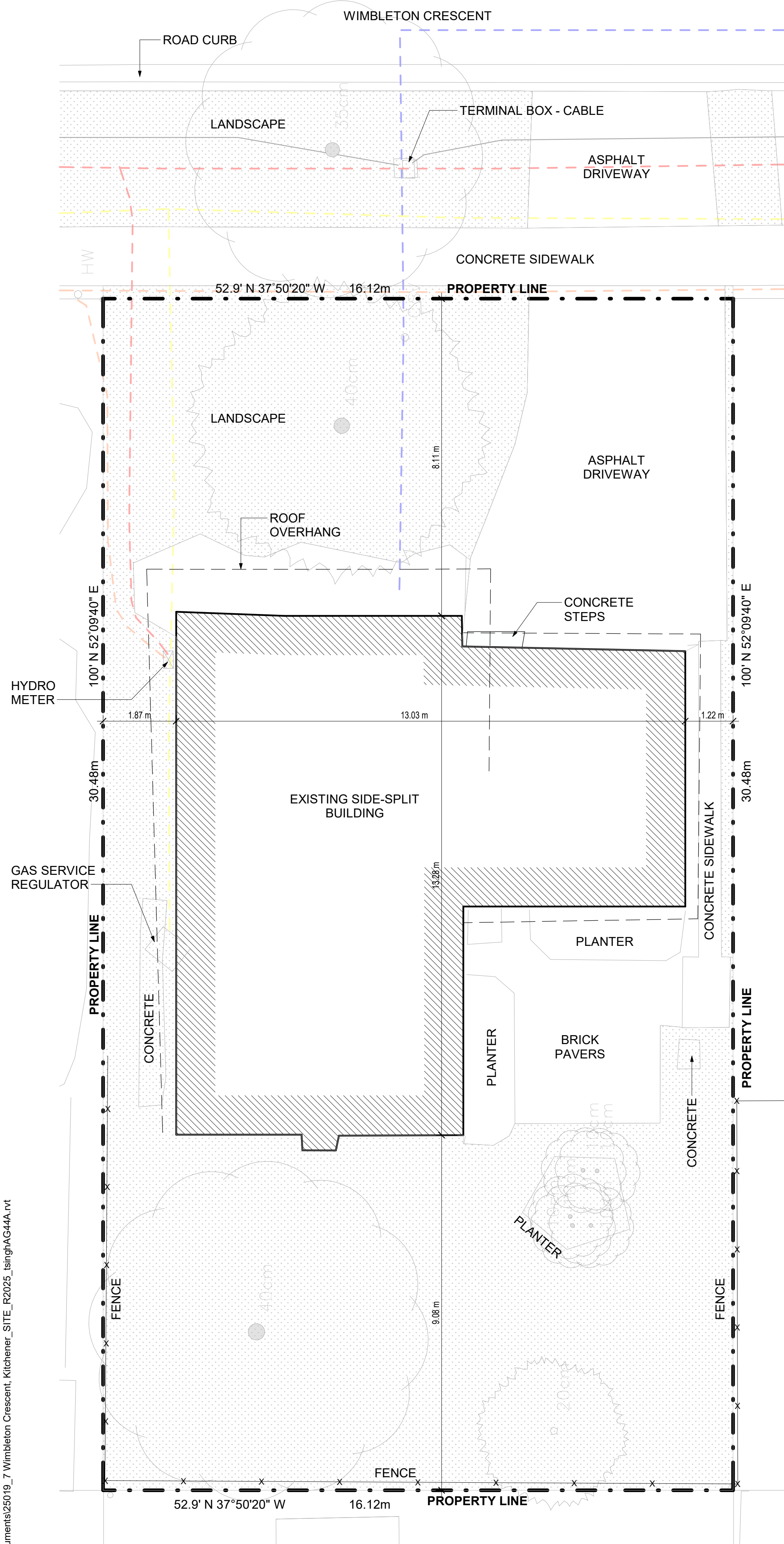
Given the recent fire in Brampton, I feel many people are concerned and on edge about the number and safety of multiple unit structures.

Thanks for your time,
Holly Hollingsworth

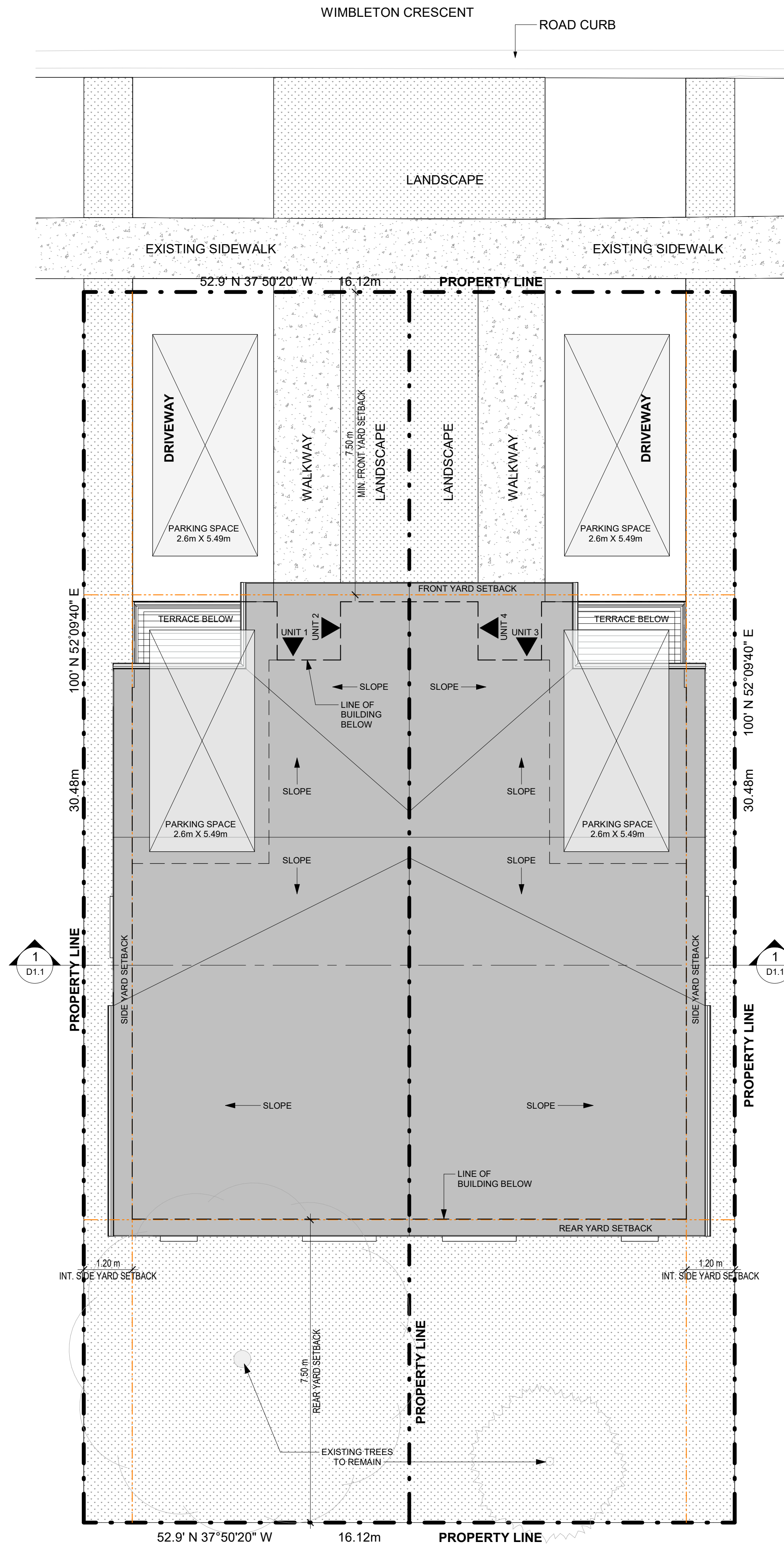
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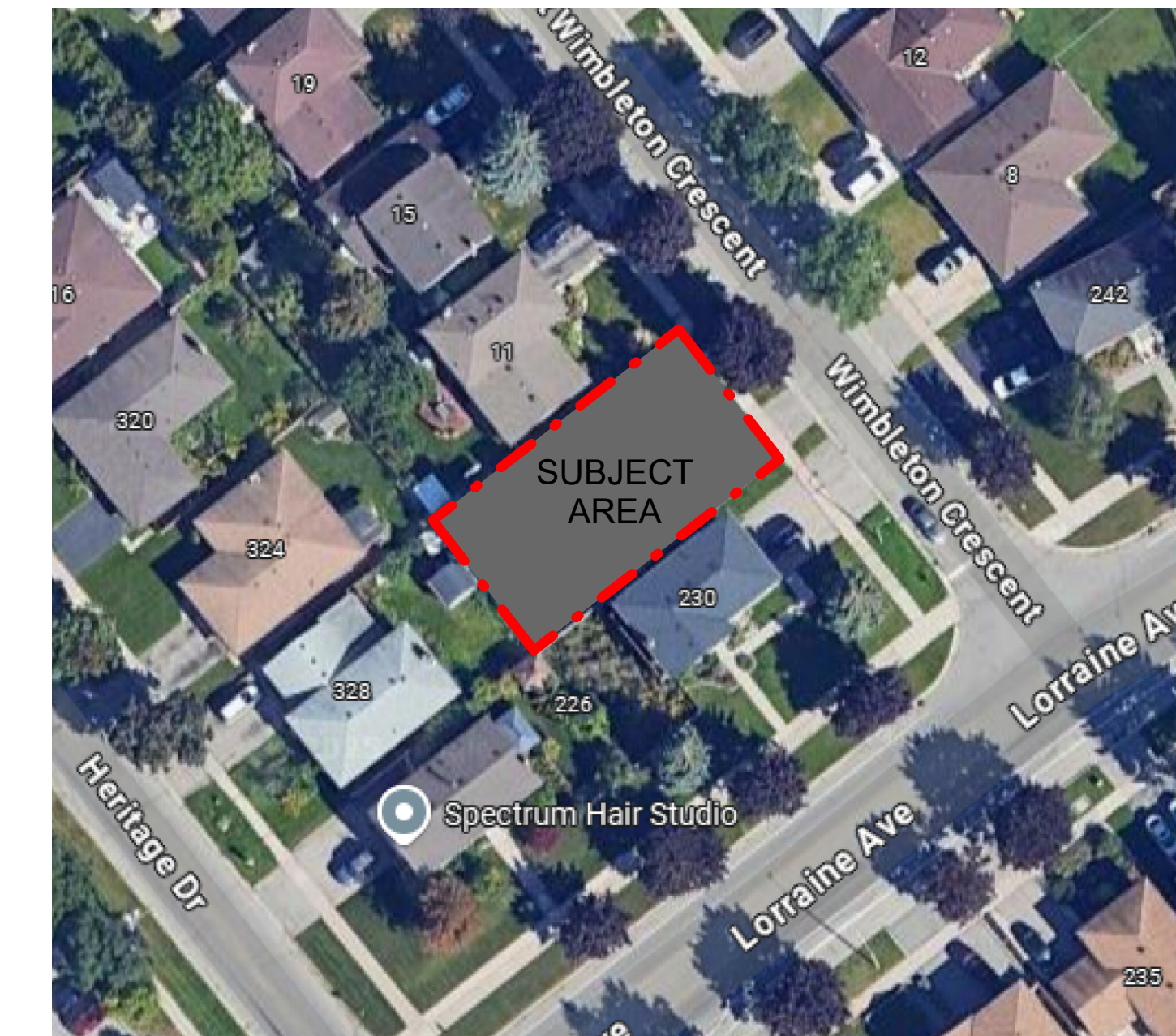
C:\Users\lshingh\Documents\25019_7 Wimbleton Crescent, Kitchener_SITE_R2025_Isingh\ACG44A.rvt



3 EXISTING SITE CONDITION
1:75



2 SITE PLAN
1:75



4 KEY PLAN
N.T.S.

SEMI-DETACHED DWELLING UNIT

*Re-zoning required

SITE DATA

7 Wimbleton Crescent, Kitchener, ON

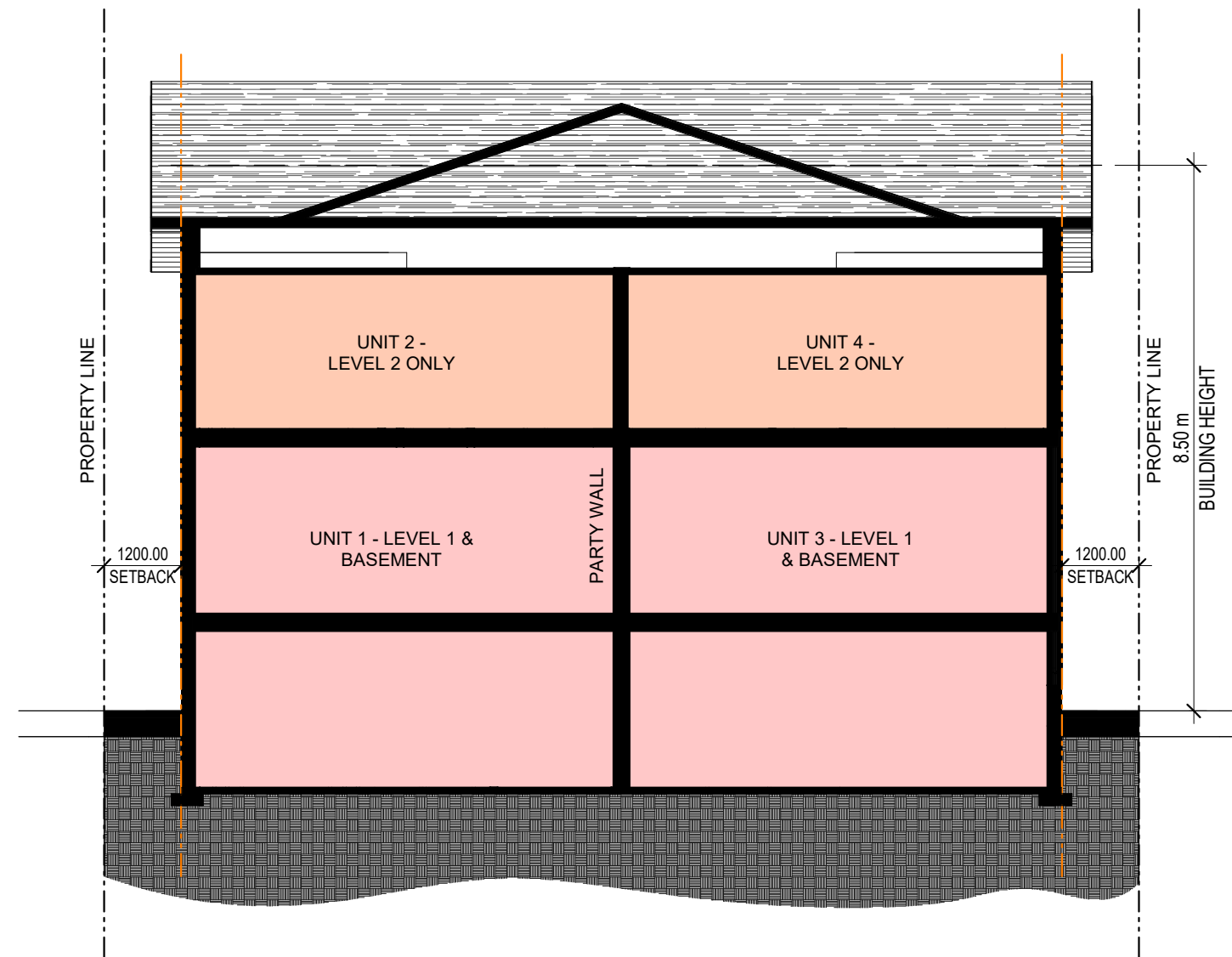
DATA	CURRENT	PROPOSED	PROVIDED
ZONING	RES-2 (Existing Zoning)	RES-4*	RES-4*
LOT AREA (m²) MINIMUM	411 (m²)	210 (m²)	245.7 (m²)
LOT WIDTH (m²) MINIMUM	13.7 (m)	7.5 (m)	8.06 (m)
FRONT YARD (m)	4.5 (m)	7.5 (m)	7.5 (m)
INTERIOR SIDE YARD (m)	1.5 (m)	1.2 (m)	1.2 (m)
EXTERIOR SIDE YARD (m)	1.5 (m)	1.2 (m)	1.2 (m)
REAR YARD (m)	7.5 (m)	7.5 (m)	7.5 (m)

BUILDING DATA

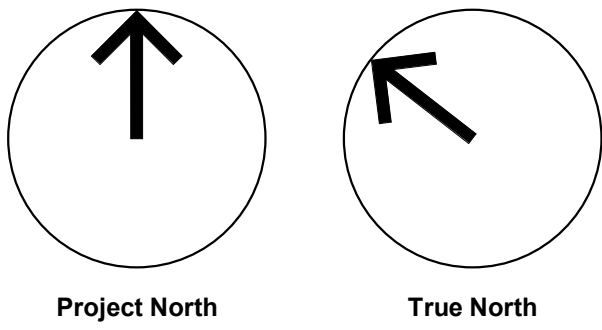
DATA	CURRENT	PROPOSED	PROVIDED
TOTAL DENSITY (# of units)	- (units)	- (units)	4 (units)
BUILDING AREA (m²)	- (m²)	- (m²)	205.2 (102.6 x 2) (m²)
GROSS FLOOR AREA (m²)	- (m²)	- (m²)	499.8 (249.9 x 2) (m²)
NUMBER OF STOREYS	3 (MAX.)	3 (MAX.)	2
BUILDING HEIGHT (m)	11 (m) MAX.	11 (m) MAX.	8.5 (m)
MAXIMUM LOT COVERAGE (%)	55 (%)	55 (%)	41.7 (%)

VEHICLE PARKING DATA

DATA	CURRENT	PROPOSED	PROVIDED
RESIDENTIAL PARKING	1 / units	1 / units	4 spaces
TOTAL			4



1 SCHEMATIC SECTION
1:100



GENERAL NOTES

- 1 Do not scale drawings. Written dimensions shall have precedence over scaled dimensions.
- 2 All work shall comply with the 2012 Ontario Building Code and amendments.
- 3 Contractors must check and verify all dimensions and specifications and report any discrepancies to the architect before proceeding with the work.
- 4 All contractors and sub-contractors shall have a set of approved construction documents on site at all times.
- 5 All documents remain the property of the architect. Unauthorized use, modification, and/or reproduction of these documents is prohibited without written permission. The contract documents were prepared by the consultant for the account of the owner.
- 6 The material contained herein reflects the consultants best judgement in light of the information available to him at the time of preparation. Any use which a third party makes of the contract documents, or any reliance on or decisions to be made based on them are the responsibility of such third parties.
- 7 The consultant accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on the contract documents.

SITE PLAN LEGEND

---	PROPERTY LINE
---	BUILDING SETBACKS
▶	PRIMARY ENTRANCE TO UNITS
---	DRIVEWAY
---	LANDSCAPE AREA
---	WALKWAY
---	EXISTING WATERMAIN
---	EXISTING HYDRO
---	EXISTING FIBER OPTIC CABLE
---	EXISTING GAS

No.	Date	Revision
-----	------	----------

Client:

Project Name / Address:

Wimbleton Residences
7 Wimbleton Crescent,
Kitchener

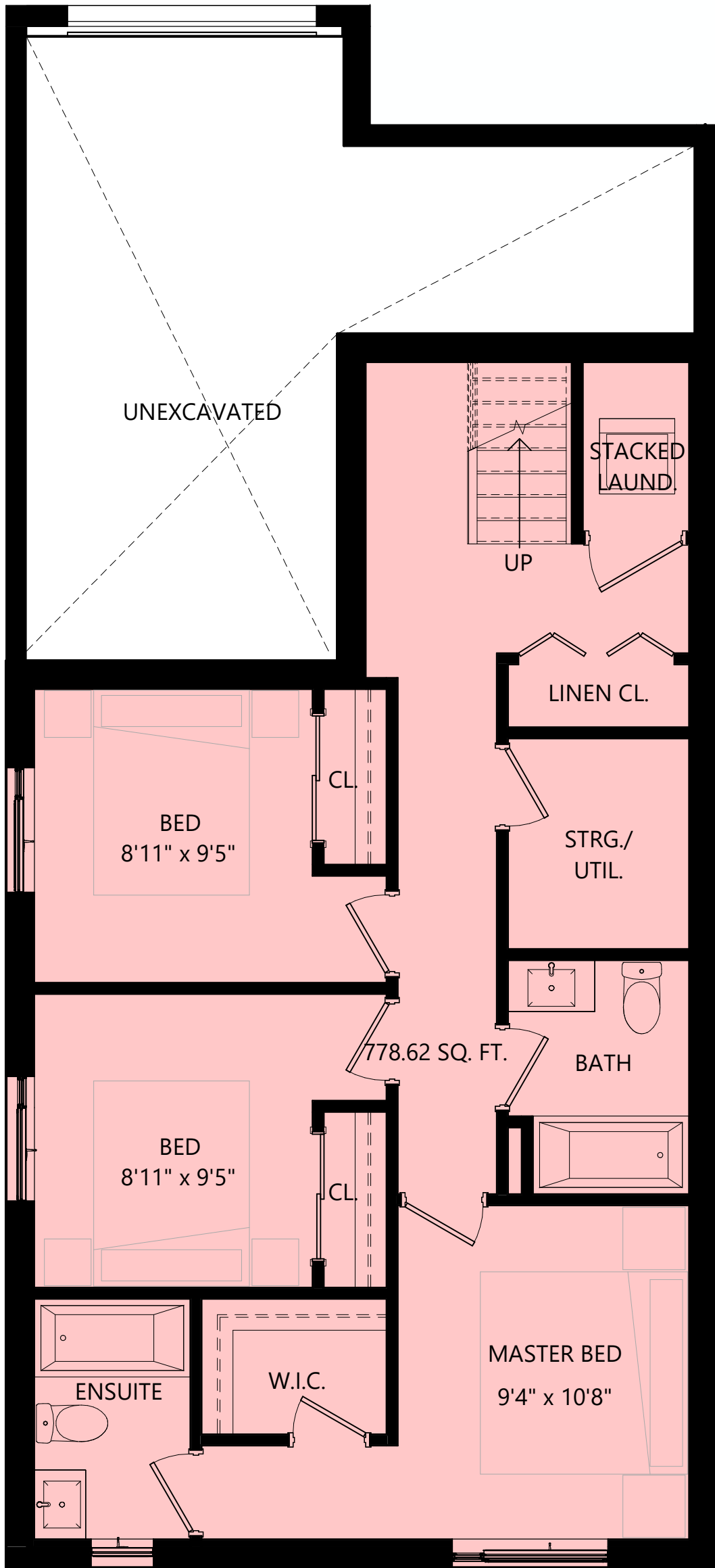
SRM
architects+
urban*designers

SITE PLAN

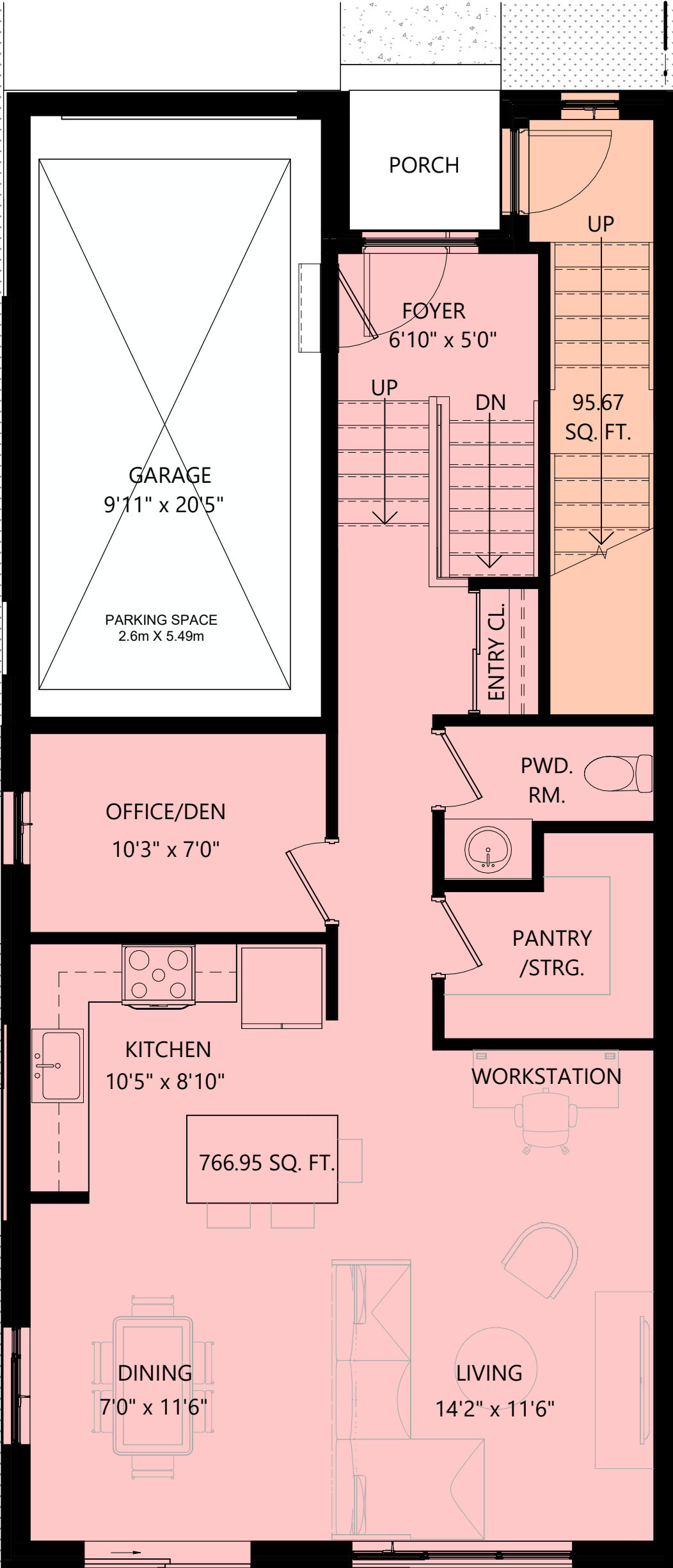
Ontario Association OF ARCHITECTS JENNIFER HALIBURTON LICENCE 8158	Drawing Scale: As indicated Status: Revision No.: r1 Drawing No.: D1.1
---	---

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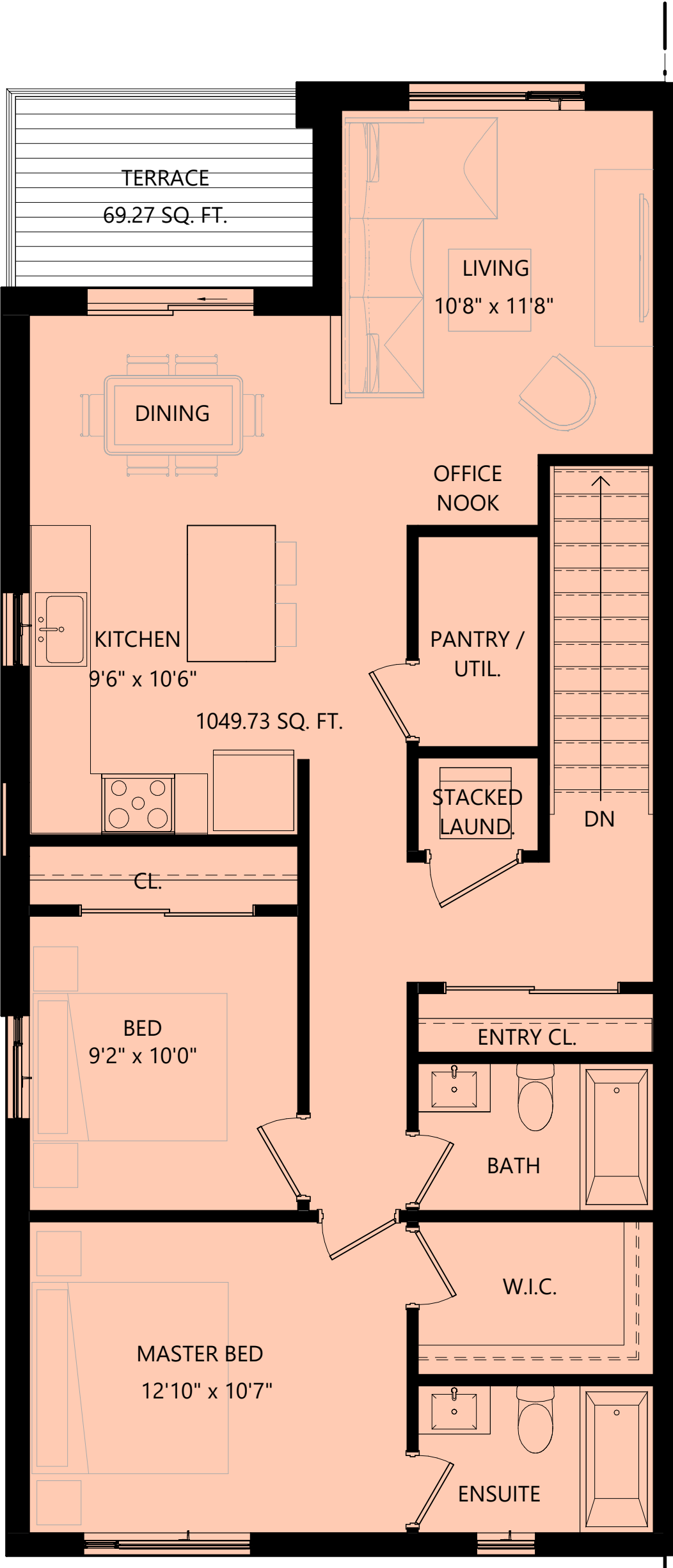
C:\Users\lsingh\Documents\25019_7 Wimbleton Crescent, Kitchener_SITE_R2025_lsingh\ACG44A.rvt



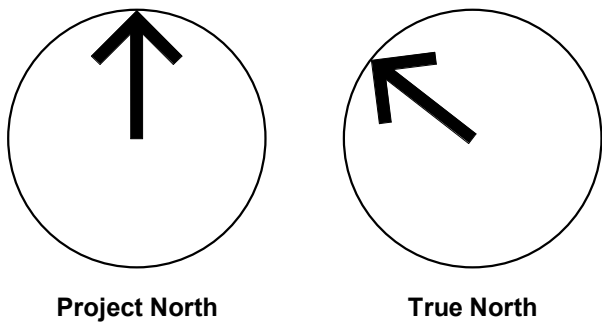
1 BASEMENT FLOOR PLAN
1 : 50



2 GROUND FLOOR PLAN
1 : 50



3 SECOND FLOOR PLAN
1 : 50



GENERAL NOTES

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6. The material contained herein reflects the consultants best judgment in light of the information available to him at the time of preparation. Any use which a third party makes of the contract documents, or any reliance on or decisions to be made based on them are the responsibility of such third parties.
7. The consultant accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on the contract documents.

1	2025-09-26	ISSUED FOR ZONING BY-LAW AMENDMENT
No.	Date	Revision

Client:

Project Name / Address:

Wimbleton Residences
7 Wimbleton Crescent,
Kitchener

SRM[↑]
architects+
urban*designers

Project No:	25019
Drawing Date:	01/30/25
Drawn by:	TJS
Checked by:	JLH
Office Location:	KITCHENER
Plot Date / Time:	9/24/2025 9:12:12 AM

Drawing Name:

FLOOR PLANS



Drawing Scale:	1 : 50
Status:	
Revision No.:	r1
Drawing No.:	

D2.1

Do not scale drawings. Contractors must check and verify all dimensions and report any discrepancies to the Architect. Unauthorised use, modification, and/or reproduction of these documents is prohibited without written permission. The Contract Documents were prepared by the Consultant for the account of the Owner. The material contained herein reflects the Consultant's best judgement in light of the information available to him at the time of preparation. Any use which a third party makes of the Contract Documents, or any reliance on or decisions to be made based on them are the responsibility of such third parties. The Consultant accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on the Contract Documents.

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3 EAST ELEVATION
1 : 50



1 NORTH ELEVATION
1 : 50



4 WEST ELEVATION
1 : 50



2 SOUTH ELEVATION
1 : 50

GENERAL NOTES

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4. All contractors and sub-contractors shall have a set of approved construction documents on site at all times.
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UNPROTECTED OPENING (UO) CALCULATION

NORTH ELEVATION:
EBF AREA - 502.31 ft²
UO AREA ALLOWED - 100%

SOUTH ELEVATION:
EBF AREA - 503.38 ft²
UO AREA ALLOWED - 57%
UO AREA PROVIDED - 129.42 ft² (25.7%)

EAST ELEVATION:
EBF AREA - 1066.93 ft²
UO AREA ALLOWED - 7%
UO AREA PROVIDED - 74.67 ft² (6.9%)

WEST ELEVATION:
EBF AREA - 1066.93 ft²
UO AREA ALLOWED - 7%
UO AREA PROVIDED - 74.67 ft² (6.9%)

No.	Date	Revision
1	2025-09-26	ISSUED FOR ZONING BY-LAW AMENDMENT


Client:

Project Name / Address:

**Wimbleton Residences
7 Wimbleton Crescent,
Kitchener**

SRM architects+ urban*designers	Drawing Date:	03/20/17
	Drawn by:	TJS
	Office Location:	KITCHENER
	Plot Date / Time:	9/24/2025 9:12:16 AM
	Drawing Name:	

ELEVATIONS

	Drawing Scale:	1 : 50
	Status:	
	Revision No.:	r1
	Drawing No.:	D3.1

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4 PERSPECTIVE VIEW 4



3 PERSPECTIVE VIEW 3



2 PERSPECTIVE VIEW 2



1 PERSPECTIVE VIEW 1

GENERAL NOTES

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1	2025-09-26	ISSUED FOR ZONING BY-LAW AMENDMENT
No.	Date	Revision

Client:


Project Name / Address:

**Wimbleton Residences
7 Wimbleton Crescent,
Kitchener**

SRM [↑] architects+ urban*designers	Project No:	25019
	Drawing Date:	03/20/17
	Drawn by:	TJS
	Checked by:	JLH
	Office Location:	KITCHENER
	Plot Date / Time:	9/24/2025 9:12:24 AM

Drawing Name:

PERSPECTIVES

	Drawing Scale:	
	Status:	
	Revision No.:	r1
	Drawing No.:	D3.2

REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: January 5, 2026

SUBMITTED BY: Rosa Bustamante, Director, Planning and Housing Policy,
519-783-8929

PREPARED BY: Tanya Roberts, Project Manager, Planning, 519-783-8945

WARD(S) INVOLVED: All Wards

DATE OF REPORT: November 20, 2025

REPORT NO.: DSD-2026-003

SUBJECT: Kitchener's Great Places Awards 2025 Program Update

RECOMMENDATION:

For Information.

REPORT HIGHLIGHTS:

- The purpose of this report is to provide a recap of the 2025 Kitchener Great Places Awards program to recognize winning projects and volunteer jury panelists.
- The key finding of this report is acknowledging the 14 awards given to 11 exceptional projects that have shaped the community since the last awards were hosted in 2023.
- There are no financial implications associated with this report. The Awards program is funded through the Capital Budget.
- Community engagement for this report included the posting of the report on the City's website.
- This report supports the delivery of core services.

BACKGROUND:

Kitchener's Great Places Awards program recognizes outstanding development projects that demonstrate a commitment to design excellence and innovation in the areas of urban design, sustainability, affordable housing and heritage conservation and contribute to a built environment that enhances our quality of life.

The awards program began in 1988 when Council endorsed the idea of presenting Urban Design Awards to development projects that demonstrate outstanding design. In 1997, the Mike Wagner Heritage Awards were established to pay tribute to property owners and businesses who had contributed to the conservation of cultural heritage resources. Since 2011, the Urban Design Awards and Mike Wagner Awards have been celebrated in a joint ceremony.

In 2015, with the adoption of the City's Official Plan, the program was expanded to recognize a broader range of categories to become the current Great Places Awards. In 2025, a new award category, the Affordable Housing Solutions Award was added to reflect our focus on housing and particularly affordable housing. This award highlights and celebrates projects that incorporate affordable housing. Sharing the story of their success can encourage others to leverage the City's incentives while exploring innovative models, programs, and partnerships to create more affordable housing in our community.

REPORT:

This report provides an overview of the 2025 Great Places Awards program, including program updates and key outcomes.

Many new projects have shaped the community since the last time these awards were hosted in 2023. Looking back at the previous nominees and winners of these awards demonstrates how many great spaces were created that are still enjoyed today. Reflecting on the collective effort of making a better city for the future and how the City of Kitchener works in collaboration with the development industry to get homes built faster. This is signaled by the fact that collectively we've worked to meet and exceed the Province's Building Faster Fund targets. All of this was achieved while continuing to advance housing for all in the community.

Jury Panels

With external jury panelists selected from an open call for jury panelists in March of 2025, we would like to thank the professionals who volunteered their time to critically evaluate nominated projects to select winners, as summarized in Table 1.

Table 1: 2025 Jury Panelists (External & Internal)

Name	Background/Expertise
Urban Design Excellence Awards – High-rise, Civic categories	
Dayna Edwards	Lecturer, University of Waterloo and Partner, Q9 Planning + Design
Angel Bancalé	Landscape Planner, Dillon Consulting
Rosa Bustamante	Director, Planning and Housing Policy
Paul Singh	Councillor
Urban Design Excellence Awards – Placemaking, Low-rise categories	
Debbie Chapman	Councillor
Rosa Bustamante	Director, Planning and Housing Policy
Samantha Leger	PhD Candidate and Lecturer at University of Waterloo
Sifei Mo	Project Lead, Fabrik Architects

Mike & Pat Wagner Heritage Award	
Jean Haalboom	Chair, Heritage Kitchener
Susan Tienhaara	Quality Manager, Govan Brown
Garett Stevenson	Director, Development and Housing Approvals
Sustainable Kitchener & Affordable Housing Solutions Award	
Natalie Goss	Manager, Policy & Research
Anna Hohenadel	Representative from Climate Change and Environment Committee.
Mariam Lawani	Founder/CEO Greenhill Recycling
Martina Braunstein	Team Manager, Landscape Architecture and Urban Design, Dillon Consulting
Matthew Day	Executive Director, WR Community Energy
Alison Carlyle	Project Manager, Active Transportation
Susan Tienhaara	Quality Manager, Govan Brown
Rosa Bustamante	Director, Planning and Housing Policy
Schmalz Award for Design Leadership	
Rodney Gill	Representative from Compass Kitchener
Oliver Frayne	Doctoral Student, University of Waterloo
Cory Bluhm	Executive Director, Economic Development
Justin Readman	General Manager, Development Services
Berry Vrbancovic	Mayor

2025 Great Places Awards Ceremony

The awards ceremony took place on Wednesday October 29, 2025, with attendees including community members, nominated project representatives, development industry, jury panelists, members of Council, and staff.

Joined by several members of Kitchener City Council, Mayor Berry Vrbancovic kicked off the event, which named 14 winners across a variety of categories. Several members of Council presented awards. The event was held at the Conrad Centre for the Performing Arts.

To further enhance the event, the award ceremony featured local artists 'The Michael Wood Trio' and keynote speaker Leia Minaker, the inaugural Director of the Future Cities Institute founded by Caivan at the University of Waterloo, and an Associate Professor in the School of Planning in the Faculty of Environment. Minaker's keynote, '**What matters: getting the future Kitchener we want**' discussed the trade-offs we need to accept and the trust that we need to build for a successful future city that is focused on outcomes rather than process.

2025 Winning Projects

The following is the list of award-winning projects by category:

Urban Design Excellence Awards

- Low-Rise: 26 King Street East – Narrow Building
- High Rise: 55 Duke Street West - Young Condos
- Civic: 1 Wilson Ave - Montgomery Creek Restoration

Placemaking Award

- Winner #1: 27 Roy Street – Holly's Café
- Winner #2: 193 Roxborough Avenue - Admiral Park Winter Lights

Sustainable Kitchener Award

- Winner #1: 66 Weber Street East - Civic 66
- Winner #2: 100 Rosenberg Way - Southwest Community Library

Affordable Housing Solutions Award

- Winner #1: 825 King Street West - St. Mark's Place
- Winner #2: 292 Sheldon Ave N - Thresholds Homes and Supports

Mike and Pat Wagner Heritage Awards

- Preservation / Restoration: Winner #1 – 171 Frederick Street - Suddaby Public School
- Preservation / Restoration: Winner #2 – 73 Queen Street N - Governor's House Porch Restoration
- Rehabilitation / Adaptive Re-Use: 825 King Street West - St. Mark's Place

People's Choice Award

- 27 Roy Street – Holly's Café

Schmalz Award for Design Leadership

- 825 King Street West - St. Mark's Place

Congratulations to all the winners of Kitchener's 2025 Great Places Awards. For more information about the awards program and to view a video of the award-winning projects, visit www.kitchener.ca/greatplaces

FINANCIAL IMPLICATIONS:

Capital Budget – This event is funded through the Capital Budget.

Operating Budget – There are no financial implications to the Operating Budget.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City's website with the agenda in advance of the council / committee meeting.

PREVIOUS REPORTS/AUTHORITIES:

- CSD – 15-083 Urban Design Awards Program Update
- DSD-2025-067: Kitchener's Great Places Awards 2025 Program Update

APPROVED BY: Justin Readman, General Manager, Development Services

ATTACHMENTS: N/A